

No. 23.

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Great Western Railway of Canada.

REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING JULY 31, 1865 :

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.,

*To be submitted to a Meeting of Shareholders to be held in
London on Wednesday, 11th October, 1865.*

LONDON :

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

1865.

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GR**E**A**T** **W**E**S**T**E**R**N** **R**A**I**L**W**A**Y** **O**F **C**A**N**A**D**A.—**N**O**T**I**C**E
I**S** **H**E**R**E**B**Y **G**I**V**E**N**, that the **H**A**L**F-**Y**E**A**R**L**Y **M**E**E**T**I**N**G** of
Shareholders is appointed to be held on **W**E**D**N**E**S**D**A**Y**, October 11, 1865,
at the London Tavern, Bishopsgate Street, London, England, at Twelve
o'clock precisely, for the purpose of submitting a report and general
statement of accounts for the half-year ending 31st July last; for the
purpose of electing Eleven Directors and two Auditors, and for the
transaction of other business.

And Notice is further given, that the Books kept at this office for the
registration of Shares will be Closed on and from September Twenty-seventh
to the day of meeting, both days inclusive, and transfers cannot be received
between those dates.

By Order,
BRACKSTONE BAKER, Secretary.

126, Gresham House, Old Broad Street, London, August 19, 1865.

Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1864-1865.

President.

MR. ALDERMAN AND SHERIFF DAKIN, 23, Abchurch Lane, London.

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

ALLAN GILMORE, Esq., Putney.

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

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

CHARLES HUNT, Esq., London, Canada West.

DONALD MACINNES, Esq., Hamilton, Canada West.

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

PAUL MARGETSON, Esq., Clapham Common.

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

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

Ex-officio Director.

THE MAYOR of Hamilton, Canada West.

Auditors.

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

SIDNEY SMITH, Esq., 4, Charlotte Row, Mansion House.

General Manager.

THOMAS SWINYARD, Esq., Hamilton, Canada West.

Treasurer.

JOSEPH PRICE, Esq., Hamilton, Canada West.

London Offices.

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

MR. BRACKSTONE BAKER, *Secretary.*

MR. WALTER LINDLEY, *Registrar.*

THE GREAT WESTERN

ACCOUNT

Capital Account, showing the Receipts and Expenditure of

RECEIPTS.

Total Receipts to
31st July, 1865.
Sterling.
£ s. d.

TO ORIGINAL SHARE ACCOUNT—

For amount received on 122,301 shares (including 30,702 new shares paid up in full and converted into original shares), viz. :—			
On 119,286 shares on English Register, at £20. 10s. sterling per share	£2,445,363	0	0
On 3,015 shares on Canadian Register at \$100 per share, converted at 109½ per cent. exchange	61,952	1	1

TO NEW SHARE ACCOUNT—

For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 47,399 new shares (after deducting the 30,702 new shares paid up in full and converted into original shares), viz. :—			
On 47,207 shares on English Register at £18 sterling per share	849,726	0	0
On 192 shares on Canadian Register at \$87.00 per share, converted at 109½ per cent. exchange	3,456	0	0
Less amount of arrears on 3rd, 4th, 5th and 6th calls	853,182	0	0
	2,187	10	0
For amount received in anticipation of future calls on new shares	850,994	10	0
	4,452	10	0

855,447 0 0

Total amount received on account of share capital to 31st July, 1865

£3,362,762 1 1

TO PERPETUAL 5 PER CENT. DEBENTURE STOCK—

For amount received on this account	46,700	0	0
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TO BOND ACCOUNT—

Bonds bearing 6 per cent. interest due 1873	488,200	0	0
" " " 1876	127,000	0	0
Bonds bearing 5½ per cent. " " 1877	485,000	0	0
" " " 1878	62,000	0	0
Bonds bearing 5 per cent. " " 1881	1,000	0	0

TO GOVERNMENT LOAN—Balance	1,183,200	0	0
	679,687	15	0

£5,146,349 16 1

Total Receipts on Capital Account during the half year.

Receipts from payments in full on new shares	£674	0	10
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RAILWAY COMPANY OF CANADA.

No. 1.

the Company on Capital Account to 31st July, 1865.

EXPENDITURE.

	Total Expenditure to 31st July, 1865. Sterling.	
	£ s. d.	£ s. d.
By Total Amount expended on Capital Account to 31st Jan., 1865, as per last Report .....	...	4,842,196 2 3
Expended during the six months ending 31st July, 1865. By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c. Land, Works, Permanent Way, and all incidental charges	698 3 2	
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron	4,201 12 6	
Station Warehouses, Wharves, &c.	150 7 9	
Water Service in Hamilton Station Yard	485 15 1	
Mechanical Buildings	401 19 6	
Cost of "fish-jointing" 6 miles of rails	431 10 2	
New Car Ferry Boat	33,005 1 0	×
Toronto Esplanade Account	7,750 17 4	
Enniskillen Branch	27,135 6 6	
	45 0 0	
		27,180 15 6
Total		£4,869,386 17 9
By Detroit and Milwaukee Railroad Company— Loan (including Funded Interest to October 24th, 1860, £300,000)		250,000 0 0
By Balance carried to Account No. 4		£5,119,386 17 9
		28,982 18 4

£5,146,349 16 1

THE GREAT WESTERN

ACCOUNT

Revenue Account of the Great Western Railway

Half-year ended 31st July, 1964.	RECEIPTS.	Half-year ended 31st July, 1965.
£ s. d.		£ s. d.
117,496 15 0	To Amount for the carriage of 293,970½ Passengers	127,195 17 4
7,784 17 6	Ditto ditto Mails and Sundries	12,625 1 9
189,081 0 0	Ditto ditto Freight and Live Stock	144,028 8 0
314,362 12 6		283,849 7 1
577 6 8	Ditto ditto Rents	716 0 6
<hr/>		<hr/>
£314,939 19 2		£284,565 7 7

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

RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada for the Half-year ended 31st July, 1865.

Half-year ended 31st July, 1864.	Per Cent of Gross Receipts	EXPENSES.	Half-year ended 31st July, 1865.	Per Cent on Gross Receipts
£ s. d.			£ s. d.	
18,078 16 5	5 74	By Maintenance of Way per Abstract A	17,128 16 9	6 02
41,161 18 6	13 07	Locomotive Power do. B	36,243 7 10	12 73
19,198 0 1	6 10	Repairs and Renewals of Passenger & Goods Cars do. C	17,850 9 10	6 28
20,766 12 7	6 59	Coaching Transit Expenses do. D	22,857 6 0	8 03
25,255 5 5	8 02	Merchandise Transit Expenses do. E	23,354 5 0	8 21
8,201 17 5	2 60	General Charges do. F	7,707 13 5	2 71
<hr/>			<hr/>	
132,662 10 5	42 12	Total ORDINARY WORKING EXPENSES	125,141 18 10	43 98
<hr/>		ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.	<hr/>	
1,488 6 1	0 47	By Taxes	1,497 10 3	0 53
855 9 7	0 11	Railway Inspection Fund	177 14 10	0 06
1,058 18 5	0 34	Insurance	1,046 2 7	0 37
4,623 5 0	1 47	Suspension Bridge Rent, for half-year	4,623 5 9	1 62
<hr/>			<hr/>	
140,188 10 3	44 51	Total Revenue Expenditure	132,486 12 3	46 56
<hr/>			<hr/>	
174,751 8 11		Balance carried to Net Revenue No. 3 Account	152,078 15 4	
<hr/>			<hr/>	
£314,939 19 2			£284,565 7 7	

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1865.

s. d.
17 4
1 9
8 0
7 1
0 6

7 7

GREAT WESTERN RAILWAY

ACCOUNT

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To Balance from Revenue (No. 2) Account for the half-year to date...	152,078 15 4																																																																																											
To Amount for Mail Service on Sarnia Branch from opening 27th December, 1858, to date, not heretofore included in the Traffic Accounts...	8,295 5 0																																																																																											
To Amount from Montreal Telegraph Co., per Agreement ...	3,082 3 10																																																																																											
To Balance brought down ...	36,810 6 10																																																																																											
	£36,810 6 10																																																																																											

COMPANY OF CANADA.

No. 3.

to 31st July, 1865.

£t.

HALF-YEAR ENDED 31st July, 1864.		HALF-YEAR ENDED 31st July, 1865.	
£	s. d.	£	s. d.
17,408	5 0	By half-year's Interest on the Balance of the Government Loan to 1st July, 1865	17,408 5 0
33,228	1 7	By Interest on Bonds, Bank Loans, Discount, &c., as per Abstract G, viz.:-	
		Interest on Bonds	£32,463 12 4
77,514	8 4	Discount Charges on the conversion of American Currency, and Exchange on Remittances to England	54,937 6 7
31,263	11 6	By Renewals of Rails, Sleepers, Bridges, Fences, &c.	87,400 18 11
19,376	12 2	By Balance carried down	26,317 7 0
			33,810 6 10
<u>£178,880</u>	<u>18 7</u>		
		By Proposed Dividend at the rate of 2 per cent per annum, 122,301 old Shares, and 47,399 new Shares	33,004 19 5
1865, July 31st.		By Surplus carried to next half-year	3,205 7 5
			<u>£36,810 6 10</u>

RAILWAY COMPANY OF CANADA.

No. 4.

to 31st July, 1865.

£t.

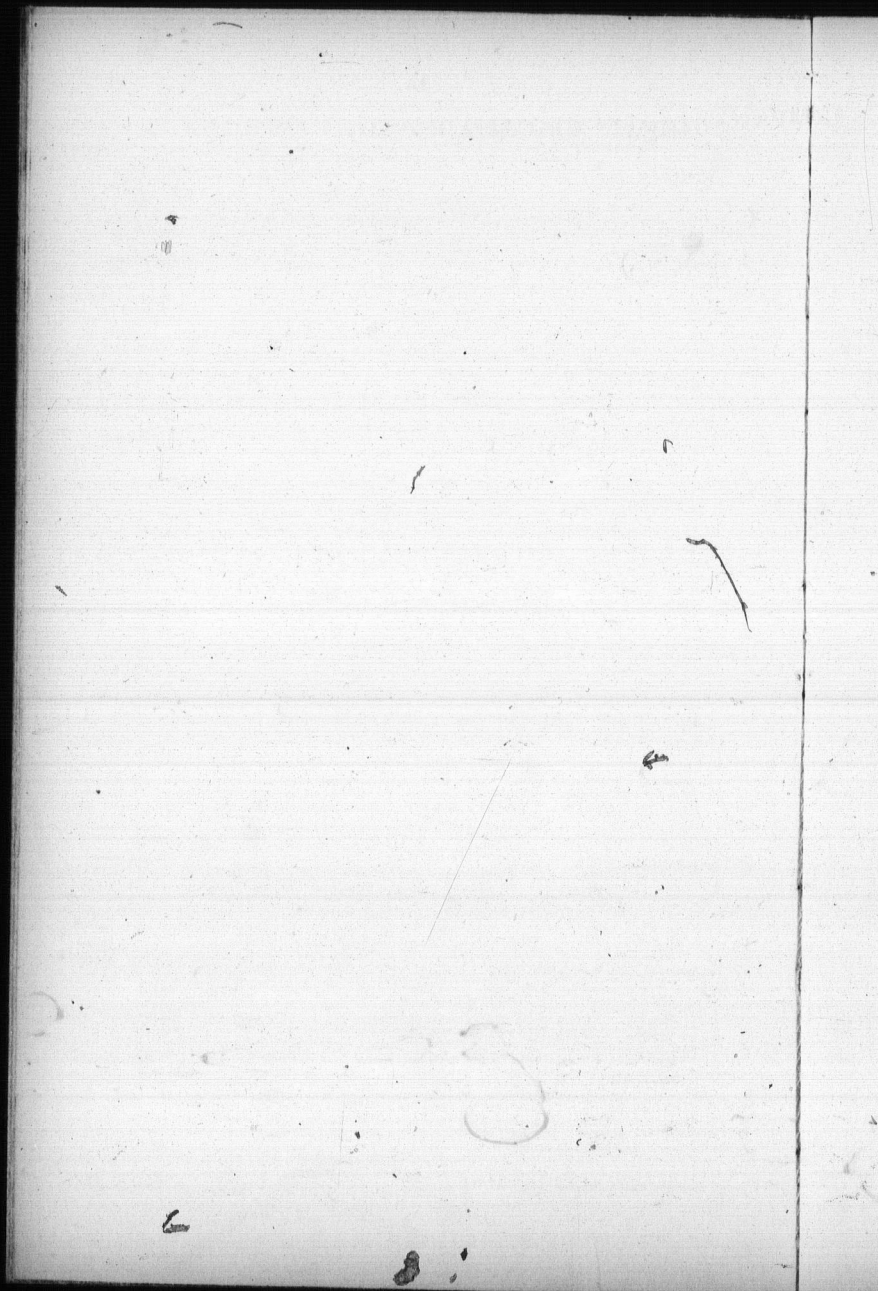
	£	s. d.
Balance from Capital Account No. 1	26,982	18 4
Balance from Net Revenue Account No. 3	33,810	6 10
Insurance Fund Account	5,734	9 2
Balances due by the Company, and sundry Accounts not paid on 31st July, 1865	196,217	17 1
	<u>£265,745</u>	<u>11 5</u>

We hereby certify that we have examined the Company's books for the past half-year, together with the foregoing statements of Accounts, and find the Expenditure properly vouched and the several accounts duly certified by the heads of the respective departments.

We have, however, to observe that the loss (£4,670. 11s. 6d.) on the conversion of \$77,504 American Funds in hand on 31st July last, has not been charged against Revenue in the past half-year's Accounts. This amount, together with any loss which may arise on the conversion of the Outstanding Traffic receivable in American currency, the Directors propose shall be charged to the current half-year's Revenue.

JOHN YOUNG, }
SIDNEY SMITH, } AUDITORS.

LONDON, 22nd September, 1865.



GREAT WESTERN RAILWAY OF CANADA.

Abstracts referred to in the Revenue Statement for the Half-year ended 31st July, 1865.

ABSTRACT A.

Half-year ended 31st July, 1864.	MAINTENANCE OF WAY.		Half-year ended 31st July, 1865.
£ s. d.			£ s. d.
1,691 18 5	Repairs of Bridges and Culverts	...	2,435 7 5
1,817 11 8	" Station Sidings, Fences, &c.	...	1,960 3 3
2,883 0 4	" Buildings	...	1,495 16 4
575 13 0	" Signals	...	315 15 8
10,703 14 0	Platelayers' Wages, and Extra Work on Way	...	9,761 18 11
108 8 6	Approaches	...	451 9 10
798 10 6	Engineering Superintendence, &c.	...	705 5 4
£18,078 16 5			£17,128 16 9
£31,263 11 6	Renewal of Rails, Bridges, Sleepers, Fences, &c.	...	£26,817 7 0

ABSTRACT B.

Half-year ended 31st July, 1864.	LOCOMOTIVE POWER.		Half-year ended 31st July, 1865.
£ s. d.			£ s. d.
	Transit Expenses:—		
8,986 0 3	Wages of Enginemen and Firemen	...	7,334 0 1
1,240 14 6	Wages of Cleaners	...	1,080 7 6
9,505 16 0	Fuel	...	7,733 6 4
973 0 10	Oil	...	930 9 1
176 15 11	Tallow	...	146 3 1
351 13 6	Small Stores, including Signal Lamps, Waste, &c.	...	362 11 11
788 10 10	Pumping Engines	...	746 6 3
88 4 7	Salaries of Foremen and Clerks	...	78 5 0
102 14 8	Salary of Locomotive Engineer	...	205 9 7
22,163 11 1			18,677 4 10
	Repairs and renewal of Engines:—		
7,733 12 4	Material and Fuel	...	£7,443 19 5
10,654 4 4	Wages	...	9,572 10 4
40,651 7 9			35,632 14 7
	Sundries:—		
75 11 9	Lighting Shops, &c.	...	75 4 4
199 7 10	Maintenance of Turntables	...	148 19 6
335 11 2	Maintenance of Tanks and Pumps	...	325 9 8
£41,161 18 6			£49 43 8
			£36,243 7 10
	1s. 1 3/4d.	Cost per Train mile run	1s. 2 5/8d.
	0s. 9 7/6d.	Cost per Traffic Engine mile run	0s. 10 5/8d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February, 1864, to 31st July, 1864.		Miles run, 1st February, 1865, to 31st July, 1865.
328,951	By Passenger Engines	288,841
418,177	By Freight Engines	309,783
742,128	Total Train miles earning Revenue	598,624
269,944	By Piloting and Shunting Engines	243,903
1,012,072	Total Traffic Engine miles run	842,527

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st July, 1864.		REPAIRS AND RENEWAL OF CARS.		Half-year ended 31st July, 1865.	
£	s. d.	Passenger Cars:—		£	s. d.
3,771	4 4	Materials	...	3,014	7 3
3,739	10 10	Wages	...	5,122	10 2
81	13 1	Salaries of Superintendent, Foremen, and Clerks	...	91	12 7
7,592	8 3			8,228	10 0
		Merchandise Cars:—			
7,792	7 11	Materials	...	5,257	18 5
3,679	18 6	Wages	...	4,180	16 1
163	5 5	Salaries of Superintendent, Foremen, and Clerks	...	183	5 4
				9,621	19 10
<u>£19,198</u>	<u>0 1</u>			<u>£17,850</u>	<u>9 10</u>
		6 21d.	Cost per Train Mile run	7 15d.	
		0 49d.	Cost per Car Mile run	0 56d.	

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Febr., 1864, to 31st July, 1864.		Miles run, 1st Febr., 1865, to 31st July, 1865.	
1,652,851	Of 1st Class Cars	1,073,033	
270,580	2nd Class Cars	307,053	
841,359	Post Office, Express, Baggage, and Conductors' Cars	532,446	
7,308,418	Freight and Platform Cars	5,926,549	
<u>9,373,138</u>	Total earning Revenue	<u>7,596,081</u>	

ABSTRACT D.

Half-year ended 31st July, 1864.		COACHING TRANSIT EXPENSES.		Half-year ended 31st July, 1865.	
£	s. d.			£	s. d.
3,925	2 3	Salaries of Superintendents, Station Masters, and Clerks	...	3,761	7 7
3,591	9 4	Wages of Conductors, Baggage-men, and Brakemen	...	3,066	14 9
1,361	16 5	Porters	...	1,251	9 8
312	18 4	Policemen	...	352	2 1
898	12 3	Switchmen	...	822	14 8
537	9 2	Watchmen at Level Road Crossings	...	575	8 1
169	0 2	Compensation for Damages	...	544	10 4
25	12 4	Cattle killed on Track by Trains	...	112	17 1
76	2 0	Lamps and Signals	...	57	19 5
569	10 11	Lights (including Oil) for Stations and Passenger Cars	...	566	4 3
652	10 6	Fuel for Stations and Passenger Cars	...	684	8 11
739	17 9	Stationery, Advertising, and Printing	...	1,116	0 9
83	14 0	Office Furniture and Expenses	...	12	2 5
567	10 1	Small Stores, including Waste, Links and Pins, Baggage Trucks, &c.	...	511	7 1
159	10 11	Travelling and incidental expenses	...	164	14 4
3,677	0 5	Expenses of Advertising and Agency in United States	...	6,085	12 1
2,739	0 0	Proportion of Expenses of Ferry across the Detroit River	...	2,957	12 3
794	6 9	Proportion of Expenses of Telegraph	...	704	9 3
<u>£20,766</u>	<u>12 7</u>			<u>£22,857</u>	<u>6 0</u>

Equal to 16.57 per Cent.
on
Coaching Traffic Receipts.

Equal to 16.35 per Cent.
on
Coaching Traffic Receipts.

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended 31st July, 1891.		MERCHANDISE TRANSIT EXPENSES.		Half-year ended 31st July, 1895	
£	s. d.			£	s. d.
3,814	7 1	Salaries of Superintendents, Freight Agents and Clerks	...	4,098	2 9
3,827	0 3	Wages of Conductors and Brakemen	...	3,692	7 10
7,254	16 9	" Porters	...	6,537	16 4
898	12 4	" Switchmen	...	791	18 4
810	10 8	" Watchmen at Level Road Crossings	...	614	8 1
249	19 6	Compensation for Damages	...	1,706	11 7
38	12 2	" Cattle killed on Track by Trains	...	24	13 2
739	2 2	Lights, Lamps, Fuel, and Signals	...	617	5 8
753	9 11	Stationery, Advertising, and Printing	...	523	7 10
61	5 11	Office Furniture and Expenses	...	29	6 1
716	4 9	Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways	...	425	11 1
529	15 10	Rents	...	630	6 7
279	15 7	Travelling and Incidental Expenses	...	793	1 2
1,197	17 7	Proportion of expenses of Telegraph	...	731	18 5
4,057	4 4	Do. of expenses of Ferry across the Detroit River	...	2,838	18 2
23	10 7	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Flour Warehouse	...	39	11 11
<u>£25,255</u>	<u>5 5</u>			<u>£23,354</u>	<u>5 0</u>

Equal to
13.96 per cent.
on Merchandise
Traffic Receipts.

282,444 Tons. ... Total Tonnage carried ... 203,320 Tons.

Equal to
16.21 per cent.
on Merchandise
Traffic Receipts.

ABSTRACT F.

Half-year ended 31st July, 1890		GENERAL CHARGES.		Half-year ended 31st July, 1895.	
£	s. d.			£	s. d.
3,132	10 1	Head Offices in London and Hamilton	...	3,176	0 7
292	18 5	Stationery, Advertising, and Printing	...	295	8 1
352	6 3	Postages and Stamps	...	300	1 4
53	10 11	Fuel and Lights	...	41	17 9
1,376	14 11	Travelling and Incidental Expenses	...	989	5 7
57	17 10	Furniture, &c.	...	88	7 0
1,808	1 6	Law Charges	...	1,737	13 1
1,210	0 0	Directors' and Auditors' Remuneration and Expenses	...	1,210	0 0
<u>£8,988</u>	<u>19 11</u>			<u>£7,896</u>	<u>13 5</u>
87	2 6	Less Transfer Fees	...	129	0 0
<u>£8,901</u>	<u>17 5</u>			<u>£7,767</u>	<u>13 5</u>

Equal to
2.60 per cent. on
Total Revenue.

Equal to
2.71 per cent. on
Total Revenue.

GREAT WESTERN RAILWAY

ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.

Sundry Interests...	£ s. d.
Interest on Outstanding Bonds in England	525 7 5
Discount and Charges on the Conversion of American Currency and Exchange on remittances to England	34,691 0 0
	54,937 6 7
	<u>£90,153 14 0</u>

THE GALT AND

ACCOUNT

The Great Western Railway Company of Canada in Account

RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1864.		Half-year ended 31st July, 1865.
£ s. d.		£ s. d.
	To amount received during the Half-year for the carriage	
	of—	
961 4 8	Passengers...	959 2 7
182 17 5	Mails and Sundries	171 11 0
791 17 11	Freight and Live Stock...	941 3 11
£1,936 0 0	„ Balance carried to Abstract G. ....	...
195 6 6		
<u>£2,121 6 6</u>		<u>£2,071 17 6</u>

31st July, 1864.

2,730
4,170
13,909

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

31st July, 1865.

10,390
3,228
13,618

Piloting and Shunting.....
Total

COMPANY OF CANADA.

G.

DISCOUNTS, &c., TO 31st JULY, 1865.

Cr.

	£	s.	d.
Sundry Interests and Discounts	1,971	10	2
Interest on Municipal and other Bonds	472	3	10
Balance from the Galt and Guelph Railway Working Account, for the half-year ..	309	1	1
Balance carried to Net Revenue Account No.3	87,400	18	11

£90,153 14 0

GUELPH RAILWAY.

H.

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

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1864.		Half-year ended 31st July, 1865.	
£	s. d.	£	s. d.
354	7 0	201	6 4
317	7 0	90	11 1
671	14 0	291	17 5
494	6 2	500	14 3
64	6 11	80	0 5
644	2 9	643	12 10
246	16 8	246	11 6
2,121	6 6	1,762	16 5
...	...	309	1 1
£2,121	6 6	£2,071	17 6

By Maintenance and Renewal of Way during the Half-year—

Cost of Maintenance

Cost of Renewal of Rails, &c.

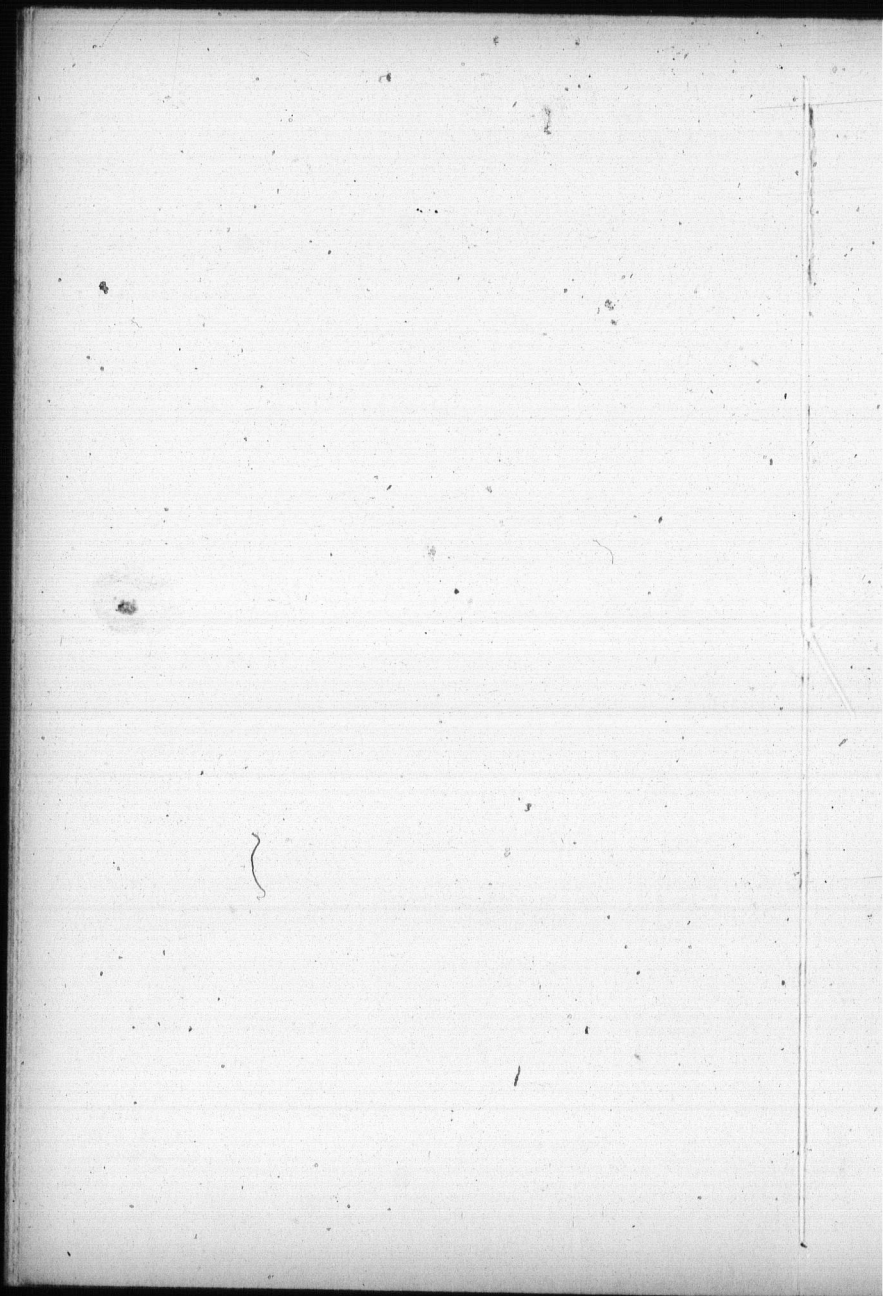
Locomotive Power

Use of Passenger, Freight, and other Cars

Coaching and Merchandise Transit Expenses

General Charges

Balance carried to Abstract G.



REPORT OF THE DIRECTORS

OF THE

Great Western Railway Company

OF CANADA.

1. The receipts on Capital Account during the half-year amounted to £674. 0s. 10d., and the total receipts to 31st July, 1865, were £5,146,349. 16s. 1d.

The aggregate expenditure to the same date amounted to £5,119,366. 17s. 9d., leaving a balance to the credit of Capital Account of £26,982. 18s. 4d.

2. The outlay on Capital Account during the half-year consists of—proportion of expenditure chargeable to capital on rebuilding timber bridges in stone and iron—cost of “fish-jointing” six miles of rails—outlay on new car ferry-boat for the Detroit River—expenditure on account of the extension of the Line along the Toronto Esplanade, and new Station at Toronto, &c.,—amounting altogether to £27,180. 15s. 6d.

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

Gross Receipts	£284,565	7	7
Working Expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge	132,486	12	3
		<u>152,078</u>	<u>15</u>
From which there has to be deducted—			
Interest on Government Loan	£17,498	5	0
Interest on Bonds, &c.	32,463	12	4
Loss on the conversion of American money	54,937	6	7
Renewal of rails, sleepers, bridges, &c.	26,317	7	0
		<u>131,216</u>	<u>10</u>
		<u>152,078</u>	<u>15</u>
To which has to be added—			
Amount for mail service on Sarnia Branch, to 31st July, 1865, not previously included in traffic accounts	£8,295	5	0
Amount from the Montreal Telegraph Company under agreement	3,082	3	10
Surplus from last half-year	4,570	13	7
		<u>15,948</u>	<u>2</u>
		<u>152,078</u>	<u>15</u>
Leaving a surplus of	£36,810	6	10

From which the Directors recommend the payment of a dividend at the rate of 2 per cent. per annum. This will absorb £33,604, 19s. 5d., and leave a balance of £3,205, 7s. 5d. to be carried to the credit of the current half-year.

The loss on the conversion of American funds during the half-year amounts to the sum of £54,937. 6s. 7d. The purchases of gold have been effected at an average rate of 153½. An additional loss, amounting to £4,670. 14s. 6d., has been incurred by the conversion of the sum of \$77,504, American Funds, since 31st July, and a further amount of \$164,654, also in American Funds, was at that date due to the Company on traffic account.

4. The following table shows the receipts and expenses of the last five half years :—

Half-year.	RECEIPTS.				EXPENSES.		Per Cent. of Gross Receipts.
	Passengers, Mails and Sundries.	Freight and Live Stock.	Rents.	Total.	Including Taxes, Insurance and Suspension-bridge Rent.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
July, 1863	111,670 12 9	180,772 0 6	624 19 6	293,067 9 9	136,270 5 0		46.50
Jan., 1864	129,084 7 3	171,328 19 10	621 1 9	301,634 8 10	135,878 10 0		45.05
July, 1864	125,281 12 6	189,081 0 0	577 6 8	314,939 19 2	140,188 10 3		44.51
Jan., 1865	154,125 8 9	157,873 19 7	730 2 6	312,729 10 10	137,437 6 2		43.95
July, 1865	130,820 19 1	144,028 8 0	716 0 6	284,565 7 7	132,486 12 3		46.56

5. The gross receipts for the six months ending July 31st, 1865, were £284,565. 7s. 7d., against £314,939. 19s. 2d. for the corresponding half-year of 1864. In the aggregate, the passenger receipts for the half-year just ended show an increase of £14,539. 6s. 7d., while the freight and live stock receipts show a decrease of £45,052. 12s., leaving a total decrease of £30,513. 5s. 5d. as compared with the half-year ending 31st July, 1864.

Notwithstanding this large decrease the working expenses amount only to 46.56 per cent. of the gross receipts.

The decrease in the receipts is entirely attributable to exceptional causes. The winter was unprecedentedly severe, and caused serious stoppages on American connecting lines. The Passenger traffic was also affected by the adoption of the passport system.

Immediately upon the removal of these obstructions the weekly returns began to be most satisfactory, and from the 8th of April to the close of the half-year showed an average weekly increase over the corresponding period of £1,294.

6. The abundant harvest throughout Canada, and the general improvement of business, afford reasonable ground for believing that the traffic of the current half-year will continue satisfactory.

The receipts from the 1st of August to the 15th of September (the date of the last return) shew an aggregate increase of £18,726 over the corresponding period, or an average increase of £2,675 per week.

7. After long negotiation, a settlement has been arrived at with the Provincial Government as regards the payment for postal or Mail service since October, 1858. By a Report of the Executive Council, approved by His Excellency the Governor-General in Council on the 21st August, 1865, the Government has allowed the sum of \$100 per mile of railway per annum up to the 31st August, 1865; and from the 1st September, 1865, in consideration of additional facilities to be afforded by the Company, will increase the payment to \$124 per mile of railway per annum. This arrangement is for four years.

8. The appeal of the Commercial Bank of Canada has been argued before the Judicial Committee of the Privy Council, judgment being delivered on July 27th, confirming the decision of the Canadian Court of Error and Appeal, and dismissing the appeal with costs against the Bank.

9. The new joint-lines along the Esplanade, at Toronto, are nearly completed, and it is expected that in November the new Station at the foot of Yonge Street will be opened to the public.

The free grant made by the Corporation of the City of Toronto, subsequently legalized by an Act of the Provincial Legislature, places this Company in a position to afford greatly increased traffic facilities to that important city. The Directors have tendered their thanks to the Corporation for the liberality displayed by it, and they are pleased to state that the new Station now being erected by the Company in Yonge Street is so conveniently and centrally situated as to give great satisfaction to the public.

10. The contract for the hull of the new Car Ferry Boat for the Detroit River has been completed, the various parts transported safely to Canada are now being put together, the Boat will be ready for traffic next spring.

11. The Directors have recently received very encouraging information with regard to the oil districts of Bothwell and Ennis-killen, which are situated upon the Lines of the Great Western Railway. American and other capitalists have been making large purchases of land, and sinking new wells.

12. The construction of the Erie and Niagara Railway is being proceeded with by the Atlantic and Great Western Company, and it is hoped that by next spring the Railway will be ready for public use. The working arrangement between the Companies will be submitted to the shareholders for their formal approval.

13. The Directors are happy to report that their relations with the

American connecting railways continue to be upon a satisfactory footing.

14. It is gratifying to the Directors to state that the efficiency with which the railway has been managed, the freedom from accident, and the general good condition of the rolling stock and permanent way, have made it one of the most popular routes on the American Continent for both through and local traffic, and reflect much credit upon the officials of the Company.

15. The receipts of the Detroit and Milwaukee Railroad for the half-year ending the 30th June last, amounted to £147,870 against £119,576 for the corresponding period 1864, shewing an increase of £28,294.

Signed on behalf of the Board of Directors,

THOMAS DAKIN,

President.

LONDON, *September 27, 1865.*

REPORT OF THE ENGINEER.

ENGINEERING DEPARTMENT, G.W. RY.,
HAMILTON, C.W., 17th August, 1865.

THOS. SWINYARD, Esq.,
General Manager.

DEAR SIR,—I beg to submit to you my usual Half-yearly Report of the working of the Engineering Department, being for the six months ended 31st July last.

The entire expenditure during the half-year chargeable to revenue amounts to	...	...	...	£	s.	d.
As compared for the corresponding half-year of 1864 with	...	...	...	43,446	3	9
	...	...	...	49,342	7	11

The following New Works were executed during the past half-year forming a charge to Capital Account.

ON MAIN LINE.

				£	s.	d.
<i>Superstructure Account.</i> —Laying down a siding at Stoney Creek quarter of a mile in length, including cost of grading works, ballasting, spikes, ties, &c. ... ..	...	...	...	279	1	8
<i>Bridging Account.</i> —Proportion chargeable to capital of the cost of rebuilding in stone and iron the viaduct near St. George, and the bridge over the River Thames at Thamesville ...	...	...	...	4,201	12	6
<i>Building Account.</i> —Completion of engine weighing shed at Hamilton and sundry works in connection with new building	...	...	...	401	19	6
<i>Wharfing Account.</i> —Completion of Coal and Timber Wharf at Hamilton ... ..	...	...	...	150	7	9
<i>Water Service in Hamilton Station Yard</i> , for the protection of the Buildings from fire.—Expenditure during the Half-year...	...	...	...	495	15	1
<i>New Car Ferry Boat at Windsor.</i> —Expenditure to date on account of Iron hull and machinery ... ..	...	...	...	13,005	1	0
<i>Engineering Expenses</i> connected with survey for proposed Tramway from Bothwell to Enniskillen ... ..	...	...	...	45	9	0
<i>Toronto Esplanade.</i> —Cost of laying down new Siding, and planking the same ... ..	...	...	...	£1,058	16	9
Payments to Contractors on account of new Station Building at foot of Yonge Street	...	...	...	1,055	8	1
Cost of 127 tons of Rails used for new Sidings ... ..	...	...	...	1,304	15	11
<i>Rails Account.</i> —Cost of Rails for new Siding at Stoney Creek, 29 tons ... ..	...	...	...	297	18	11
Cost of fishing six miles of Permanent Way	...	...	...	431	10	2
	...	...	...	729	9	1
TOTAL ... ..	...	...	...	£22,727	16	4

The plates for the new Car Ferry Boat, to be used for the transportation of freight cars across the Detroit River at Windsor, have arrived in the Province from Glasgow, and will shortly be put together at Windsor.

The engines and machinery are in course of construction in this country, and it is expected that the Boat will be completed and in use shortly after the opening of navigation next year.

A contract has been let for the construction of a slip dock at Windsor, for the landing of the freight cars from the new Ferry Boat, which is to be finished next spring.

The works of the extension of our Line upon the Toronto Esplanade have made satisfactory progress. The Siding Line, extending for a distance of one mile into the City of Toronto beyond the present temporary Passenger Station, is finished, and a new building for a joint Passenger and Freight House on the line of the Esplanade Extension will be completed early in November next.

MAINTENANCE OF WAY.

Repairs of Bridges and Culverts	£2,485 7 5
Platelayers' wages, and extra work on way	9,761 18 11
Repairs of Station Sidings	1,237 4 10
" of Buildings and Wharves	1,495 16 4
" of Signals	315 15 7
" of Approaches	454 9 10
" of Fences	722 18 5
Engineering, Superintendence, and incidental charges	705 5 5

£17,128 16 9

The charge for maintenance of way during the past half-year, includes the cost of working a gravel train during twelve weeks for the renewal of the ballast of the Western Division of the Line.

The cost of maintenance of way during the corresponding half-year of 1864, was £18,078. 16s. 5d.

RENEWAL OF RAILS, SLEEPERS, FENCES, AND BRIDGES.

In the renewal of the permanent, bridges and fences, a sum of £26,317. 7s. has been expended during the past half-year, as compared with £31,263. 11s. 6d. in the corresponding half-year ending 31st July, 1864.

The following are the details of the renewal expenditure:

*2538 tons of rails re-rolled at the Company's Rolling Mill ...	£15,805 3 2
66,159 lbs. spikes	} 1,134 8 4
56,263 ,, plates, bolts, and nuts	
810 ,, chains for switches	
Sundry small stores in connection with track	} 2,352 11 11
48,008 white oak sleepers, cost on delivery	
Labour—relaying the rails and sleepers	2,989 16 4
Carried forward	<u>£22,281 19 9</u>

* The cost of re-rolling is increased by a sum of £2,378. 1s. 6d., arising from the cost fire-brick, fire-clay, and sand, and the oil and waste having been purchased in the United States and charged in American currency in the Account.

	Brought forward ...	£22,281 19 9
Engine service and fuel used in the carriage of old and new rails to and from Rolling Mill, and in distribution of rails and sleepers along the line ... ..	...	710 3 2
Renewals of bridges in stone and iron, proportion chargeable to renewals ... ..	...	1,705 11 7
Ditto Rebuilt in wood and stone in original manner, charged in full	...	1,532 5 0
Renewals of Fences at various parts of the Line, including labour and material ... ..	...	793 15 5
		<hr/>
Deduct cost of fish-jointing six miles of track, charged to Capital Account	£431 10 2	£27,023 14 11
Wrought and cast scrap iron sold during half-year	274 17 9	
		<hr/>
		706 7 11
		<hr/>
		£26,317 7 0

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

		£	s.	d.
Expended during the half-year ended 31st July, 1861 ... ..	...	25,517	16	8
Ditto 31st January, 1862 ... ..	...	27,442	15	4
Ditto 31st July, 1862 ... ..	...	35,222	4	7
Ditto 31st January, 1863 ... ..	...	36,368	8	1
Ditto 31st July, 1863 ... ..	...	34,991	7	10
Ditto 31st January, 1864 ... ..	...	35,457	8	9
Ditto 31st July, 1864 ... ..	...	31,263	11	6
Ditto 31st January, 1865 ... ..	...	31,139	12	5
Ditto 31st July, 1865 ... ..	...	26,317	7	0
		<hr/>		
Total estimated sum required for the Renewal of the Line ... ..	...	283,720	12	2
Balance unexpended ... ..	...	331,279	2	2
		<hr/>		
		£47,558	10	0

The above unexpended sum will be exhausted during the next two half-years as already explained in my report for last half-year.

RAILS STOCK.

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

		£	s.	d.
14 tons of suspension bridge rails... ..	...	181	4	8
470 " re-rolled and repaired rails ... ..	...	4,828	15	4
375 " partially worn ... ..	...	3,082	3	10
542 " unfit for use in track ... ..	...	2,227	7	11
4 " small scrap ... ..	...	16	8	9
429 " puddled bars ... ..	...	3,003	9	8
Improved value of rails in process of re-rolling at mill ... ..	...	12	1	7
		<hr/>		
1,834 tons.		£13,351	11	4

RENEWALS OF BRIDGES.

The mason work of the new bridge over the River Thames at Thamesville, consisting of a single span of 180 feet, has been finished. The viaduct at St. George, consisting of stone abutments and 8 spans of 50 feet each, will be completed before winter so far as the masonry is concerned.

CONDITION OF THE LINE.

The whole of the bridges, buildings, and wharves have been maintained in good condition during the half-year, and the quality of the permanent way has been greatly enhanced by the liberal extent of the renewals of rails and sleepers effected during the past few years, and by the improved quality of the rails and fish joints.

GALT AND GUELPH RAILWAY.

	£	s.	d.
Maintenance of Way	201	6	4
Renewal of rails, sleepers, and fences	90	11	1
Watchmen at crossings, &c.	12	19	5
	<hr/>		
	£304	16	10
	<hr/>		

The cost of maintenance and renewals, &c., during the corresponding half-year amounted to £690. 12s. 3d.

I am, dear Sir,

Yours faithfully,

GEORGE LOWE REID,
Engineer.

REPORT OF THE LOCOMOTIVE AND CAR SUPERINTENDENT.

GREAT WESTERN RAILWAY,
MECHANICAL DEPARTMENT,
HAMILTON, 19th August, 1865.

DEAR SIR,

Below, please find my Report of the working of this department for the half-year ending July 31st, 1865 :—

LOCOMOTIVE SECTION.

Stock of Engines.—Our stock of Engines consists of the following :—

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

Total 94 Engines

Renewals and Repairs.—During the half-year the rebuilding of the 8 Schenectady Engines, which work has been mentioned in previous reports, was pushed forward towards completion. One more, making the fifth, was finished ; 28 Engines received extensive repairs, and 30 Engines received light repairs. Our Locomotive Stock is in excellent order.

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

	HALF-YEAR, ENDING 31ST JULY.						
	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Total Locomotive Expenses.....	£27,161	£39,029	£40,494	£41,065	£41,590	£41,162	£36,243
Per Centage on Earnings	29'48	29'41	19'32	16'68	14'19	13'07	12'73
Number of cords of Fuel	15,679	15,425	14,684	16,854	17,145	16,770	15,634
Total Cost of Fuel.....	£9,965	£9,456	£8,968	£10,319	£10,546	£9,649	£7,874
Cost of Fuel per Engine Mile	3'184.	3'061.	3'475.	3'554.	3'604.	3'293.	3'741.
Ditto Train ditto.....	4'384.	4'044.	3'164.	3'554.	3'564.	3'124.	3'164.

Pumping Engines, Tanks, and Water Service.—These are all in good and efficient condition. The renewals as required have been executed.

Turntables.—These are also in a good state of repair, renewals being executed as required.

Buildings and Tools.—The buildings, tools, shafting, and everything connected with this branch were kept in good repair. New furnaces were built for brass moulding, and a new furnace for heavy iron work was built in the blacksmith shop.

CAR SECTION.

Stock of Cars.—Our Car Stock is made up of the following:—

83	First Class Cars.
44	Second Class Cars.
20	Post Office and Baggage Cars.
33	Conductors' Cars.
850	Box Freight Cars.
110	Cattle Cars.
262	Flat and Timber Cars.
120	Gravel and Construction Cars.

Total 1,522 Cars.

Renewals and Repairs.—The renewals alluded to in my previous reports are carried on systematically.

All the Cars which run in Passenger trains are being supplied with new axles and wheels; and various improvements have been introduced to make this branch of our stock equal to that of any other line on this Continent. Our Passenger and Freight Cars are all in good working order.

FERRY BOATS.

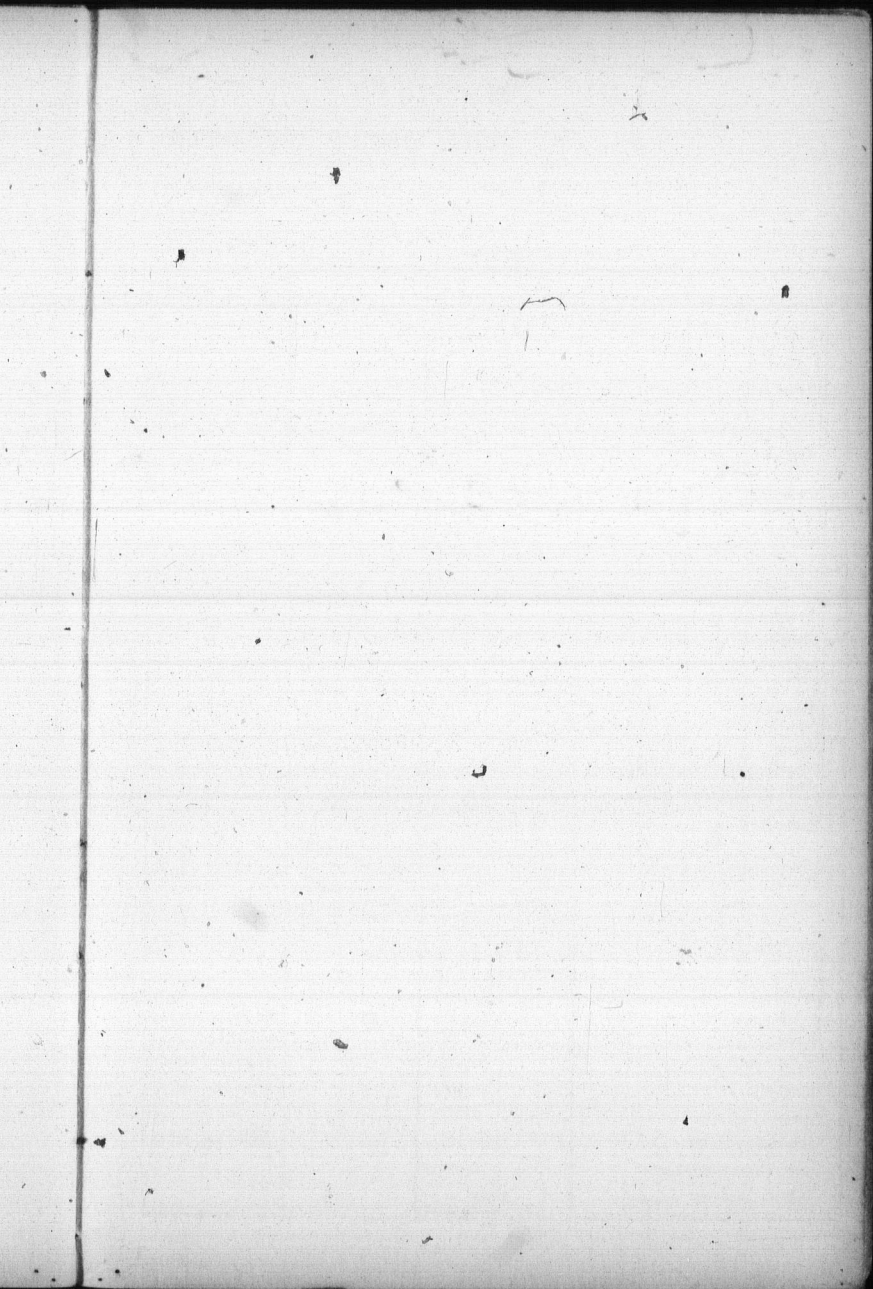
The Steamers "*Union*" and "*Transit*" were kept in working order. Heavy repairs had to be executed to the boilers of the "*Transit*."

Yours respectfully,

S. SHARP,

Mechanical Superintendent.

THOS. SWINYARD, Esq.,
General Manager.



THE GREAT WESTERN

AUDIT OFFICE—

General Traffic Statement for

DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for Each.		Mileage of Each.		Main Line Earnings.	
								For 229 Miles.	Per Mile.
BY PASSENGER TRAINS.									
Passengers	Local	297,891	...	dol. c.	dol. c.	8,395,565	...	dol. c.	dol. c.
	Excursionist	18,910	...	257,009 61	...	954,051	...	186,890 19	811 35
"	Foreign	60,140	...	6,953 38	...	12,580,880	...	5,268 51	23 44
"	Emigrants	6,128	...	347,696 18	...	1,284,213	...	341,700 74	1,492 14
			293,070	12,028 47	623,657 64	23,224,309	...	11,736 95	51 25
Mails	Local .....	...	...	14,616 47	...	...	...	11,384 74	49 71
	Foreign .....	...	...	5,706 94	...	...	...	5,706 94	24 92
				20,323 41	...	...	...	...	...
Exp's. Fr't	Local .....	...	...	4,121 70	...	...	...	2,921 07	12 75
	Foreign .....	...	...	35,916 39	...	...	...	35,616 39	155 53
Sundries ..	Local .....	...	...	2,157 47	...	...	...	1,561 75	6 62
	Foreign .....	...	...	58 60	...	...	...	58 00	25
				2,215 47	...	...	...	...	...
Passenger	Totals .....	...	293,070	...	683,964 61	23,224,309	...	601,855 28	2,628 19
BY FREIGHT TRAINS.									
Merchandise	Local	111,608	...	223,151 69	...	8,067,092	...	179,029 32	781 74
	Foreign	50,116	...	315,513 10	...	11,472,867	...	315,337 85	1,377 02
			161,815	538,664 79	...	19,559,959	...	...	...
Vehicles ..	Local	145	...	726 32	9,464	...	...	520 94	2 27
	Foreign	35	...	314 90	8,015	...	...	314 90	1 37
			180	1,041 22	17,479	...	...	...	...
Horses	Local	5,209	...	9,642 58	...	536,955	...	8,593 16	37 52
	Foreign	211	...	1,436 29	...	48,319	...	1,422 88	6 21
			5,420	11,078 78	...	585,274	...	...	...
Cattle	Local	18,767	...	23,270 68	...	1,845,006	...	20,312 70	88 70
	Foreign	32,953	...	85,174 23	...	7,546,237	...	85,174 23	371 94
			51,720	108,444 91	...	9,391,243	...	...	...
Calves	Local	644	...	193 45	...	64,508	...	178 68	78
	Foreign	95	...	129 05	...	21,755	...	29 05	56
			739	322 50	...	86,263	...	...	...
Sheep	Local	14,216	...	3,437 45	...	1,403,305	...	3,173 90	13 86
	Foreign	33,215	...	11,359 41	...	7,606,235	...	11,359 44	49 00
			47,431	14,796 89	...	9,009,540	...	...	...
Pigs	Local	8,362	...	1,778 62	...	830,647	...	1,621 72	7 06
	Foreign	54,768	...	28,401 11	...	12,541,872	...	28,401 11	124 02
			63,130	30,179 73	...	13,372,519	...	...	...
Sundries ..	Local .....	...	...	989 88	...	...	...	851 38	3 71
	Foreign .....	...	...	...	...	...	...	...	...
				989 88	...	...	...	...	...
Freight	Totals .....	...	...	705,518 70	...	...	...	656,412 26	2,896 42
Local Traffic	Totals .....	...	...	548,049 30	...	...	...	421,309 08	1,839 77
Foreign	" " .....	...	...	843,484 01	...	...	...	836,958 48	3,654 84
Grand Totals for Half-year	.....	...	...	1,391,483 31	...	...	...	1,258,267 54	5,494 61
Less Galt and Guelph Traffic	.....	...	...	10,083 12	...	...	...	...	...
G.W.R. Grand Total	.....	...	...	\$ 1,381,400 19	...	...	...	...	...

RAILWAY OF CANADA.

STATEMENT.

Half-year ending 31st July, 1865.

Toronto Branch Earnings		Harrisburgh and Galt Branch Earnings.		Galt and Guelph Branch Earnings.		Sarnia Branch Earnings.		Total Average Earnings Per Mile for Half-year.
For 38 Miles.	Per Mile.	For 12 Miles.	Per Mile.	For 15 Miles	Per Mile	For 51 Miles.	Per Mile.	dol. c.
dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.
45,378 12	1,194 16	4,756 97	396 41	4,438 44	295 80	16,035 89	326 19	
598 62	15 75	187 77	15 64	105 24	11-01	633 24	12 41	
5,113 59	134 57	53 36	4 44	62 75	4 18	703 74	15 01	
281 00	7 39	3 93	32	1 32	08	5 27	10	
1,889 24	49 71	596 79	49 73	745 69	49 71	...	...
...	
1,029 61	27 09	48 72	4 06	52 14	3 47	70 14	1 37	
...	
377 75	9 94	40 23	3 35	37 05	2 47	140 69	2 78	
...	
54,667 94	1,438 63	5,667 77	473 98	5,502 63	368 84	18,230 97	357 86	1,988 30
12,368 55	325 49	5,380 20	448 35	3,712 21	247 48	22,670 40	444 51	
129 79	3 41	...	...	...	...	45 46	89	
112 38	2 95	11 57	96	2 84	19	78 59	1 54	
...	
727 13	19 13	163 43	13 62	132 11	8 80	26 75	52	
13 32	35	...	...	...	...	...	...
1,411 54	37 14	728 85	60 73	688 06	45 87	129 53	2 54	
...	
6 52	17	4 24	35	3 61	24	40		
...	
200 86	5 28	43 05	3 58	10 31	68	9 33	18	
...	
75 04	1 97	25 93	2 16	26 76	1 75	29 17	57	
...	
28 03	73	3 66	30	4 59	33	102 22	2 00	
...	
15,073 17	396 68	6,300 93	530 07	4,589 49	305 36	23,091 85	452 78	2,044 98
61,203 41	1,639 56	11,991 41	992 25	10,019 05	667 93	40,526 35	794 63	
5,537 70	145 73	57 29	4 77	64 07	4 27	816 47	16 01	
69,741 11	1,835 29	12,048 70	1,004 05	10,083 12	672 20	41,342 82	810 64	4,033 28

GREAT WESTERN RAILWAY OF CANADA.

STATEMENT.

Statement of General Traffic Earnings for the Half-year ended
31st July, 1865.

MONTHS.	Main Line, 229 miles.	Toronto Branch, 38 miles.	Galt Branch, 12 miles.	Guelph Branch, 15 miles.	Sarnia Branch, 51 miles.	Total, 345 miles.	Monthly Totals.	Sterling.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	£ s. d.
FEBRUARY.								
Local Passengers...	21,612 24	6,928 29	673 61	690 60	1,476 74	31,350 88½		
Do. Merchandise.	27,361 95	2,491 69	1,660 94	1,896 25	1,923 14	24,836 97		
Foreign Passenger	12,797 12	274 23	3 97	4 07	67 65	13,147 04		
Do. Merchandise.	68,977 25	44 79	...	...	...	68,122 04		
MARCH.	129,848 56	6,739 00	2,338 52	2,063 32½	3,467 53	147,456 93½	147,456 93½	30,299 7 4½
Local Passengers...	35,174 11½	9,158 87½	940 32½	941 33	3,026 77	49,241 41½		
Do. Merchandise.	37,667 52	2,975 76	1,487 09	1,244 91	3,353 81	46,629 09		
Foreign Passenger	52,704 98	805 39	12 23	15 14	166 14	53,703 88		
Do. Merchandise.	65,110 32	36 45	...	...	...	65,146 77		
APRIL.	150,658 93½	12,876 47½	2,439 64½	2,201 38	6,546 72	214,721 15½	214,721 15½	44,120 15 8½
Local Passengers...	40,808 60½	9,070 98	975 76½	908 76½	3,508 75	55,272 86½		
Do. Merchandise.	41,192 87	2,635 94	734 18	571 75	5,440 32	50,575 05		
Foreign Passenger	83,261 00	1,017 65	14 45	16 78	149 99	84,459 87		
Do. Merchandise.	99,788 15	33 66	...	...	...	99,819 85		
MAY.	265,048 66½	12,755 23	1,724 39½	1,497 29½	9,099 06	290,127 63½	290,127 63½	60,615 5 4½
Local Passengers...	35,435 59½	8,989 64	1,003 78½	925 09½	3,898 50	49,252 59½		
Do. Merchandise.	41,347 94	2,977 55	1,062 22	465 00	5,467 20	51,319 91		
Foreign Passenger	78,795 62	1,120 65	13 72	15 43	141 50	81,066 92		
Do. Merchandise.	86,927 26	26 67	...	...	...	86,953 93		
JUNE.	243,506 41½	12,414 51	2,079 72½	1,405 43½	9,477 20	268,883 29½	268,883 29½	55,249 19 9½
Local Passengers...	36,794 78½	7,836 17½	1,002 74½	919 76½	3,011 51½	49,564 98½		
Do. Merchandise.	36,434 57	2,606 54	746 86	470 90	4,810 56	45,969 43		
Foreign Passenger	87,341 40	977 06	7 78	7 72	128 37	89,462 33		
Do. Merchandise.	57,205 24	1 09	...	...	...	57,206 33		
JULY.	217,775 99½	11,420 89½	1,757 39½	1,398 33½	7,950 44½	240,303 07½	240,303 07½	49,377 6 10½
Local Passengers...	37,210 92½	7,989 39½	1,034 25½	1,083 69½	2,587 69	49,905 96		
Do. Merchandise.	30,267 95	1,342 58	669 64	428 68	2,061 36	34,760 21		
Foreign Passenger	78,918 90	1,199 61	5 14	4 93	117 36	80,245 94		
Do. Merchandise.	65,033 20	45	...	...	45 46	65,079 11		
Total	\$ 1,258,267 54½	69,741 114½	12,048 70½	10,083 12	41,342 82½	1,391,483 31	1,391,483 31	295,921 4 6
								Less Galt and Guelph Railway Traffic.....
							10,083 12	2,071 17 5½
							1,381,400 19	283,849 7 0½

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