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No. 11.

Great Western Railway.

REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDED 31st JULY, 1859,

WITH

STATEMENTS OF ACCOUNTS,

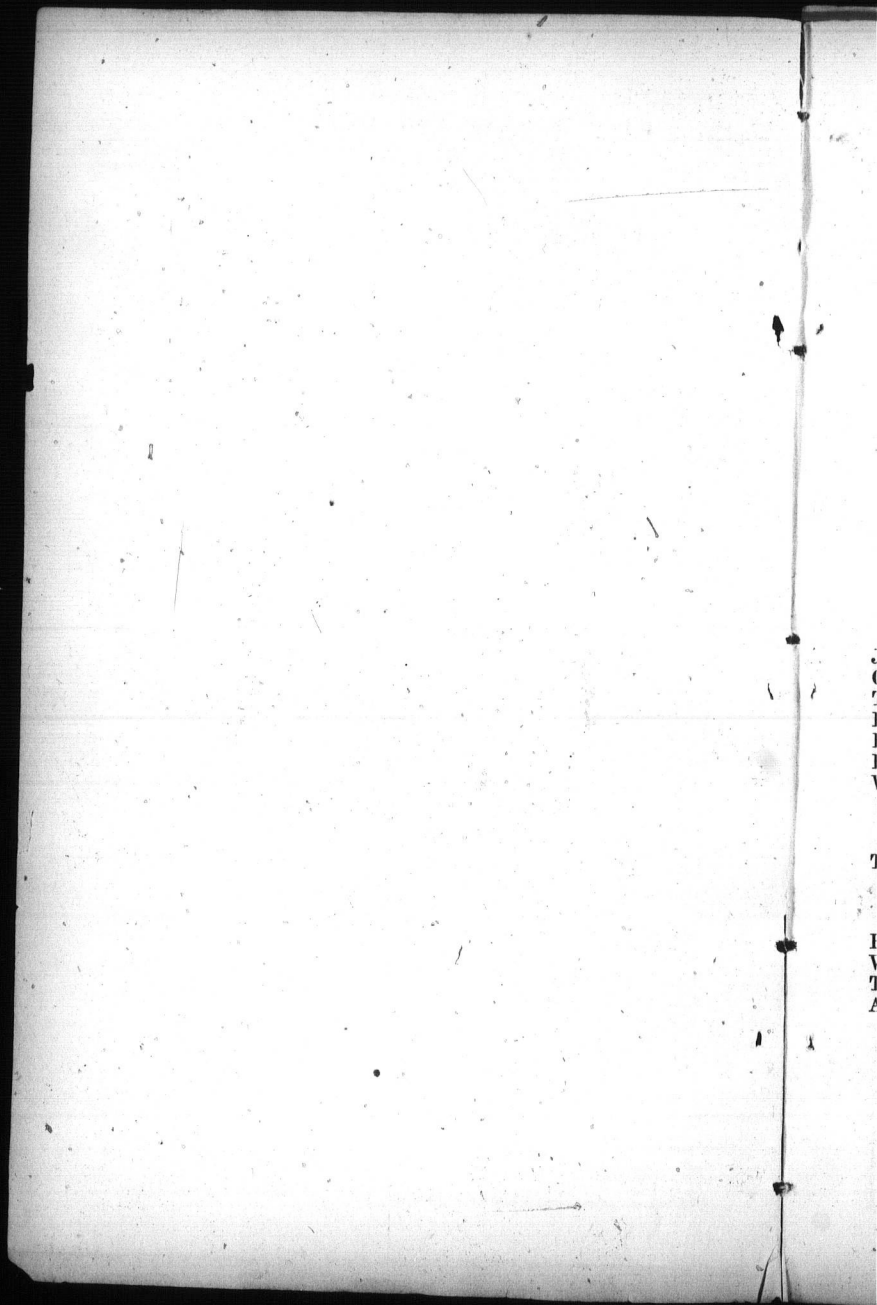
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As submitted to the General Meeting of Shareholders, in London, on the 5th of October, 1859, and in Hamilton, Canada West, to an Adjourned General Meeting of Shareholders, on the 1st of November, 1859.

HAMILTON:

PRINTED AT THE "TIMES" STEAM JOB PRINTING ESTABLISHMENT.

1859.



Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1859.

President.

ROBERT GILL, Esq., Apps Court, Surrey, England.

Vice-President.

JOHN YOUNG, Esq., Hamilton, Canada West.

Managing Director.

CHARLES JOHN BRYDGES, Esq., Hamilton, Canada West.

Financial Director.

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

CANADIAN BOARD.

JOHN YOUNG, Esq., *Chairman*, Hamilton, Canada West.
CHARLES JOHN BRYDGES, Esq., Hamilton, Canada West.
THOMAS REYNOLDS, Esq., Hamilton, Canada West.
RICHARD JUSON, Esq., Hamilton Canada West.
HENRY C. R. BECHER, Esq., Q. C., London, Canada West.
FREDERICK W. GATES, Esq., Hamilton, Canada West.
WILLIAM DICKSON, Esq., Galt, Canada West.

EX-OFFICIO DIRECTOR.

THE MAYOR OF HAMILTON, Canada West.

ENGLISH BOARD.

ROBERT GILL, Esq., *Chairman*, Apps Court, Surrey.
WILLIAM GOVAN, Esq., South Park, Hillhead, Glasgow.
THOMAS CULLEN, Esq., 8, Devonshire Street, Portland Place, London.
ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

BANKERS IN CANADA.

THE COMMERCIAL BANK OF CANADA.

COMPANY'S OFFICES IN CANADA.

HAMILTON, CANADA WEST.

SECRETARY,—MR. W. C. STEPHENS.

COMPANY OF CANADA.

No. 1.

of the Company on Capital Account, to 31st July, 1859.

EXPENDITURE.	Am't expended to Jan. 31, 1859, as per last acc't.	Am't expended during half-year to July 31, 1859.	Total expendi- ture to July 31, 1859.
	Sterling. £ s. d.	Sterling. £ s. d.	Sterling. £ s. d.
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c. Less amount of over debit to Exchange in former half-years, now deducted to bring the conversion of the whole of the Compa- ny's cash transactions with England down to the uniform rate of 109½ per cent., the par of Exchange between England and Canada	4,140,594 17 2 30,730 7 7 4,109,864 9 7		
Land, Works, Bridges, Permanent Way, and all incidental charges		4,891 4 10	
Stations, Warehouses, Wharves, &c.		2,927 2 9	
Ferry Steamers for crossing Detroit River...		148 17 7	
GENERAL CHARGES—Law Expenses		244 6 8	
Engineering Expenses		143 8 7	
<i>To 31st January, 1859.....</i>	4,109,864 9 7		
<i>During Half-year, 1st February to 31st July, 1859</i>		8,355 0 5	
EXPENDITURE ON GREAT WESTERN MAIN LINE, &c., to 31st JULY, 1859.			4,118,219 10 0
By Sarnia Extension:—	418,859 1 11		
Works, Bridges, Permanent Way, Stations, Warehouses, and all incidental expenses..		25,744 10 2	
Right of Way and Land		133 7 2	
Rolling Stock, viz. Engines and Tenders,....		260 17 10	
Passenger and Goods Cars		983 6 2	
<i>To 31st January, 1859.....</i>	418,859 1 11		
<i>During Half-year, 1st February to 31st July, 1859. . .</i>		27,122 1 4	
EXPENDITURE ON SARNIA EXTENSION TO 31st JULY, 1859.....			445,981 3 3
By Galt and Guelph Railway:— Land, Works, Bridges, Permanent Way, and all incidental expenses	76,122 14 1	60 13 4	76,183 7 5
TOTAL.....			4,640,384 0 8
By Detroit and Milwaukee Railway Co.: Loan Account	163,358 4 3	65,976 4 5	234,334 8 8
By Balance carried to Account No. 4.....			4,874,718 9 4 109,995 10 3
		£	4,984,713 19 7

RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada, for the half-year ended 31st July, 1859.

Half-year ended 31st July, 1858.		Per Cent. on Gross Receipts.	EXPENSES.	Half-year ended 31st July, 1859.		Per Cent. on Gross Receipts
Dollars. c.	Sterling.			Dollars. c.	Sterling.	
	£ s. d.		By MAINTENANCE & RENEW- AL OF WAY, VIZ:—			
78,777 47	16,187 3 0	7.58	Cost of Maintenance of Way.....\$77,054 68		£. s. d.	
			Cost of Renewal of Bridges, Rails, Sleepers, Fences, &c..... 44,916 18		16,833 3 1	8.72
23,419 07	4,812 2 9	2.25			9,229 7 1	5.09
102,196 54	20,999 5 9	9.83	Per Abstract A	121,970 86	25,062 10 2	13.81
216,388 27	44,463 6 11	20.81	Locomotive Power do. B	180,852 33	37,161 8 8	20.48
			Repairs & Renew- als of Passenger and Goods Car... do. C	33,280 35	6,838 8 7	3.77
35,950 26	7,387 0 9	3.46	Coaching Transit Expenses..... do. D	102,871 98	21,138 1 7	11.65
112,643 87	23,146 0 0	10.83	Merchandise Ex- penses..... do. E	76,404 44	15,699 10 10	8.65
88,604 55	18,185 17 4	8.51	General Charges.. do. F	35,356 49	7,265 0 8	4.00
35,342 52	7,262 3 3	3.40	Total Ordinary Working Ex- penses.....	550,736 45	118,165 0 6	62.36
591,026 01	121,443 14 0	56.84	ITEMS NOT BELONGING TO OR- DINARY WORKING EXPENSES			
			By Taxes.....\$7,054 39		1,455 13 11	0.80
7,828 29	1,608 11 1	0.75	Insurance..... 5,267 04		1,082 5 4	0.60
4,308 82	885 7 6	0.42	Suspension Bridge Rent, for half- year..... 22,500 00	34,851 43	4,623 5 9	2.54
22,500 00	4,623 5 9	2.16	Total Revenue Expenditure	685,587 88	120,326 5 6	66.30
625,663 12	128,560 18 4	60.17	By Balance carried to Net Re- venue No. 3 account	297,596 28	61,149 18 5	
414,111 67	85,091 8 4			\$883,184 16	£181,476 3 11	
<u>\$1,039,774 69</u>	<u>£213,652 6 8</u>					

THE GREAT WESTERN

ACCOUNT

Dr.	<i>Net Revenue Account</i>			
	\$	c.	£	s. d.
1859.				
Feb. 1. To Surplus of Net Revenue brought forward from half-year ended 31st January, 1859.....	16,303	04	3,349	18 10
1859.				
July 31. " Balance from Revenue Account (No. 2) for the half-year to date.....	297,596	28	61,149	18 5
	313,899	32	64,499	17 3
1859.				
July 31. To Balance brought down.....	\$	c.	£	s. d.
	79,681	82	16,372	19 7
	79,681	82	16,372	19 7
1859.				
July 31. To Balance brought down to be carried to next half-year.....	\$	c.	£	s. d.
	39,749	74	8,167	15 1

THE GREAT WESTERN

ACCOUNT

Dr.	<i>General Balance Sheet</i>			
	\$	c.	£	s. d.
Amount outstanding and due to the Co. on Traffic Account....	292,321	25	60,066	0 2
General Stores (including stationery and coal) 31st July.....	281,227	30	57,786	8 8
Fuel Stores (wood) on hand 31st July.....	159,060	89	32,683	14 11
Mechanical Stores do.....	68,737	26	14,124	1 11
Rails Stock Account, rails on hand 31st July.....	406,236	43	82,240	7 3
Municipal Bonds.....	68,368	00	14,048	4 5
Detroit and Milwaukee Stock and Interest.....	201,000	00	41,301	7 4
Amount of Interest due on Loan to Detroit and Milwaukee Railway Company.....	107,419	33	22,072	9 3
Sundry Accounts, Loans and Interest due to the Company.....	159,491	26	32,772	3 7
	\$	1,737,861	£357,094	17 6

RAILWAY COMPANY OF CANADA.

No. 3.

to 31st July, 1859.

Cr.

	\$	c.	£	s.	d.
1859.					
July 31. By half-year's interest on the Balance of Government loan, to 1st July, 1859.....	85,158	15	17,498	5	0
" Interest on bonds, bank loans, &c., after deducting interest received, per Abstract G.....	149,959	35	30,628	12	8
" Balance carried down.....	79,681	82	16,372	19	7
	313,899	32	64,499	17	3
1859.					
July 31. By Amount paid during the half-year on account of Desjardins Accident Compensations and Costs..	21,734	79	4,466	1	1
" Cost of Repairing Banks at Flamboro', Copetown, Harrisburg, and other expenses caused by floods of 19th March, 1859.....	18,197	29	3,739	3	5
" Balance carried down.....	39,749	74	8,167	15	1
	79,681	82	16,372	19	7

RAILWAY COMPANY OF CANADA.

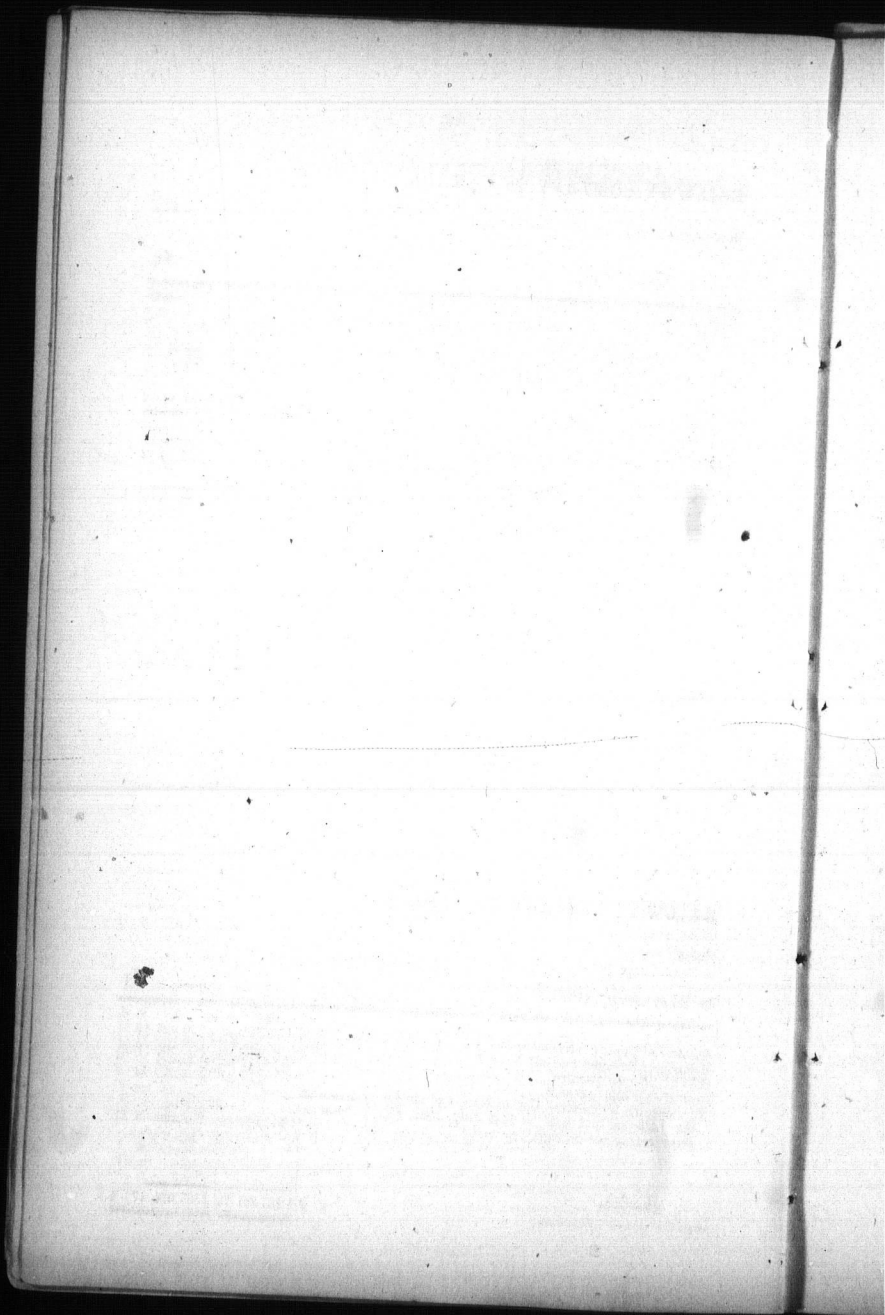
No. 4.

to 31st July, 1859.

Cr.

	\$	c.	£	s.	d.
Balance of Capital Account No. 1.....	535,311	49	109,995	10	3
Balance of Revenue Account No. 3.....	39,749	74	8,167	15	1
Bills and Bonds payable.....	128,744	86	26,454	8	6
Insurance Fund Account.....	19,358	32	3,977	14	9
Balances due to Bankers, Contractors, and sundry accounts of the half-year not paid on 31st July, 1859, (less amount of Engineering per centages reserved,).....	1,014,697	81	208,499	8	11
	1,737,861	72	£357,094	17	6

B



GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for Half-year ended
31st July, 1859.*

Half-year ended 31st July, 1858.	ABSTRACT A.	Half-year ended 31st July, 1859.
\$ c.	MAINTENANCE OF WAY.	\$ c.
8,141 80	Repairs of Bridges and Culverts.....	8,471 55
51,710 77	Platelayers' Wages, and Extra Work on Way.....	47,687 34
11,703 28	Repairs of Stations, Sidings, Fences, &c.....	12,013 97
982 18	Approaches.....	257 28
1,975 17	Repairs of Buildings.....	4,840 39
2,823 24	Engineering Superintendence, &c.....	2,963 97
849 07	Repairs of Signals.....	820 18
691 96	Small Stores.....	
<u>\$78,777 47</u>	<u>Sterling £16,187 3 0.—Total cost of Maintenance—Sterling £16,833 3 1...</u>	<u>77,054 68</u>
23,419 07	Renewals of Bridges, Rails, Sleepers, Fences, &c.....	44,916 18
<u>\$102,196 54</u>	<u>Total Charge, including Renewals.....</u>	<u>\$121,970 86</u>
£20,999 5 9	Sterling.	Sterling £25,062 10 2

Half-year ended 31st July, 1858.	ABSTRACT B.	Half-year ended 31st July, 1859.
\$ c.	LOCOMOTIVE POWER.	\$ c.
	Transit Expenses:—	
28,993 25	Wages of Enginemen and Firemen.....	29,746 18
5,385 00	Wages of Labourers and Cleaners.....	6,639 00
75,151 07	Fuel.....	47,036 59
4,048 42	Oil.....	3,468 08
855 28	Tallow.....	745 03
1,252 04	Small Stores, including Signal Lamps, Waste, &c.....	1,376 90
5,737 35	Pumping Engines to supply Water.....	5,549 71
406 69	Salaries of Foremen and Clerks.....	362 58
1,126 56	Salary of Locomotive Engineer.....	993 55
<u>125,998 66</u>		<u>93,918 62</u>
	Repairs of Engines:—	
32,858 10	Material and Fuel.....	31,541 31
52,114 01	Wages.....	51,362 56
<u>210,970 77</u>		<u>82,903 86</u>
	Sundries:—	
1,402 80	Lighting Shops.....	493 20
1,202 09	Maintenance of Turntables.....	1,301 14
2,812 61	Maintenance of Tanks and Pumps.....	2,235 51
<u>\$216,388 27</u>		<u>4,020 85</u>
<u>£44,463 6 11</u>	Sterling.	<u>\$190,852 33</u>
	Sterling £37,161 8 8	
	\$0.405 or 1s. 7 98d. Cost per Train mile run.....	\$0.341 or 1s. 4 84d.
	\$0.312 or 1s. 3 40d. Cost per Traffic Engine mile run.....	\$0.248 or 1s. 0 25d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February to 31st July, 1858.	MILEAGE RUN BY ENGINES.	Miles run, 1st February to 31st July, 1859.
277,926	By Passenger Engines.....	295,174
255,964	By Freight Engines.....	234,377
533,890	Total Train miles earning Revenue.....	529,551
158,673	By Piloting and Shunting Engines.....	198,325
692,563	Total Traffic Engine miles run.....	727,776
81,893	By Construction Engines.....	71,991
22,623	By Wood Engines.....	16,612
<u>797,079</u>	<u>Gross Engine miles run.....</u>	<u>816,379</u>

GREAT WESTERN RAILWAY OF CANADA.

Half-year ended
31st July, 1858.

ABSTRACT C.

Half-year ended
31st July, 1859.

REPAIRS AND RENEWALS OF CARS.			
\$	c.	\$	c.
Passenger Cars:—			
6,641	67	4,446	11
13,428	02	14,639	13
972	80	979	38
Salaries of Superintendent, Foremen, and Clerks.....			
21,042	49		
Merchandise Cars, &c.:—			
5,769	94		
8,620	54	\$4,930	31
617	29	7,877	29
Salaries of Superintendent, Foremen, and Clerks.....			
		408	13
<u>\$35,950 26</u>		<u>13,215 73</u>	
		<u>\$33,280 35</u>	
£7,387 Os. 9d. Sterling, Showing a Cost of \$0.067, or \$33d. per Train Mile run.		Sterling £6,838 8s. 7d. Showing a Cost of \$0.063, or 3.10d. per Train Mile run.	

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Feb. to 31st July, 1858.		Miles run, 1st Feb. to 31st July, 1859.	
855,933	Of 1st Class Cars.....		
302,192	2nd Class Cars.....	643,170	
601,145	Post Office, Express, Baggage, and Conductors' Cars.....	256,203	
4,163,675	Freight, Platform, and Cattle Cars.....	681,934	
		3,414,374	
6,122,845	Total Earning Revenue.....	5,199,681	
248,853	Wood Cars.....	182,732	
1,310,238	Gravel Cars.....	2,619,686	
<u>7,681,986</u>		<u>7,902,098</u>	
Total Miles run by Cars.....			

Half-year ended
31st July, 1858.

ABSTRACT D.

Half-year ended
31st July, 1859.

COACHING TRANSIT EXPENSES.			
\$	c.	\$	c.
16,199	83	14,528	76
10,393	13	10,296	46
19,164	15	18,815	29
2,204	96	1,974	88
5,226	57	4,363	64
4,671	15	4,405	00
157	00	84	37
3,893	21	3,430	00
3,495	09	488	69
175	12	477	12
1,361	37	1,728	16
11,765	27	10,667	23
1,636	77	3,083	46
358	20	383	35
1,686	52	1,309	06
1,039	73	868	32
11,867	04	9,027	76
12,444	24	12,403	11
4,879	52	4,647	32
<u>\$112,643 87</u>		<u>\$102,871 98</u>	
£23,146 Os. 0d. Sterling, Equal to 17.49 per Cent. on Coaching Traffic Receipts.		Sterling £21,138 1s. 7d. Equal to 18.32 per Cent. on Coaching Traffic Receipts.	

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended
31st July, 1858.Half-year ended
31st July, 1859.

MERCHANDISE TRANSIT EXPENSES.

\$ c.		\$ c.
22,330 38	Wages of Clerks, Conductors, and Brakemen.....	19,129 11
30,418 05	Porters	24,749 53
5,303 50	Switchmen	4,363 63
2,794 53	Watchmen at Level Road Crossings.....	2,437 31
5,020 21	Lights, Lamps, Fuel, and Signals.....	4,428 80
1,530 46	Oil and Tallow.....	1,461 68
2,715 97	Small Stores, including Tail Ropes, &c.....	847 48
2,500 00	Rents.....	2,457 12
2,886 24	Compensation for Damages.....	3,753 48
175 88	Cattle killed on Track by Trains.....	490 37
906 10	Travelling and Incidental Expenses.....	705 62
1,533 31	Stationery, Advertising, and Printing.....	3,637 95
314 84	Office Expenses.....	277 45
2,919 39	Expenses of Telegraph.....	2,567 67
6,907 33	Expenses of Ferry across the Detroit River.....	4,991 79
28 06	Expenses of Horse for Shunting.....	" "
20 00	Clothing.....	" "
<u>\$88,504 55</u>		<u>\$76,404 44</u>
£18,185 17s. 4d. Sterling.		Sterling £15,699 10s. 10d.
Equal to 22.79 per cent.		Equal to 24.07 per cent.
on		on
Merchandise Traffic Receipts		Merchandise Traffic Receipts.

ABSTRACT F.

Half-year ended
31st July, 1858.Half-year ended
31st July, 1859.

GENERAL CHARGES.

\$ c.		\$ c.
19,090 00	Head Offices in London and Hamilton.....	19,559 81
2,389 20	Stationery, Advertising, and Printing.....	1,533 06
1,355 63	Postages and Stamps.....	1,173 85
625 46	Fuel and Lights.....	296 70
2,305 30	Discount on Bank Notes, and cost of Exchange.....	280 10
524 73	Furniture, &c.....	283 62
344 35	Store Keepers' Office Expenses.....	161 22
3,766 37	Travelling and Incidental Expenses.....	4,749 45
911 26	Law Charges.....	2,790 53
4,866 67	Directors' Remuneration.....	4,866 67
<u>\$36,178 97</u>		<u>\$36,000 11</u>
836 45	Less Transfer Fees.....	643 63
<u>\$35,342 52</u>		<u>\$35,356 49</u>
£7,262 3s. 3d. Sterling.		Sterling £7,265 0s. 8d.
Equal to		Equal to
3.40 per cent. on		4.00 per cent. of
Total Revenue.		Total Revenue.

GREAT WESTERN

ABSTRACT
INTEREST ON BONDS, BANK LOANS,

Dr.

	\$	c.	STERLING.
			£ s. d.
Sundry Interests and Discounts.....	4,939	60	1,014 19 9
Interest on Municipal and other Bonds.....	2,817	00	578 16 8
Do. &c., due on Loan to Detroit and Milwaukee Railway Company for Half-year.....	49,569	32	10,185 9 6
Balance as per Net Revenue Account, No. 3.....	149,059	35	30,628 12 8
	<u>\$206,385</u>	<u>27</u>	<u>£42,407 18 7</u>

THE GALT AND

Dr.

ACCOUNT

The Galt and Guelph Railway Company (Working Account)

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

	\$	c.	STERLING.
			£ s. d.
1889.			
July 31. To Maintenance and Renewal of Way during the Half-year ended this day—			
Cost of Maintenance.....	\$2,170	84	446 1 3
Cost of Renewal of Rails, &c.....	300	84	74 2 11
	<u>\$2,531</u>	<u>68</u>	<u>£520 4 2</u>
“ Locomotive Power.....	2,518	14	517 8 6
“ Use of Passenger, Freight, and other Cars.....	248	64	51 1 10
“ Coaching and Merchandise Transit Expenses.....	2,911	90	598 6 9
“ General Charges.....	1,200	00	246 11 6
	<u>\$9,410</u>	<u>36</u>	<u>£1,933 12 9</u>
“ Taxes.....	4	37	0 17 11
	<u>\$9,414</u>	<u>73</u>	<u>£1,934 10 8</u>
1889.			
July 31. To balance brought down.....	\$2,844	58	£584 10 0

RAILWAY OF CANADA.

G.

DISCOUNTS, &c., TO 31ST JULY, 1859.

	\$ c.		STERLING.	
	£	s. d.	£	s. d.
Sundry Discounts, Interest and Exchange, and Commission on Sale of Bonds.....	6,418	41	1,318	17 0
Interest on Outstanding Bonds payable in England.....	181,970	33	37,391	3 3
Do. on Bank Loans, &c.....	17,996	63	3,697	18 4
	<u>\$206,385</u>	<u>27</u>	<u>£42,407</u>	<u>18 7</u>

GUELPH RAILWAY.

H.

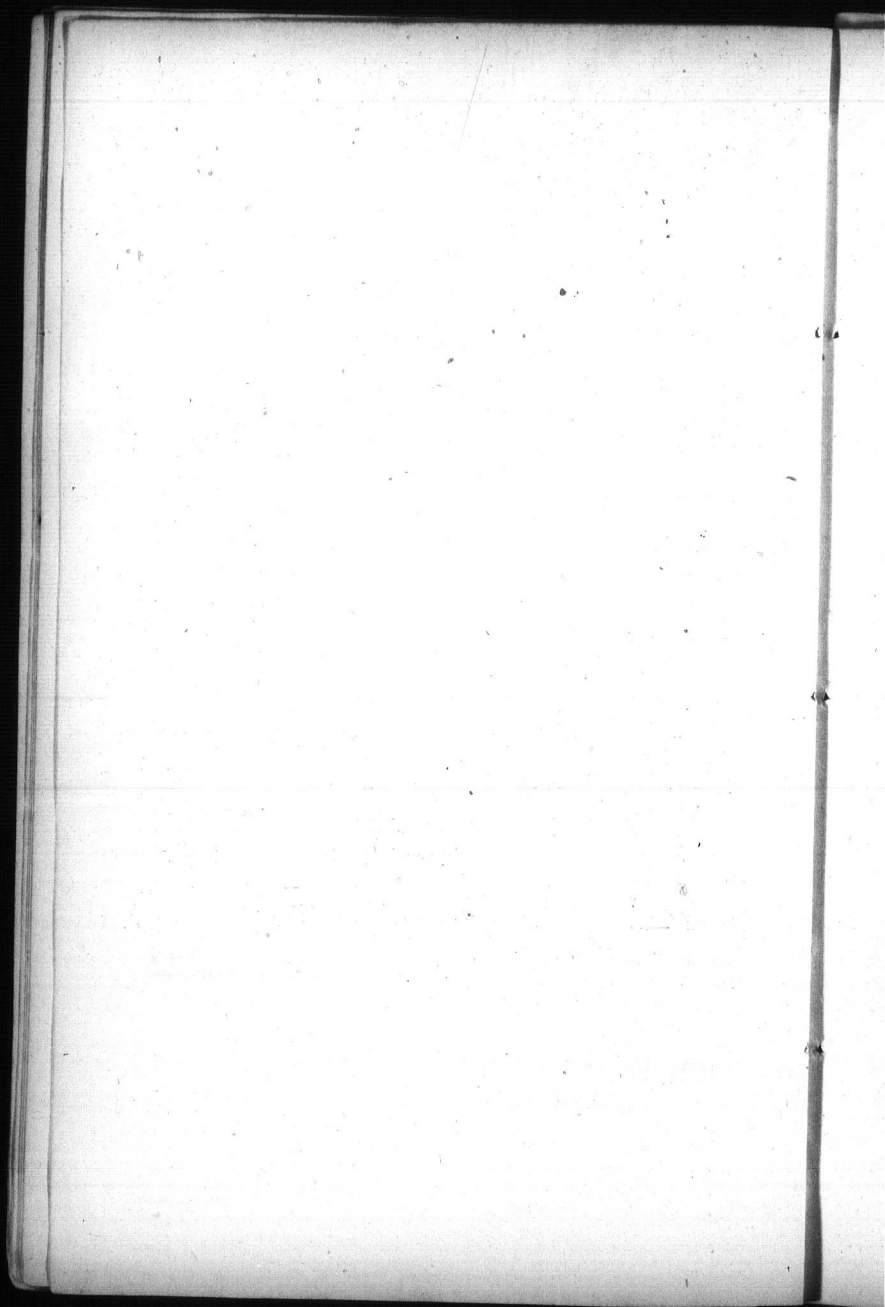
in Account with the Great Western Railway Company of Canada.

RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.

July 31. By amount received during the Half-year ended this day for the carriage of—	\$ c.		STERLING.	
	£	s. d.	£	s. d.
Passengers.....	3,506	24	720	9 3
Mails and Sundries.....	337	06	192	10 11
Freight and Live Stock.....	2,126	85	437	0 6
“ Balance	\$6,670	15	£1,350	0 8
	2,844	68	684	10 0
	<u>\$9,414</u>	<u>73</u>	<u>£1,934</u>	<u>10 8</u>

NOTE.—The Mileage run by Engines during the Half-year, in working the Traffic of the Galt and Guelph Railway, has been as follows:—

With Passenger and Freight Trains.....	9,671 miles
Piloting and Shunting.....	1,662 “
Total	<u>11,333 Engine Miles.</u>



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

Under six Acts of the Provincial Parliament, this Company has been authorised to raise in Share Capital the sum of £5,301,369 16s. 2d. sterling (\$25,800,000.)

During the last half-year there has been received on Capital Account £168,867 11s. 6d. as follows:—

	STERLING.
On Account of Share Capital	£147,867 11 6
Do. Perpetual 5 per cent. Debenture Stock	£1,000
Do. 6 per cent. Non-convertible Bonds	19,000
Do. 5½ ditto ditto	1,000
	21,000 0 0
	(\$821,822 18) £168,867 11 6

bringing the total amount of the Company's receipts to 31st July on Capital Account to £4,984,713 19s. 7d. (\$24,258,941 37) of which £3,087,326 4s. 7d. (\$15,024,987 65) has been raised by shares, and £1,807,387 15s. 0d (\$9,233,953 72) by Bonds and Government Loan.

The expenditure on Capital Account during the six months, has been £35,537 15s. 1d. as follows:—

	STERLING.
On Main Line, Hamilton and Toronto Line, and Galt Branch, 279 miles	£8,355 0 5
" Sarnia Extension, 51 miles	27,122 1 4
" Galt and Guelph Railway	60 13 4
	(\$172,950 37) £35,537 15 1

in addition to which further advances have been made on account of authorised loan to Detroit and Milwaukee Railway Company, amounting to £65,976 4s. 5d. (\$321,084 27.)

The total amount of capital expenditure of the Company to 31st July, 1859, being £4,874,718 9s. 4d. (\$23,723,629 88.)

In the last report it was stated that but little more expenditure upon the Main Line and Galt Branch remained to be incurred. By the foregoing statement it will be seen that the sum of £8,355 0s. 5d. (\$40,661 12) only has been expended during the half-year, and the Capital Account, in respect of the 279 miles of Railway of which that part of the Company's property consists, may be considered as practically closed.

The expenditure of £27,122 1s. 4d. (\$131,994 01) during the half-year on the Sarnia Extension of 51 miles has been chiefly for ballasting and finishing the Line and works, and for the cost of a Grain Elevator and Machinery at Port Sarnia. The further outlay for completing the Sarnia Extension will not exceed £10,000, (\$48,666 67) and the only other claims on account of this Line will be those arising out of the settlement of the original contract for the construction of the works, which are now before Arbitrators.

The amount for interest during the half-year is materially increased by the discontinuance of the charge against the cost of the Sarnia Line.

The working expenses, exclusive of renewals of permanent way, are \$505,820 27 being a reduction of \$61,786 67 as compared with the corresponding half of 1858, although 51 additional miles of railway have been worked during the whole of the half-year.

The miles run by trains are 529,551, being a decrease of 4,339 as compared with the corresponding half-year: the cost per mile is reduced from \$1.08 to \$0.98.

The Revenue Account presents the following results:—

The Total Amount of the half-year's Traffic and Rents is	\$883,184 16
Less Working Expenses and Renewals	585,587 88
Leaving a Net Revenue Account of	\$297,596 28
Adding surplus from last half-year	16,803 04
	<u>\$313,899 32</u>
Against which the following charges have to be made, viz:—	
Interest on the Government Loan and on the Bonds of the Company	284,217 50
	<u>\$ 79,681 82</u>
Also amounts paid during the half-year on account of	
Desjardin's Bridge accident compensations	\$21,734 79
And amount paid for repairing the embankments at	
Flamboro', Copetown, &c., and other expenses caused	
by the extraordinary floods of the 19th March, 1859	18,197 29
	<u>39,932 08</u>
Leaving a surplus of	<u>\$39,749 74</u>

which the Directors recommend should be carried forward to the credit of the next half-year's account.

The Directors, in placing this statement before the Shareholders, cannot but express their extreme concern and disappointment at the altered position, which it exhibits, of the Company's affairs. In the report placed before the meeting of 6th April last, a sanguine hope was entertained that the worst was then over, and that a gradual improvement from the state of depression the Company was at that period labouring under, might fairly be calculated upon. Unfortunately, this has not been borne out by the result; and this Company has had to sustain, during the last half-year, a continuation of the most adverse circumstances, in common with every other railway in the northern portion of the American Continent.

The traffic of the Line, both through and local, has undergone a diminution during the last three years, of which we have no parallel in the history of railways in this country; and though the exertions of the Executive in Canada have effected most important reductions in the working expenses, this has not been adequate to sustain the Company's position and to earn a dividend.

The comparative position of the Company is shown by the following statement of its earnings and expenses, for the last four half-years ending 31st July:—

First Half of 1856, the Earnings were \$1,423,004; the Working Expenses were \$801,664.					
Do.	1857,	ditto	\$1,296,627	ditto	\$748,116.
Do.	1858,	ditto	\$1,039,774	ditto	\$625,663.
Do.	1859,	ditto	\$ 883,184	ditto	\$585,588.

Disastrous and unprecedented as the above statement of traffic undoubtedly is, the Great Western Railway of Canada has really suffered less than the other railways in its vicinity; and there is no reason to suppose that its proper and legitimate revenue has been abstracted by rival Companies to any serious extent. There can be no doubt, however, but that the evil during the last half-year has been materially aggravated by the severe competition which has been carried on for the Through traffic, on the part of the American lines.

But with this exception, no doubt of considerable importance, the Directors have reason to believe from every information which is available to them, that this Company's position in respect to the falling off of its traffic is to be attributed to a succession of bad harvests, aggravated in the colony by the financial convulsion in the end of 1857.

The Executive in Canada wisely abstained, as far as lay in their power, from taking any part in the rivalry of the American Companies, whilst at the same time they made every effort to bring about a better state of things; but as there were traffic arrangements which could not be abruptly or hastily terminated, this Company became necessarily involved in the pecuniary consequences of the unwise competition. This is now happily terminated, and it is to be hoped that more prudent counsels will prevail for the future.

All the accounts from the United States and from Canada concur in stating that the harvest just gathered in, has been a most abundant one. From this source, from the revival of the lumber trade, and from the improving condition of the Province as well as the Western States generally, it is to be hoped this Company may soon recover its former prosperity.

The following mileage receipts on neighbouring Railways, shew that this Line still compares favourably with others similarly circumstanced.

	For Six months ending 30th June, 1859.
Michigan Central, earnings per mile	\$2,282 17
Michigan Southern do.	1,404 72
Cleveland and Toledo do.	1,814 09
Great Western of Canada do.	2,596 60

The favourable comparison in the mileage receipts thus exhibited by this Railway is owing to the traffic derived from its connection with the Detroit and Milwaukee Line, which has added an average of about \$3,000 a week to this Company's receipts, without entailing any increased mileage of Trains or other expenses.

This is an indication of the value of the Detroit and Milwaukee Railway as a feeder to this Line, the full benefit of which will be rapidly exhibited now that Michigan, Wisconsin, and the North West, have secured the largest crops, and of the best quality, that they have ever produced, and the Line is in a state to successfully carry a large traffic, and has the prospect of being able to command fair rates for the business it secures.

The Shareholders will observe from the accounts, that the interest on the loan to that Company remains outstanding; the Directors have thought it advisable to exercise forbearance in enforcing this claim, its traffic having also been injuriously affected by the causes already referred to, and feeling convinced that the credit of the Detroit and Milwaukee Company is essential to the welfare of both Companies.

The two new Steamers built expressly to run between Grand Haven and Milwaukee, in connection with the Railway, were placed on the route in the beginning of September, and thus the Detroit and Milwaukee Company is now prepared to properly accommodate the growing trade of the North West, the effects of which will be seen as soon as the crops begin to move.

The approaching opening of the Grand Trunk Railway to Sarnia and Detroit will bring into operation another

line from Toronto to those places. The great injury which has resulted both in England and America from the competition of rival Railways has led the Boards of both Companies to discuss the position of the two lines, and there is every reason to hope that these negotiations will terminate satisfactorily.

Signed on behalf of the Board of Directors in Canada,

JOHN YOUNG,

*Vice-President of the Company and Chairman
of the Canadian Board.*

Hamilton, C. W., October, 1859.

REPORT OF THE ENGINEER.

HAMILTON, C.W.,

15th August, 1859.

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

DEAR SIR,—I beg to submit to you the following Report on the condition of the Way and Works of this Line, during the half year ending 31st July last.

In my report for the half-year ending 31st January last, I furnished an estimate of the cost of those works on the Main Line which were at that date unfinished, amounting to \$18,145. These works have all been completed during the past half-year within the sum estimated; and this expenditure terminates for the present the construction account of the Line, with the exception of the Sarnia Branch.

The works on the Sarnia Branch are all completed with the exception of a few miles of ballasting, which will be finished within three weeks from this date.

The expenditure of this Branch, during the last six months, amounts to \$98,591, consisting of the following charges:—

Grading Works.....	\$761	52
Buildings, consisting of a grain elevating store at Sarnia, and passenger house and engine shed at Komoka Junction.....	32,055	93
Ballasting, widening banks, and laying down additional sidings.....	63,557	18
Fencing, Bridging, Engineering Expenses and Sundries	2,217	31
	<u>\$98,591</u>	<u>94</u>

This Branch, which is 51 miles in length, is laid throughout with fish-jointed rails, having wrought-iron chairs at the joints. The line possesses easy gradients throughout its entire length, and the permanent way being laid upon a well drained road bed, provided with ballast of a good quality, this branch will also prove an inexpensive portion of the Line in the cost of maintenance of way and general repairs.

The total length of this Company's Line of Railway and Branches is now 330 miles, consisting of the following:—

Main Line from Suspension Bridge to Windsor	229	miles
Toronto Line.....	38	
Galt Branch.....	12	
Sarnia Extension.....	51	
Total.....	<u>330</u>	<u>miles.</u>

Besides the above, the Galt and Guelph Railway, 15 miles in length, is worked and maintained by this Company, under the terms of a working agreement.

The cost of maintenance of way and works of the above 330 miles for the

past half-year, was \$77,054 68c. This is at the rate of \$466 $\frac{1}{2}$ per mile per annum; whereas the cost of the corresponding half-year of 1858 was \$564 $\frac{1}{2}$ per mile; showing a reduction of \$98 per mile in the space of twelve months. The relative cost of maintenance of the Main Line and each Branch, for the past half-year, is as follows:

Main Line,	229 miles long	...	\$520	per mile per annum.
Toronto Line,	38 do.	...	431	do.
Galt Branch,	12 do.	...	327	do.
Sarnia Extension,	51 do.	...	279	do.
Galt & Guelph Railway,	15 do.	...	290	do.

These charges include repairs of bridges, buildings, fences, and water-courses, besides engineering charges and superintendence.

The cost of renewals of rails and sleepers, fences and bridges for the half-year was \$44,916 18, being at the rate of (excluding the Sarnia Branch on which no renewals took place) \$322 per mile per annum.

The expenditure for rails, sleepers and spikes was \$37,007 15c., and consisted of the removal of the last four miles of compound rail, and the substitution of fish jointed T rails in its place, and the renewal of nearly ten miles of the U pattern rail on the heavy gradients between Hamilton and Paris.

The weight of new wrought iron chairs inserted in the joints of the U rail in the place of the original flat plates was 16 tons, and the number of new sleepers placed in the permanent way during the half-year was 15,650, equal to seven miles.

The renewals of bridges cost \$5,575 82c., and consisted of sundry new wooden piers and braces in the smaller structures.

The renewals of fences cost \$2,333 20c., arising chiefly from the substitution of a good post and board fence for an originally defective "snake" fence.

The works and permanent way have been maintained in good and sound condition during the past six months.

I am, dear Sir,

Yours faithfully,

(Signed)

GEO. LOWE REID,

Engineer.

REPORT OF THE LOCOMOTIVE SUPERINTENDENT.

HAMILTON, CANADA WEST,

19th August, 1859.

C. J. BRYDGES, ESQ.,

Managing Director.

DEAR SIR,—I beg to lay before the Board of Directors the following Report of our proceedings during the six months ending July 31st, 1859.

1. *General Repairs and Maintenance.*—49 engines have received substantial repairs, 3 tenders have been rebuilt and 2 new ones are being constructed. The new freight engine will be ready for the coming winter, and we are endeavouring to get our whole stock of freight engines into the

best possible condition, so as to be well prepared for the expected increase in traffic. Every exertion has been used in order to maintain and improve the general efficiency of the stock, and the still decreasing cost of the running expences will testify as to its good condition. The number of engines now under heavy and light repairs is 18.

2. *Fireboxes, Boilers, and Tubes.*—One new boiler complete with fire-box and tubes has been supplied to the engine "Erie," one new fire-box to the "Kent," and one new set of tubes to the "Ariel;" four other engines have been supplied with new tube sheets, and in other respects the boilers have been well repaired, besides being regularly tested by hydraulic pressure and supplied with steam gauges.

3. *Wheels and Axles.*—4 large wrought and 6 cast-iron driving wheels, 24 wrought truck wheels, 56 chilled truck and tender wheels, 5 crank and 81 straight axles have been provided, and the replacement of the original light axles is now nearly completed.

4. *Tyres.*—87 tyres of best Lowmoor manufacture have been supplied.

5. *Coupling rods and Crank pins.*—25 new and strong crank pins have been put in, and the new coupling rods are doing well.

6. *Springs.*—Extensive repairs and improvements have been effected in these important articles.

7. *Trucks.*—6 of the large passenger engines built by the Messrs. Fairbairn have been supplied with trucks upon the American plan, and there now remains 6 of Fairbairn's and 3 of Stephenson's to be supplied with similar trucks, and we hope to have the whole completed before next summer. The ease of motion and safety when running at high speeds which is ensured by the trucks, is all that was required to make these fine engines equal, if not superior, to any others on this continent; a new truck has also been supplied to the "Reindeer" engine.

8. *Fuel.*—I have much pleasure in stating that a marked reduction has been effected in the cost per mile for fuel, as will be seen by the following statement:—

	HALF-YEARS ENDING—		
	31st July, 1857.	31st July, 1858.	31st July, 1859.
Cost of Fuel per mile on Engine mileage	\$0.1205	\$0.1085	\$0.0646
Cost of Fuel per mile on Train mileage	\$0.1537	\$0.1407	\$0.0888
Miles run by Engines	761,944½	692,563	727,776
" Trains	597,450½	533,890	529,551
Total cost of Fuel for Half-year	\$91,847.88	\$75,161.07	\$47,036.59
Average price of Fuel per cord	\$4.00	\$4.00	\$3.50

Shewing reductions of 46.3 and 42.2 per cent., 12.5 per cent. of which is due to the difference in price of fuel, and the remainder to extra duty performed by the engines. Very satisfactory results have been obtained from the working of the coal burning engines, one large freight and two of the express passenger engines having run during the half-year an aggregate of 34,100 miles at an average cost of 5.5 cents per mile. As I altogether

rely upon economy in fuel for any further reduction in the expenses, I beg to state the main points upon which depend future reductions in the cost of fuel.

FIRST,—That the wood shall be of the best quality, and properly stored so as to avoid loss from rot, &c., &c.; and with reference to this I am glad to state that the stock of wood laid in this season by the wood agent, is all that could be desired.

SECOND,—That coal should be used exclusively upon those districts of the line where wood is scarce and expensive, by which means the average price of wood to this and all the other departments will be reduced 30 per cent.

THIRD,—That all removal or haulage of firewood should as much as possible be avoided, and as the average run of our train engines is now upwards of 50 miles with each cord of wood, any transfer of fuel from the place of reception to other stations is rendered unnecessary. By strict attention to the foregoing rules, and by further efforts to lower the rate of consumption per mile, we shall ultimately attain the minimum of expense in fuel.

9. *Shops, Tools, &c.*—We are making strong efforts to have the steam-sheds and repairing shops at Hamilton heated by steam during the ensuing winter; also, every attention has been paid to the condition of the shops and tools, and the yard has been considerably enlarged and properly fenced in.

10. *Expenses of Working and Repairs.*—The following comparative statement will show the decrease which has been effected:—

	Half-year ending 31st July, 1857.	Half-year ending 31st July, 1858.	Half-year ending 31st July, 1859.
Total expenses for working & repairs	\$255.273	\$286.388	\$180.852
Cost per mile of working Engines ..	\$0.1958	\$0.1819	\$0.1290
“ “ for repairs	\$0.1392	\$0.1305	\$0.1195
Total cost per mile	\$0.3350	\$0.3124	\$0.2485

Or say a total difference of 8.65 cents per mile between July, 1857, and July, 1859. 6.68 cents of which is due to economy in fuel, and the remainder to diminished cost of pumping stations, &c.

In conclusion, I have to state that the stock generally is in a sound and effective condition.

I am, dear Sir,

Yours very respectfully,

(Signed)

RICHARD EATON,

Locomotive Superintendent.

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE STATEMENT No. 1.

Statement of Monthly Traffic for the Half-Year-ended 31st July, 1859.

Months.	TRAFFIC BY PASSENGER TRAINS.										TRAFFIC BY FREIGHT TRAINS.										GRAND TOTAL.						
	Local		Foreign		Mails and Exp. Fret.		Sundries.		Total.		Local		Foreign Freight.		Local L. Stock.		Foreign L. Stock.		Storage & Whige		Total.		Canada Currency.		Sterling.		
	Passengers	Passengers	Passengers	Passengers	Exp. Fret.	Sundries.	Total.	Local	Foreign	Total.	Local	Foreign	Total.	Local	Foreign	Total.	Local	Foreign	Total.	Local	Foreign	Total.	\$	£	\$	£	
February.	25,615	584	22,612	57	4,332	18	1,056	604	68,469	89	26,311	244	26,545	571	6,759	651	6,759	651	124	744	68,486	261	181,855	161	27,114	1	64
March.	36,333	831	34,818	20	2,867	21	1,069	75	100,428	444	37,189	481	36,497	271	2,324	474	2,324	474	123	89	56,764	641	186,103	99	38,258	17	1
April.	37,220	214	37,890	66	3,104	81	1,414	224	104,838	15	27,450	39	20,414	344	2,375	134	2,375	134	123	89	56,764	641	186,103	99	38,258	17	1
May.	33,892	89	33,973	11	4,814	073	1,414	224	104,838	15	27,450	39	20,414	344	2,375	134	2,375	134	123	89	56,764	641	186,103	99	38,258	17	1
June.	33,892	89	33,973	11	4,814	073	1,414	224	104,838	15	27,450	39	20,414	344	2,375	134	2,375	134	123	89	56,764	641	186,103	99	38,258	17	1
July.	30,412	584	45,273	10	2,457	18	1,360	24	84,056	56	19,857	481	5,203	65	2,391	39	2,391	39	117	434	37,066	481	141,022	707	28,077	2	94
Less Traffic G. & N. Guelph.	199,137	104	308,019	09	19,403	661	30,392	744	7,807	00	107,746	771	107,746	88	13,407	061	39,271	61	1,032	79	318,975	411	886,536	61	181,959	12	84
Total U. W.	2,450	411	54	58	1	30	856	104	81	954	1,957	43	156	31	13	11	13	11	13	11	2,196	86	6,570	154	1,350	0	74
R. Traffic.	196,286	78	308,564	56	19,402	961	29,638	631	7,735	941	107,746	88	107,746	88	13,407	061	39,271	61	1,019	67	317,448	561	879,966	751	180,609	12	11

Comparative Statement of the Traffic of the Great Western proper, (exclusive of Galt and Guelph,) for the Half-years ended 31st July, 1859 and 1858.										
Month.	1859	1858	1859	1858	1859	1858	1859	1858	1859	1858
Local Passengers	25,615	30,561	584	56	4,332	18	7,25	84	1,056	604
Foreign Passengers	22,612	20,588	57	31	4,332	18	661	518	184	184
Mails and Exp. Fret.	4,332	20,588	57	31	4,332	18	661	518	184	184
Sundries	1,056	32,630	88	7,671	66	54	834	84	184	184
Total	68,469	84,180	114	2,565	581	84,180	114	2,565	581	84,180
Local Freight	26,311	24,002	244	244	26,311	244	26,311	244	26,311	244
Foreign Freight	26,545	20,414	344	2,375	134	2,375	134	2,375	134	2,375
Total	52,856	44,416	588	4,750	578	4,750	578	4,750	578	4,750
Local L. Stock	6,759	6,759	651	6,759	651	6,759	651	6,759	651	6,759
Foreign L. Stock	6,759	6,759	651	6,759	651	6,759	651	6,759	651	6,759
Total	13,518	13,518	1,302	13,518	1,302	13,518	1,302	13,518	1,302	13,518
Storage & Whige	124	124	744	124	744	124	744	124	744	124
Total	68,486	68,486	261	68,486	261	68,486	261	68,486	261	68,486
Canada Currency	181,855	181,855	161	181,855	161	181,855	161	181,855	161	181,855
Sterling	27,114	27,114	1	27,114	1	27,114	1	27,114	1	27,114

GREAT WESTERN RAIL

AUDIT OFFICE

Comparative Statement showing the Earnings at each Station for ended 31st January,

STATIONS.	PASSENGERS AND SUNDRIES.				FREIGHT AND SUNDRIES.			
	1859.		1858.		1859.		1858.	
	\$	c	\$	c	\$	c	\$	c
Suspension Bridge.....	140,772	37½	188,851	25	87,231	00½	72,272	00½
Thorold.....	1,338	10	1,690	02½	693	85	589	98
St. Catharines.....	7,043	00½	8,052	85½	1,700	43	1,434	84
Jordan.....	636	24½	636	79	125	16	30	15
Beamsville.....	716	82	943	53	185	46	147	42
Grimsby.....	1,261	38½	1,296	40½	245	48½	425	06
Ontario.....	845	41½	378	46	7	08	27	19
Hamilton.....	56,746	23½	64,261	38½	14,735	62	16,092	65
" Wharf.....	.....	.....	.....	.....	4,949	82	10,512	71
Waterdown.....	387	98	564	78½	116	10	379	47
Wellingdon Square.....	1,112	76	1,256	92½	163	16	254	45
Bronte.....	1,313	44½	1,620	59	275	99	254	43
Oakville.....	2,347	08½	2,707	67½	271	67	429	03
Port Credit.....	1,825	68½	1,853	60½	156	67	155	66
Mimico.....	410	77½	542	85½	18	42	43	27
Toronto.....	35,018	82½	42,623	78½	11,527	12	12,461	10
Dundas.....	2,707	30½	3,344	65	1,843	75	2,457	96
Flamboro'.....	451	23½	519	29	812	18	418	34
Copetown.....	380	43	456	75½	742	84	1,520	34
Lynden.....	544	62½	532	83½	2,153	57	1,971	41
Harrisburg.....	1,327	87½	2,049	35½	471	40	392	57
Brantford.....	871	39½	649	00	288	65	467	13
Galt.....	3,835	47	4,225	31	2,126	07	7,971	25
Preston.....	1,976	08½	2,984	93	1,425	58	3,880	13
Hespeler.....	316	00½	454	00½	1,286	17	2,066	80
Guelph.....	4,063	22½	4,875	43½	3,488	15	6,069	91
Paris.....	21,445	49½	29,219	76½	24,295	17½	20,478	75
Princeton.....	1,451	35	1,455	28	863	60	485	94
Arnolds.....	.....	63	272	06½	1,370	00	579	22
Eastwood.....	408	63	285	27½	954	21	623	96
Woodstock.....	5,996	07	7,743	92	2,457	41	6,259	31
Beachville.....	310	69	1,083	86½	312	18	1,520	05
Ingersoll.....	6,174	25½	7,879	77	4,237	91	6,514	21
Edwardsburgh.....	674	47½	816	87½	194	84	20	45
Waubuno.....	.....	.....	186	57½	.....	.....	45	39
London.....	28,018	74½	27,323	31½	8,322	18	25,326	62
Komoka.....	2,245	89½	2,185	22½	411	76	437	82
Strathroy.....	1,615	66½	.....	.....	9,186	19	.....	.....
Watford.....	1,421	05½	.....	.....	3,075	87	.....	.....
Wentworth.....	663	87½	.....	.....	2,251	66	.....	.....
Manitoulin.....	478	67	.....	.....	189	09	.....	.....
Sarnia.....	3,395	53½	.....	.....	2,308	60	.....	.....
Mt. Brydges.....	878	28	2,028	00	5,531	60	3,513	31
Longwood.....	580	68	732	40½	7,007	66	2,066	17
Glence.....	1,182	99	1,164	83½	7,157	73	3,576	40
Newbury.....	2,669	93	3,204	45½	4,787	62½	3,999	99
Bothwell.....	700	81½	822	40½	1,149	71	1,513	48
Thamesville.....	1,420	78½	1,172	95	634	96	583	97
Chatham.....	7,651	09	8,042	85	2,079	23	2,318	31
Baptiste Creek.....	160	25	126	18½	.....	.....	.....	25
Stoney Point.....	20	62½	.....	.....	.....	.....	.....	.....
Belle River.....	741	16½	1,069	46½	169	00	101	79
Teetmisch.....	.....	.....	15	87½	.....	.....	.....	.....
Windsor.....	172,533	15½	183,554	41	40,213	98½	74,584	73½
Mails and Express Freight.....	30,393	74½	35,521	84	.....	.....	.....	.....
Less Galt and Guelph Traffic.....	\$565,961	49½	650,707	08½	266,740	43½	296,735	28
	4,443	30½	5,028	78	1,970	54	2,913	55
Total G. W. R'y Traffic.....	\$561,518	18½	645,678	30½	264,769	89½	293,871	73

WAY OF CANADA.

STATEMENT No. 2

Passengers, Freight and Live Stock, forwarded during the Half-Years
1859 and 1858.

LIVE STOCK.		TOTAL.	
1859.	1858.	1859.	1858.
\$ c	\$ c	\$ c	\$ c
337 20	1,299 06	228,840 58	262,422 31
11 75	6 25	2,043 70	2,286 25
57 48	91 69	8,800 91	9,579 38
.....	19 58	661 40	686 52
.....	3 60	880 29	1,094 55
6 60	34 19	1,513 47	1,755 74
.....	.....	352 49	405 65
251 29	314 27	71,733 14	80,668 30
.....	4 00	4,949 82	10,516 71
6 60	13 59	510 63	957 84
4 99	25 62	1,260 91	1,536 99
70 12	19 19	1,659 55	1,800 12
32 24	69 15	2,650 99	3,205 85
73 34	47 50	2,055 59	2,056 76
.....	11 11	429 19	597 23
743 26	653 08	47,284 20	55,742 91
66 09	2 85	4,617 04	5,305 46
7 05	6 88	1,270 40	944 51
.....	26 00	1,123 27	2,003 09
22 50	3 75	2,725 59	2,507 99
50 95	21 75	1,850 22	2,463 67
9 45	.....	652 42	1,116 13
1,271 50	231 35	7,233 04	12,427 91
166 15	159 99	3,567 76	7,025 05
76 00	97 75	1,678 17	2,819 45
808 01	566 02	8,359 38	11,511 37
455 94	263 30	46,226 61	49,966 80
15 20	62 03	2,330 15	1,393 25
.....	.....	1,370 00	851 28
168 77	.....	1,531 61	909 23
888 11	227 11	9,941 59	14,230 34
70 87	67 12	1,293 74	2,671 03
705 86	650 99	11,118 02	14,544 97
3 00	.....	872 31	837 32
.....	.....	.....	231 96
4,130 63	4,359 26	40,465 55	57,019 09
519 40	569 14	3,177 05	3,182 18
31 85	.....	10,333 60	.....
14 30	.....	4,511 22	.....
8 85	.....	2,924 38	.....
.....	.....	617 76	.....
113 70	.....	10,817 83	.....
390 61	121 68	6,800 59	5,662 99
131 00	8 54	7,719 34	2,827 11
567 90	426 25	8,908 62	5,167 48
704 91	294 27	8,162 46	6,798 71
.....	42 35	1,550 52	2,378 23
282 70	75 12	2,338 44	1,832 04
541 52	885 55	10,871 84	11,256 71
.....	.....	160 25	126 43
.....	.....	20 62	.....
11 55	.....	921 70	1,171 25
.....	.....	.....	15 87
38,985 74	80,760 94	251,732 88	338,900 08
.....	.....	30,393 74	33,521 84
52,834 98	92,541 73	885,536 91	1,040,034 10
156 31	107 29	6,570 15	8,049 62
52,678 67	92,434 44	878,966 75	1,031,984 48

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE STATEMENT No. 3.

Comparative Statement showing the number of Passengers, Outwards and Inwards, at each Station, for the Half-years ended 31st July, 1888, and 1889.

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1889.	1888.	1889.	1888.
Suspension Bridge.....	35,627	47,002	37,287	36,913
Thorold.....	1,430	1,842	1,395	1,779
St. Catharines.....	7,069	7,518	7,283	7,591
Jordan.....	1,385	960	1,312	893
Beamsville.....	1,141	1,258	1,129	1,220
Grimsby.....	1,709	1,538	1,670	1,891
Ontario.....	612	669	690	659
Hamilton.....	30,903	38,491	28,936	37,233
Waterdown.....	713	1,231	748	1,215
Wellington Square.....	2,065	2,335	1,911	2,304
Bronte.....	3,767	2,397	1,917	2,009
Oakville.....	3,160	4,015	3,594	3,976
Port Credit.....	1,573	3,105	2,999	3,741
Mimico.....	28,011	2,013	1,395	1,550
Toronto.....	4,293	32,426	26,255	30,732
Dundas.....	677	6,191	4,207	5,170
Flamboro.....	647	763	644	710
Copetown.....	755	719	600	626
Lynden.....	1,753	757	709	694
Harrisburg.....	1,753	2,643	1,711	2,693
Branchton.....	794	1,010	710	916
Galt.....	4,556	6,516	4,254	6,346
Preston.....	2,908	2,894	2,023	2,917
Hespeler.....	678	961	673	844
Guelph.....	3,643	3,823	3,537	3,968
Paris.....	11,255	16,460	11,164	14,993
Princeton.....	1,535	1,777	1,367	1,830
Arnolds.....	595	509	1	384
Eastwood.....	6,543	469	476	384
Woodstock.....	1,194	8,445	6,467	8,493
Beachville.....	6,617	1,632	1,139	1,569
Ingersoll.....	1,178	7,494	6,527	7,538
Edwardsburgh.....	.....	1,364	1,013	1,249
Wauhano.....	.....	231	.....	194
London.....	16,326	16,930	16,114	17,370
Komoka.....	2,531	2,465	2,511	2,427
Strathroy.....	1,422	.....	1,610	.....
Watford.....	1,003	.....	1,070	.....
Wanstead.....	590	.....	524	.....
Manhamlin.....	462	.....	496	.....
Sarnia.....	3,265	.....	3,482	.....
Mount Brydges.....	1,303	2,435	1,134	2,509
Longwood.....	902	1,162	822	1,065
Glencoe.....	1,188	1,115	1,221	978
Newbury.....	2,594	2,880	2,500	2,913
Bothwell.....	918	1,104	911	993
Thamesville.....	1,240	1,043	1,091	1,063
Vosburg.....	.....	.....	34	8
Chatham.....	4,746	3,988	4,066	4,203
Baptiste Creek.....	179	163	242	204
Stoney Point.....	101	.....	85	.....
Belle River.....	744	1,066	593	987
Tecumseh.....	.....	30	.....	48
Windsor.....	30,685	32,760	30,865	47,723
Totals.....	237,844	276,914	237,844	276,914

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE STATEMENT No. 4.

Comparative Statement showing the number of Tons of Freight, Outwards and Inwards, at each Station, for the Half-years ended 31st July, 1899, and 1898.

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1899.	1898.	1899.	1898.
	1899.	1898.	1899.	1898.
Suspension Bridge.....	20,086	13,004	6,002	19,455
Thorold.....	234	172	588	384
St. Catharines.....	438	286	1,000	1,166
Jordan.....	46	1	20	8
Beamsville.....	61	27	82	91
Grimsby.....	131	446	103	73
Ontario.....	1	9	9	32
Hamilton.....	4,411	4,154	6,333	6,239
" Wharf.....	1,713	4,227	26,044	17,676
Waterdown.....	34	236	112	91
Wellington Square.....	64	103	232	1,525
Bronx.....	174	86	101	341
Oakville.....	69	102	252	253
Port Credit.....	42	64	166	167
Mimico.....	2	4	.....	7
Toronto.....	2,519	2,317	7,180	9,684
Dundas.....	701	953	748	2,013
Flamboro'.....	916	413	33	62
Copetown.....	456	922	.....	15
Lynden.....	1,762	1,496	35	16
Harrisburg.....	272	214	60	73
Branchton.....	140	315	52	19
Galt.....	1,012	3,497	1,255	1,306
Preston.....	544	1,777	546	417
Hespeler.....	600	1,021	641	312
Guelph.....	1,504	2,485	1,670	1,113
Paris.....	9,312	8,648	3,045	6,578
Princeton.....	779	251	43	74
Arnolds.....	1,440	685	36	5
Eastwood.....	546	609	24	26
Woodstock.....	1,448	2,867	824	687
Beachville.....	91	656	94	161
Ingersoll.....	2,812	3,263	1,100	587
Edwardsburgh.....	122	16	21	16
Waubano.....	.....	32	.....	19
London.....	2,719	8,534	6,548	6,124
Komoka.....	175	149	429	1,533
Strathroy.....	4,418	.....	678	.....
Watford.....	1,370	.....	634	.....
Wanstead.....	1,047	.....	139	.....
Mandaamin.....	66	.....	44	.....
Sarnia.....	985	.....	2,256	.....
Mount Brydges.....	2,617	1,768	341	427
Longwood.....	3,216	971	44	37
Glencoe.....	2,851	1,485	395	150
Newbury.....	1,856	1,227	649	368
Bothwell.....	594	599	191	88
Thamesville.....	252	324	170	211
Chatham.....	719	445	1,132	867
Baptiste Creek.....	.....	.....	36	8
Belle River.....	58	16	158	156
Windsor.....	12,411	21,508	17,205	12,844
Totals.....	90,188	92,312	90,188	92,312

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE STATEMENT No. 5.

Comparative Statement showing the Number of Head of Live Stock forwarded from each Station for the Half-years ended 31st July, 1859 and 1858.

STATIONS.	DESCRIPTION OF LIVE STOCK.					Total No. of Head.	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1859.	1858.
Suspension Bridge.....	55	13	1	124	..	193	428
Thorold.....	2	3	..	5	..	10	3
St. Catharines.....	7	4	2	..	2	15	43
Jordan.....	..	..	..	..	..	..	26
Beamsville.....	..	..	..	..	..	..	2
Grimsby.....	1	..	..	..	..	1	31
Hamilton.....	31	122	8	144	20	325	357
" Wharf.....	..	..	..	..	..	..	2
Waterdown.....	..	2	..	..	..	2	3
Wellington Square.....	..	2	..	7	..	9	8
Bronte.....	2	25	1	142	..	170	35
Oakville.....	1	1	..	16	85	103	31
Port Credit.....	1	57	1	..	..	59	33
Mimico.....	..	..	..	..	..	..	4
Toronto.....	81	141	2	173	1	398	278
Dundas.....	..	49	..	7	..	56	1
Flamboro.....	1	1	..	..	..	2	2
Copetown.....	..	..	..	..	..	..	5
Lynden.....	2	1	..	..	..	3	1
Harrisburg.....	2	23	..	31	7	63	17
Branchton.....	2	..	..	..	..	2	..
Galt.....	35	681	5	1,012	126	1,859	818
Preston.....	66	1	1	..	..	68	60
Hespeler.....	..	42	1	..	102	145	113
Guelph.....	3	534	12	32	320	901	396
Paris.....	17	159	4	833	..	1,013	333
Princeton.....	3	1	..	..	..	4	22
Eastwood.....	4	34	17	356	..	411	..
Woodstock.....	22	417	27	887	363	1,716	265
Beachville.....	..	34	9	59	1	103	183
Ingersoll.....	16	552	84	458	161	1,271	820
Edwardsburgh.....	..	1	..	..	..	1	..
London.....	205	1,884	38	558	1,879	4,564	3,365
Komeka.....	3	253	13	..	73	372	613
Strathroy.....	6	6	..	..	..	12	..
Watford.....	..	16	..	..	..	16	..
Wanstead.....	2	2	..	..	..	4	..
Sarnia.....	34	1	..	..	..	35	..
Mount Brydges.....	2	125	..	10	417	554	110
Longwood.....	14	40	..	17	140	211	3
Glencoe.....	4	167	2	272	300	745	406
Newbury.....	17	242	2	..	460	721	316
Bothwell.....	..	..	..	..	..	..	20
Thamesville.....	1	61	6	91	280	439	135
Chatham.....	48	163	2	132	219	564	834
Belle River.....	2	..	..	..	..	2	..
Windsor.....	91	16,243	14	4,302	46,175	66,825	83,196
Totals.....	783	22,133	252	9,668	51,131	83,967	93,251
<i>Comparative Statement of Totals for Half-Years ended 31st July, 1859 and 1858.</i>							
Half-year 1859.....	783	22,133	252	9,668	51,131	83,967	..
Ditto 1858.....	714	31,616	219	9,275	51,427	93,251	..
Increase.....	69	..	33	393	..	..	..
Decrease.....	..	9,483	..	..	296	9,284	..

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE STATEMENT No. 6.

Statement showing the Number of Passengers conveyed Monthly during the Half-year ended 31st July, 1859.

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Emig'ts.	Total.	
February.....	12,250	3,327	15,577	12,424	2,706	449	15,579	31,156
March.....	15,829	4,927	20,756	16,049	4,820	1,354	22,224	42,980
April.....	15,536	4,928	20,465	15,555	5,417	1,461	22,434	42,899
May.....	15,049	5,220	20,279	14,931	5,401	2,359	22,691	42,970
June.....	14,152	6,017	20,169	13,965	4,350	2,662	20,975	41,147
July.....	13,287	5,277	18,565	13,047	3,733	1,340	18,125	36,690
Totals.....	86,105	29,707	115,812	85,972	26,432	9,627	122,032	237,844

<i>Comparative Statement of Totals for the Half-years ended 31st July, 1859 and 1858.</i>								
Half-year, 1859.	86,105	29,707	115,812	85,972	26,432	9,627	122,032	237,844
Do. 1858.	97,753	31,000	128,753	100,284	32,113	15,764	148,161	276,914
Decrease.....	11,648	1,292	12,940	14,311	5,681	6,137	26,129	39,070

AUDIT OFFICE STATEMENT No. 7.

Statement showing the Number of Tons of Freight conveyed Monthly during the Half-year ended 31st July, 1859.

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Total.	
February.....	7,054	2,649	9,703	3,354	2,451	5,835	15,538
March.....	9,469	1,315	10,784	4,590	5,059	9,669	20,453
April.....	7,065	631	7,693	3,941	3,919	7,860	15,553
May.....	5,405	456	5,894	5,206	2,405	7,611	13,505
June.....	6,716	962	7,678	4,073	1,900	5,875	13,556
July.....	5,559	1,424	6,983	4,061	539	4,600	11,583
Totals.....	41,268	7,467	48,735	25,220	16,233	41,453	90,188

<i>Comparative Statement of Totals for Half-years ended 31st July, 1859 and 1858.</i>							
Half-year, 1859.....	41,268	7,467	48,735	25,220	16,233	41,453	90,188
Do. 1858.....	40,772	20,950	61,722	18,287	12,303	30,590	92,312
Increase.....	496	.....	.....	6,933	3,930	10,863	.....
Decrease.....	.....	13,483	12,987	.....	.....	.....	2,124

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE STATEMENT No. 8.

Statement showing the Earnings of Trains from Passenger Traffic, for the Half-year ended 31st July, 1899.

GOING EAST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.			Total Average Earnings per Trip per Mile.
	LOCAL.	FOREIGN.	TOTAL.	
	\$ c.	\$ c.	\$ c.	\$ c.
Morning Express.....	182 48½	327 93	510 41½	1 89½
Day Express.....	199 93	279 22	479 15	1 67½
Night Express.....	99 67½	304 29½	403 97	1 75
Accommodation.....	160 65½	59 19	219 84½	1 19
Mixed.....	43 88½	. . .	43 88½	36

GOING WEST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.			Total Average Earnings per Trip per Mile.
	LOCAL.	FOREIGN.	TOTAL.	
	\$ c.	\$ c.	\$ c.	\$ c.
Morning Express.....	97 03½	123 70	220 73½	99
Day Express.....	225 19½	332 45½	557 64½	1 82
Night Express.....	81 30½	400 97½	482 28	1 86
Accommodation.....	110 38½	22 29½	132 68	72½
Mixed.....	27 52½	. . .	27 52½	25
Emigrant.....	. . .	. . .	115 71	50½

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE STATEMENT No. 9.

Statement showing the Description of Freight forwarded from each Station for the Half-year ended 31st July, 1859.

STATIONS.	NO. OF BARRELS.		NO. OF BUSHELS.			Lumber and Staves. Feet.	Pork in the Hog. Tons.	Merchandise not enumerated in the foregoing. Tons.
	Flour.	Pork.	Wheat, Corn and Rye.	Oats.	Barley.			
Suspension Bridge..	3,332	.....	7,155	.....	4,226	.....	..	18,974
Thorold .....	.....	.....	.....	.....	.....	.....	..	234
St. Catharines	400	.....	.....	.....	.....	16,500	..	405
Jordan .....	.....	.....	.....	.....	.....	21,200	..	24
Beansville .....	.....	.....	.....	.....	.....	29,400	..	32
Grimsby .....	.....	1,920	.....	.....	.....	16,000	..	48
Ontario	1	.....	.....	.....	.....	.....	..	1
Hamilton	100	.....	.....	.....	.....	.....	..	4,322
Hamilton Wharf	1,698	.....	.....	.....	.....	.....	..	1,627
Waterdown	180	.....	.....	152	.....	.....	..	13
Wellington Square	20	.....	22	600	.....	24,000	..	24
Bronte	1,528	.....	.....	.....	.....	.....	..	17
Oakville .....	.....	.....	.....	.....	.....	.....	..	69
Port Credit	2	.....	.....	.....	705	10,000	..	31
Mimico .....	.....	.....	.....	.....	.....	.....	..	2
Toronto	200	.....	2,302	962	1,891	.....	..	2,208
Dundas	142	60	608	.....	.....	41,600	..	590
Flamboro' .....	.....	.....	.....	.....	.....	762,000	..	12
Copetown .....	.....	.....	.....	.....	.....	610,000	..	4
Lynden .....	.....	.....	.....	.....	.....	1,661,800	..	5
Harrisburg .....	.....	.....	7,708	.....	.....	24,000	..	35
Branchton .....	.....	.....	2,543	.....	.....	.....	..	75
Galt	4,029	.....	2,540	626	513	25,200	..	422
Preston	300	.....	341	864	.....	152,000	..	332
Hespeler	1,011	.....	265	.....	.....	160,000	..	304
Guelph	1,334	.....	4,670	7,675	.....	.....	18	937
Paris	8,093	.....	5,800	1,646	1,065	864,000	2	7,317
Princeton .....	.....	.....	18	67	.....	750,000	..	16
Arnolds .....	.....	.....	.....	.....	.....	1,440,000	..	5
Eastwood .....	.....	.....	.....	.....	.....	827,742	..	181
Woodstock	370	.....	297	1,115	.....	1,165,000	..	42
Beachville	80	.....	.....	696	255	.....	2	333
Ingersoll	260	.....	.....	217	.....	2,495,500	..	2
Edwardsburgh .....	.....	.....	.....	.....	.....	117,000	..	333
London	635	.....	2,613	2,258	789	32,031	17	2,419
Komoka .....	.....	.....	.....	.....	.....	104,000	..	79
Strathroy .....	.....	.....	.....	.....	.....	4,044,100	..	57
Watford .....	.....	.....	201	.....	.....	1,362,000	..	39
Wanstead	8	4	7	4	.....	1,174,000	..	33
Mandaamin .....	.....	.....	.....	.....	.....	24,000	..	41
Sarnia	1,959	25	12,793	.....	.....	.....	..	374
Mount Brydges .....	.....	.....	.....	.....	.....	2,428,000	..	87
Longwood .....	.....	.....	.....	.....	.....	1,993,024	..	14
Glencoe .....	.....	.....	.....	.....	.....	2,716,500	..	21
Newbury .....	.....	.....	.....	.....	.....	1,850,800	..	75
Bothwell .....	.....	.....	.....	.....	.....	464,000	..	46
Thamesville .....	.....	.....	.....	.....	.....	208,000	..	58
Chatham .....	.....	.....	415	.....	.....	24,000	..	687
Belle River .....	.....	.....	.....	.....	.....	8,000	..	42
Windsor	21,464	4,074	107,511	.....	.....	.....	184	4,950
Totals	47,146	4,163	159,601	16,833	8,911	27,635,397	173	47,674

Comparative Statement of Totals for the Half-years ended 31st July, 1859 and 1858.

Half-year, 1859	47,146	4,163	159,601	16,833	8,911	27,635,397	173	47,674
Do. 1858	197,520	13,536	320,559	102,415	18,666	10,998,301	1,760	36,266
Increase .....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease	150,383	9,373	160,958	85,582	9,755	16,637,096	1,577	11,407

GREAT WESTERN RAIL

AUDIT OFFICE

General Traffic Statement for

DESCRIPTION OF TRAFFIC.		Number or Quantity of each.		Amount for each.		Mileage of each.		Main Line Earnings		
								For 229 Ms	Per Mile	
BY PASSENGER TRAINS.										
BY PASSENGER TRAINS.	Passen'r	Local...	170,419	193,607 06½	\$ c	6,621,879	136,879 85	\$ c	597 72½	
	"	Excur't	1,633	1,130 13	.....	72,679½	653 17	2 85½	
	"	Foreign	66,140	308,619 09	.....	11,012,676	298,646 11	1,304 13½	
	"	Emig'ts	9,627	19,403 56½	.....	1,805,880	18,333 99½	80 06	
				237,844½						
	"	Local...	14,569 10	11,340 25½	49 62		
	"	Foreign	5,670 12½	5,670 12½	24 76		
						20,229 22½				
	Exp.Fr't	Local...	5,705 35½	4,469 16	19 47½		
	"	Foreign	4,469 16½	4,469 16½	19 47½		
Sundries	Local...	.....	4,847 21½	10,164 61½	.....	3,361 91½	14 68		
"	Foreign	.....	2,960 68½	7,807 90	.....	2,960 68½	12 92½		
Passenger Totals		.....	237,844½	.....	565,961 49½	19,513,114½	486,764 42½	2,125 60½	
BY FREIGHT TRAINS.										
BY FREIGHT TRAINS.	Merch'e	Local...	66,488	157,234 80½	.....	4,948,618	134,265 17½	586 81	
	"	Foreign	23,700	107,623 68½	.....	5,016,833	106,468 85	464 92½	
				90,188		264,858 48½	9,965,451			
	Vehicles	Local...	169	725 97	.....	12,870½	545 63	2 88	
	"	Foreign	16	123 20	.....	3,375	123 20	0 63½	
				185		849 17	16,245½			
	Horses...	Local...	648	2,302 22	.....	64,445½	1,982 41	8 65½	
	"	Foreign	135	714 86	.....	23,530½	714 86	3 12½	
				783		3,017 08	92,976			
	Cattle...	Local...	5,948	8,436 23	.....	600,624½	7,552 03	32 97½	
	"	Foreign	16,185	25,644 71½	.....	3,279,367½	25,644 71½	111 95½	
				22,133		34,080 94½	3,879,992½			
	Calves...	Local...	236	176 82	.....	18,172	163 01	0 71	
	"	Foreign	16	22 73	.....	3,230½	22 73	0 09½	
				252		199 55	21,402½			
	Sheep...	Local...	5,296	1,400 92	.....	398,248½	1,173 44½	5 12½	
	"	Foreign	4,392	1,236 63	.....	924,003	1,236 63	5 39½	
				9,668		2,637 45	1,322,251½			
	Pigs....	Local...	4,956	1,247 18½	.....	549,060	1,213 20½	5 29½	
	"	Foreign	46,175	11,652 77½	.....	9,782,434½	11,652 77½	50 88½	
			51,131		12,899 96	10,381,494½				
Sundries	Local...	.....	1,032 78	.....	.....	960 03	4 19½		
"	Foreign	.....	.....	1,032 78	.....	.....	.....
Freight Totals		.....	.....	319,578 41½	.....	25,578,813	293,718 08½	1,282 61	
Local Traffic Totals										
Local Traffic Totals		.....	.....	397,405 79½	.....	.....	304,549 27½	1,329 90½	
Foreign "		.....	.....	488,131 11½	.....	.....	475,933 23½	2,078 30½	
Grand Totals for Half-year				.....	885,536 91	.....	780,482 51½	3,408 21½	
Less, Galt and Guelph Branch				.....	6,670 16½	.....	.....	.....
G. W. R. Grand Total				.....	878,866 76½	.....	.....	.....

GREAT WESTERN RAILWAY OF CANADA.

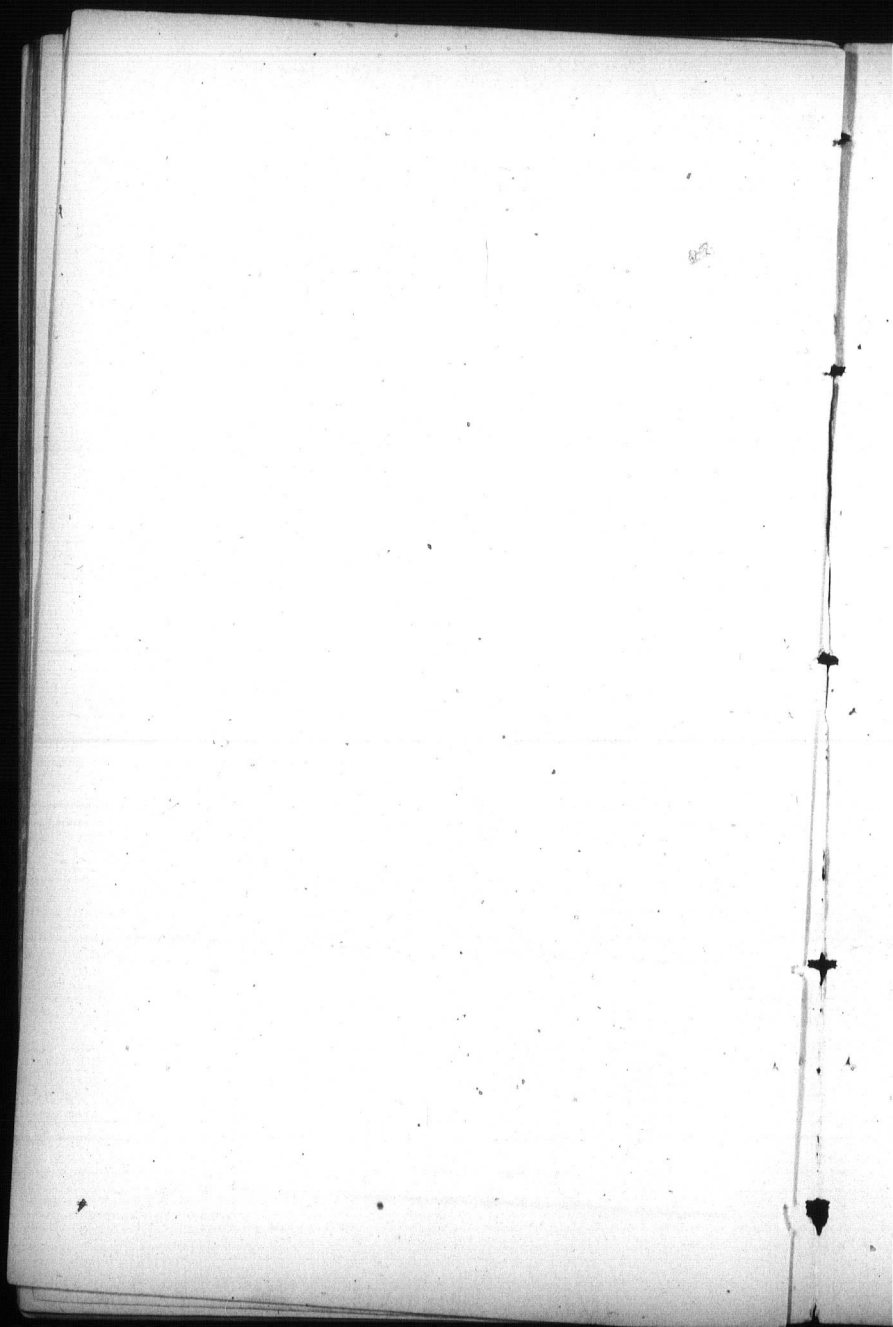
AUDIT OFFICE STATEMENT No. 11.

Statement of General Traffic Earnings for the Half-year ended 31st July, 1859.

MONTHS.	Main Line, 229 miles.		Toronto Branch, 38 miles.		Galt Branch, 12 miles.		Guelph Branch, 15 miles.		Sarnia Branch, 51 miles.		Total 345 miles.		MONTHLY TOTALS.	
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	Canada Currency.	Sterling.
FEBRUARY.														
Local Passenger Traffic.....	22,447	47	7,610	48	755	76	664	37½	1,752	08	33,230	144		
Do. Merchandise do.....	26,173	08½	2,804	10	579	82	401	45	1,221	08	31,179	53½		
Through Passenger do.....	34,079	53½	1,131	04	14	26	9	74	.....	.....	35,239	74½		
Do. Merchandise do.....	31,508	70	397	03	.....	.....	.....	.....	.....	.....	32,305	73		
	114,608	78½	11,942	65	1,349	84	1,075	56½	2,978	31	131,955	15½		27,114 1 5½
MARCH.														
Local Passenger Traffic.....	28,124	43½	8,559	95	892	59½	873	48½	2,154	51	40,604	90½		
Do. Merchandise do.....	34,096	71½	3,398	61	455	97	395	39	1,461	33	39,738	35½		
Through Passenger do.....	57,991	00	1,795	53	14	27	10	38	.....	.....	59,523	54		
Do. Merchandise do.....	45,638	45	387	84	.....	.....	.....	.....	.....	.....	46,026	29		
	165,850	58½	14,141	93	1,362	75½	1,209	81½	3,628	00	186,193	09		38,258 17 1
APRIL.														
Local Passenger Traffic.....	29,054	49	8,723	19	834	79½	764	18	2,133	50½	41,510	09		
Do. Merchandise do.....	26,103	08	1,552	56	554	81	367	72	1,421	30	29,999	47		
Through Passenger do.....	61,556	04	1,779	23	13	22	15	17	.....	.....	63,378	06		
Do. Merchandise do.....	27,155	37	176	42	.....	.....	.....	.....	.....	.....	27,331	79		
	143,868	98	12,231	40	1,402	75½	1,147	07	3,569	20½	162,219	41		33,332 15 1½

MAY.									
Local Passenger Traffic.....	26,618 98½	8,168 55	847 94½	717 42½	1,706 08½	38,058 29			
Do. Merchandise do.	20,323 86½	1,747 09½	721 49	498 77	1,630 36	24,931 28			
Through Passenger do.	63,887 23	2,185 98	9 21	10 28	12 87	66,105 57			
Do. Merchandise do.	17,379 69½	74 64	.....	.....	.....	17,454 33½			
	128,209 47½	12,176 26½	1,577 94½	1,226 47½	3,349 31½	146,539 47½			30,110 17 0
JUNE.									
Local Passenger Traffic.....	26,464 90½	8,280 65½	771 60	684 38	1,618 04½	37,819 56½			
Do. Merchandise do.	21,694 53	908 82½	371 31	244 13	1,233 19	24,451 98½			
Through Passenger do.	68,568 55½	2,538 01	11 49	6 27	11 70	66,136 02½			
Do. Merchandise do.	12,564 88½	49 62	.....	.....	.....	12,614 50½			
	124,292 87½	11,777 11	1,154 40	934 76	2,862 93½	141,022 07½			28,977 2 9½
JULY.									
Local Passenger Traffic.....	25,984 07½	6,440 01½	721 03½	683 64½	1,797 09½	33,625 87½			
Do. Merchandise do.	19,465 95½	913 19	461 52	288 83	1,138 81	22,266 30½			
Through Passenger do.	45,987 71½	1,420 84	8 00	3 99	9 14	50,429 68½			
Do. Merchandise do.	11,216 06	69 78	.....	.....	.....	11,285 84			
	103,651 81½	8,843 82½	1,190 53½	978 46½	2,945 04½	117,607 70½			24,165 19 4
Total.....	\$ 780,482 51½	71,113 18½	8,038 25½	6,570 15½	19,332 80½	885,536 91			181,359 12 8½
Less Galt and Guelph Railway Traffic.....									
Total Traffic Great Western Railway proper.....									
									\$ 878,966 75½
									1,350 0 7½
									180,809 12 1½

N.B.—The receipts derived from the carriage of "Mails and Parcels" are included under the head of "Passenger Traffic," and those from the carriage of "Live Stock" under that of "Merchandise Traffic."



GREAT WESTERN RAILWAY OF CANADA.

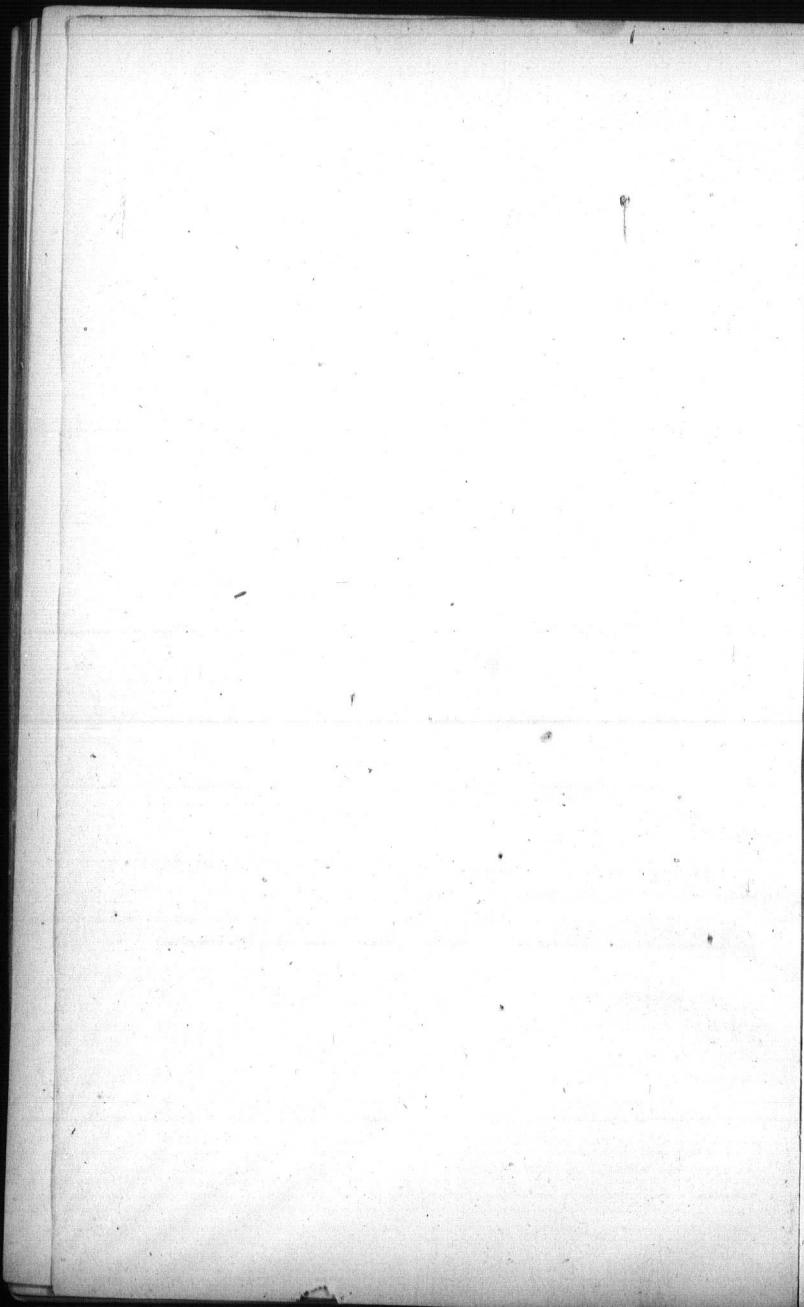
NOTICE IS HEREBY GIVEN, that in pursuance of a Resolution of the Shareholders at the half-yearly General Meeting of the Company, held at the Offices of the Company, in Hamilton, Canada West, on Saturday, the 10th day of September last, the adjourned half-yearly general meeting of the Shareholders of this Company will be held at the Offices of the Company in Hamilton, Canada West, on **TUESDAY**, the first day of **NOVEMBER** next, at 12 o'clock, noon, precisely.

By Order of the Board of Directors.

W. C. STEPHENS,
Secretary.

COMPANY'S OFFICES,
Hamilton, C. W., Oct. 4th, 1859.

Proprietors desirous of attending the meeting will be furnished with free passes over the line, on application to the Secretary.



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PROCEEDINGS

AT A

General Meeting of the Proprietors

OF THE

GREAT WESTERN RAILWAY OF CANADA,

Adjourned from the Half-yearly Meeting on the 10th September, 1859, and held at the Company's Offices in Hamilton, Canada West, on Tuesday, the 1st November, 1859.

The Vice-President of the Company, **JOHN YOUNG**, Esquire, in the Chair.

The Advertisement calling the Meeting was read.

The Minutes of the Adjourned Half-yearly General Meeting of Proprietors, held at the Company's Offices, Hamilton, Canada West, on the 3rd May, 1859, and of the Half-yearly General Meeting, held at the same place, on the 10th September, 1859, were read and confirmed.

The Report of the Directors for the Half-year ended 31st July, 1859, was taken as read.

It was proposed by the CHAIRMAN, seconded by Mr. REYNOLDS, and unanimously Resolved,—

“That the Report and Accounts for the Half-year ending 31st July, this day submitted, be received and adopted.”

On motion, D. TOTTEN and S. ALLCHIN, Esquires, were appointed Scrutineers for taking the votes of the Proprietors for the election of eleven Directors for conducting the business of the Company for the next twelve months.

The Scrutineers having taken the votes of the Proprietors, reported the following Gentlemen duly elected as Directors for the ensuing year :

ROBERT GILL, Esq.,
WILLIAM GOVAN, Esq.,
THOMAS CULLEN, Esq.,
ALEXANDER HOYES, Esq.,

} Resident
in
Great Britain.

JOHN YOUNG, Esq.,
C. J. BRYDGES, Esq.,
THOMAS REYNOLDS, Esq.,
RICHARD JUSON, Esq.,
FREDERICK W. GATES, Esq.,
H. C. R. BECHER, Esq., Q.C.
WILLIAM DICKSON, Esq.,

} Resident
in
Canada.

It was moved by D. TOTTEN, Esq., seconded by SAMUEL ALLCHIN, Esq., and unanimously Resolved,—

“That a vote of thanks and confidence be offered to the Chairman, to the English and Canadian Boards, and to the Company's Executive in Canada.”

It was moved by SAMUEL ALLCHIN, Esq., seconded by JAMES ALLCHIN, Esq., and unanimously Resolved,—

“That this Meeting desire especially to express their obligations to Mr. C. J. BRYDGES, and their confidence in that gentleman's management in Canada.”

[A true Extract from the Minutes.]

W. C. STEPHENS,
Secretary to the Company.

COMPANY'S OFFICES,
Hamilton, 1st November, 1859.

At a Meeting of the Directors held this-day, subsequently to the General Meeting of the Proprietors, ROBERT GILL Esq., was re-elected President, and JOHN YOUNG Esq., Vice-President, of the Company for the ensuing year.

W. C. STEPHENS,
Secretary.

COMPANY'S OFFICES,
Hamilton, Canada West,
1st November, 1859.