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# Great Western Railway.

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## REPORT

OF

### THE DIRECTORS

OF THE

# Great Western Railway of Canada

FOR THE

HALF-YEAR ENDING JANUARY 31, 1857;

WITH

## STATEMENTS OF ACCOUNTS,

&c., &c., &c.

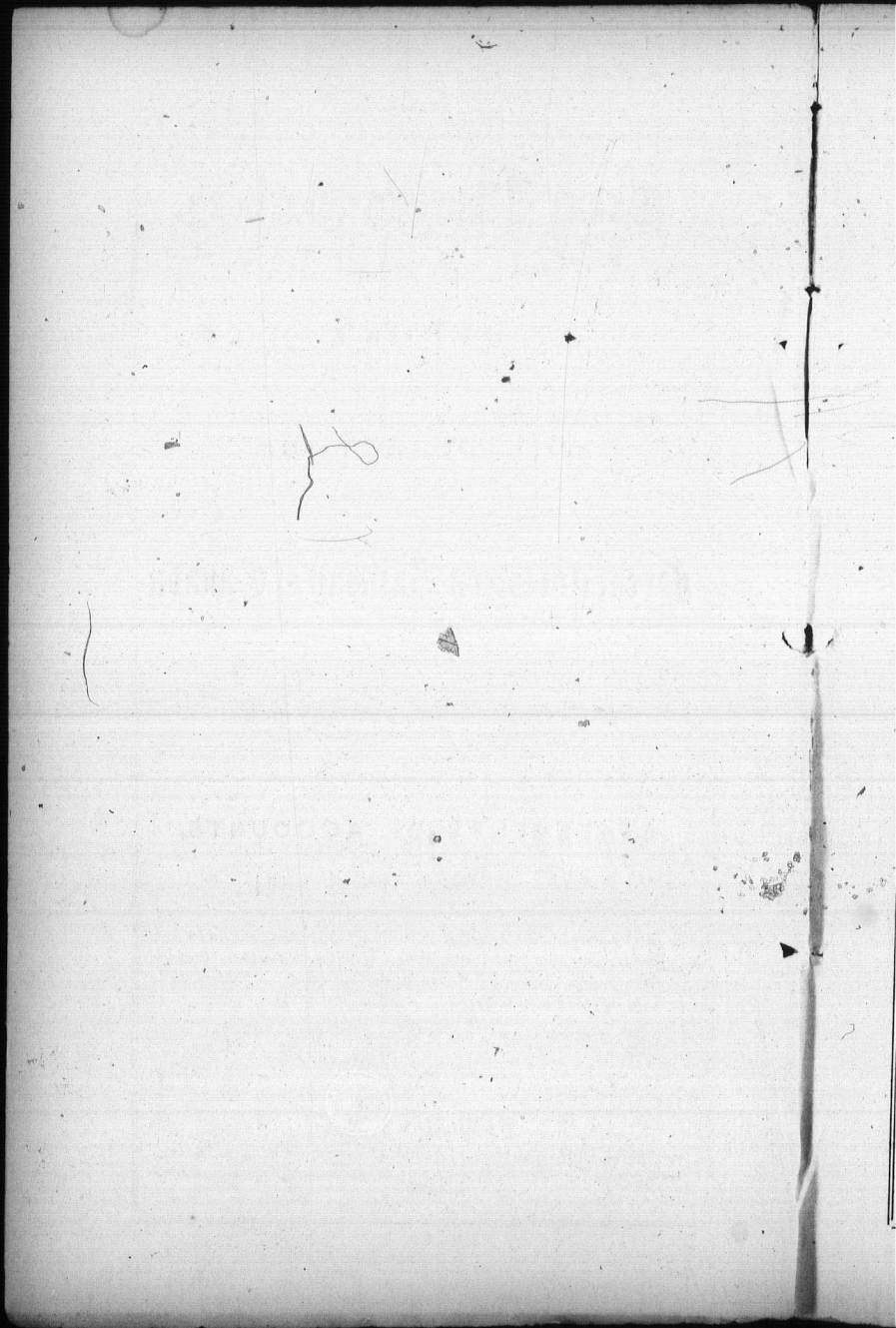
*To be submitted to the General Meeting of Shareholders, to be held in London, on April 9th, 1857, and in Hamilton, Canada West, at an Adjourned General Meeting of Shareholders, to be held on May 5th, 1857.*

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HAMILTON, C. W.:

PRINTED BY SMILEY & GILLESPIE, "SPECTATOR" OFFICE, COURT HOUSE SQUARE.

1857.



## Great Western Railway of Canada.

### LIST OF THE DIRECTORS—(1857.)

#### *President.*

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

#### *Vice-President.*

JOHN YOUNG, Esq., Hamilton, Canada West.

#### *Managing Director.*

CHARLES JOHN BRYDGES, Esq., Hamilton, C. W.

#### **Canadian Board.**

JOHN YOUNG, Esq., *Chairman*, Hamilton, C. W.  
CHARLES JOHN BRYDGES, Esq., Hamilton, C. W.  
WILLIAM DICKSON, Esq., Galt, C. W.  
COLONEL WILLIAM GOURLAY, Barton Lodge, Hamilton, C. W.  
RICHARD JUSON, Esq., Hamilton, C. W.  
HENRY MCKINSTRY, Esq., Hamilton, C. W.

#### *Ex-Officio Directors.*

JOHN F. MOORE, Esq., Mayor of Hamilton, C. W.  
ROBERT-CRAIK, Esq., Warden of Middlesex, C. W.

#### *Auditors.*

EDMUND RITCHIE, Esq., Hamilton, C. W.  
RICHARD PORTER STREET, Esq., Hamilton, C. W.

#### **English Board.**

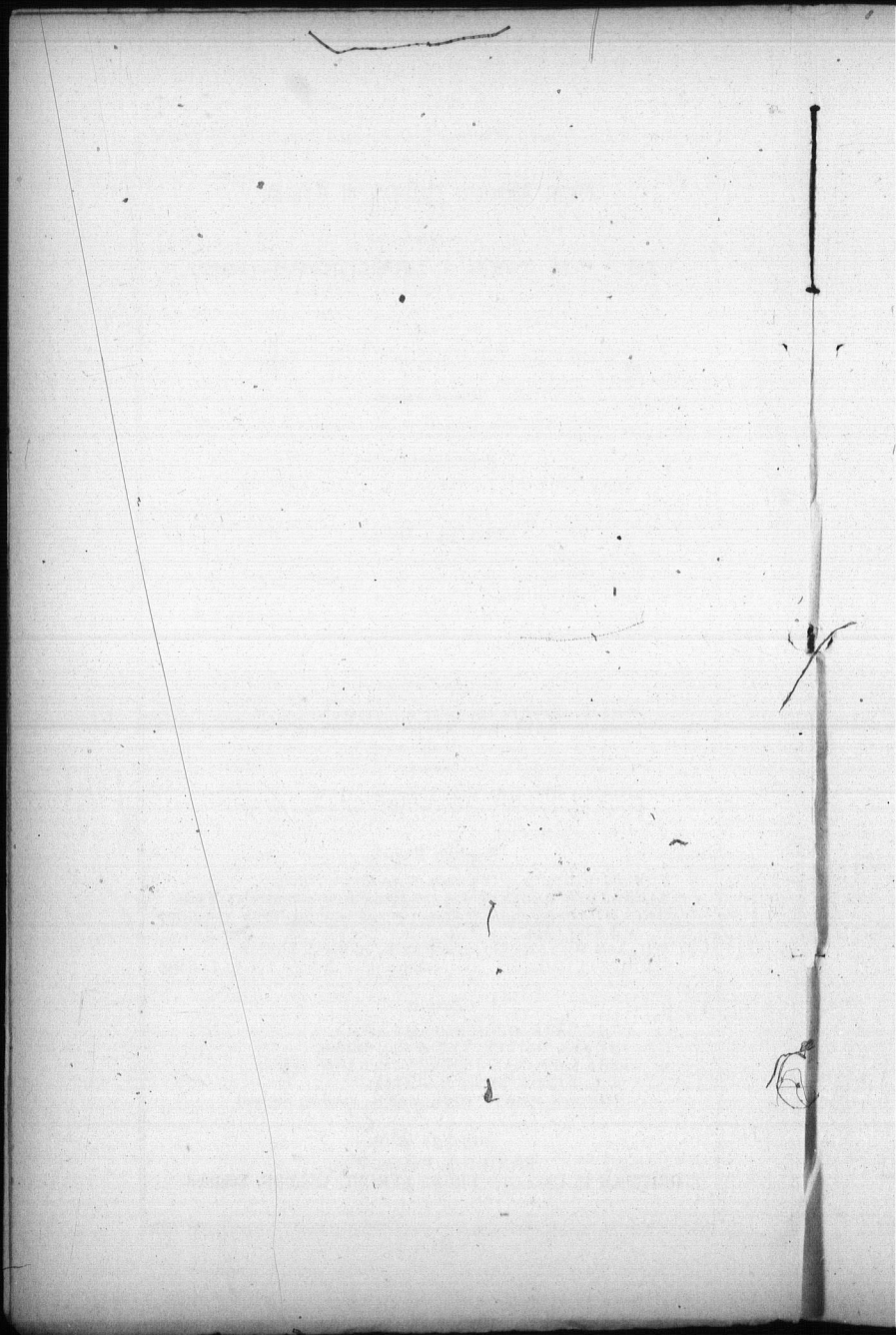
ROBERT GILL, Esq., *Chairman*, Apps Court, Surrey.  
ALEXANDER BEATTIE, Esq., Sunbury House, Tunbridge Wells.  
JOHN MILLIGAN LAWS, *Rear-Admiral*, Binfield, Berks, and Army  
and Navy Club.  
WILLIAM GOVAN, Esq., South Park, Hillhead, Glasgow.  
THOMAS CULLEN, Esq., 8 Devonshire Street, Portland Place, London.

#### *Bankers.*

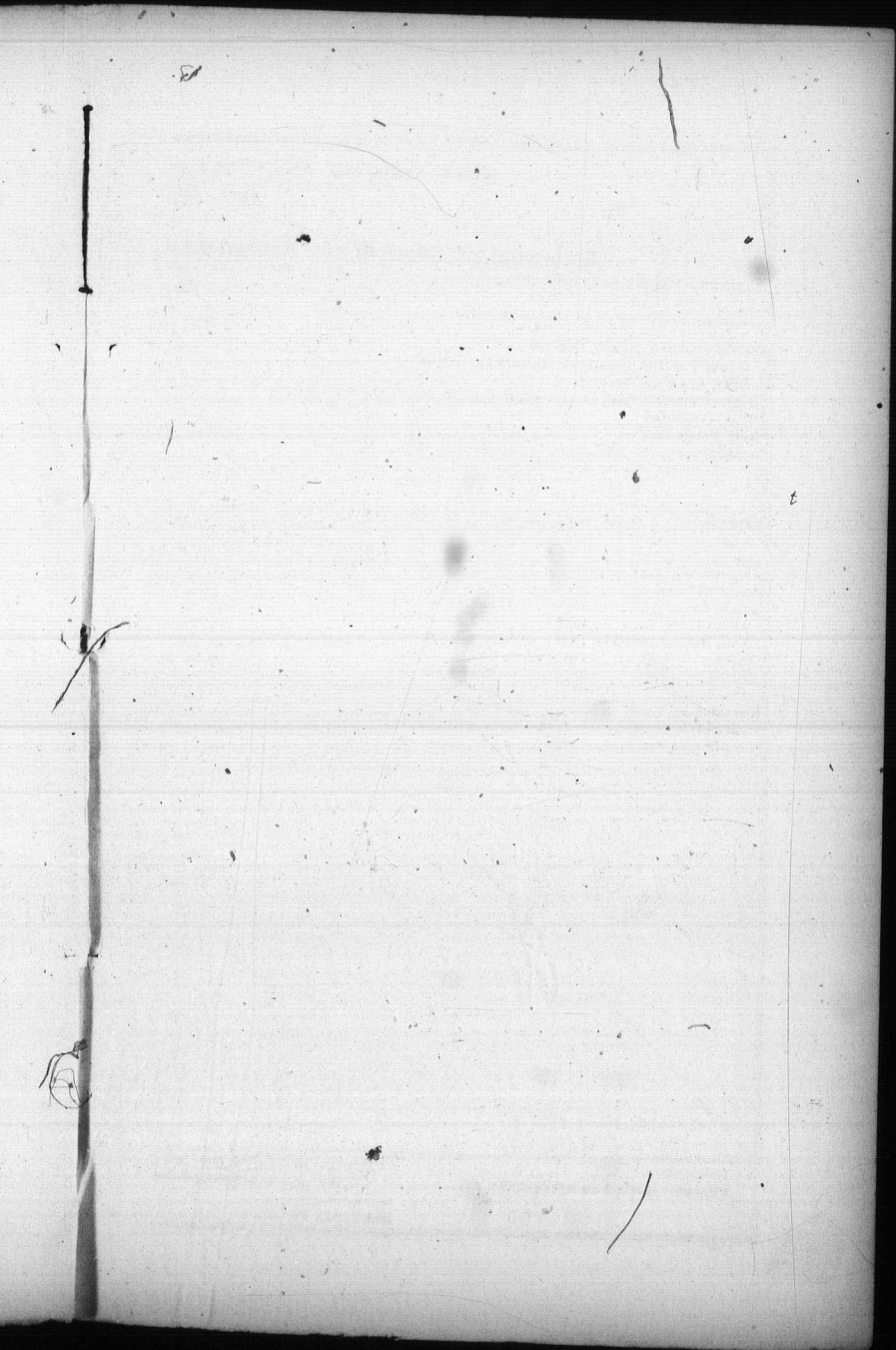
THE BANK OF UPPER CANADA.  
MESSRS. OLIVER, LEE & Co., Buffalo.  
THE MICHIGAN INSURANCE BANK, Detroit.  
J. G. KING'S, SONS, New York.  
LONDON JOINT STOCK BANK, London, England.

#### *Company's Offices.*

HAMILTON, Canada West.  
GRESHAM HOUSE, OLD BROAD STREET, LONDON, England.







**THE GREAT WESTERN  
ACCOUNT**

**Dr. Statement of Receipts and Expenditure**

	To 31st Jan., 1857.	To 31st July, 1856.
	Currency. £ s. d.	Currency. £ s. d.
<b>RECEIVED ON ACCOUNT OF:</b>		
GREAT WESTERN MAIN LINE, HAMILTON & TORONTO LINE, AND GALT BRANCH:—		
Original Shares, 89,561 at £25 cy., or £20 10s. stg.	2,289,025 0 0	2,068,150 0 0
Ditto converted from Bonds during half-year ... 855 at £25 cy., or £20 10s. stg.	21,375 0 0	170,875 0 0
<u>90,416</u>		
New Shares, ... 78,101 at £9 16s. cy., or £8. stg.	765,389 16 0	527,181 15 0
	3,025,789 16 0	2,766,206 15 0
Amounts received in anticipation of future calls	21,073 3 5	
Forfeited Shares .....	2,725 18 7	2,701 18 7
Bonds Convertible, due 1876.... £175,750 0 0		186,375 0 0
Ditto do 1873.... 60,750 0 0		71,600 0 0
Ditto Non-convertible, 1857.... 250,875 0 0		250,875 0 0
Ditto do 1862.... 16,625 0 0		16,625 0 0
Ditto do 1873.... 542,750 0 0		542,750 0 0
	1,046,750 0 0	
Government Loan, subject to liquidation at the rate of 3 per cent. per annum, over and above 6 per cent. interest .....	938,888 15 11	938,888 15 11
	6,035,227 13 11	4,775,922 9 6
Balance carried to Account No. 4.....£.	17,708 5 6	
	<u>£5,052,935 19 5</u>	

# RAILWAY OF CANADA.

No. 1.

**on Capital Account, to 31st January, 1857.**

Cr.

	To 31st Jan., 1857.			To 31st July, 1856.		
	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<b>EXPENDED ON ACCOUNT OF:</b>						
GREAT WESTERN MAIN LINE, HAMILTON AND TORONTO LINE, AND GALT BRANCH.						
Bonds, Government Loan, .....	£174,480	9	9	172,621	3	6
Less Interest received on sale of Bonds and Shares to 31st July, 1855, .....	48,761	0	4	48,761	0	4
	125,719	9	5	123,860	3	2
Land and Works, Bridges, Permanent Way, and all incidental charges .....	3,167,053	10	5	3,311,504	15	11
Stations, Warehouses and Wharves, &c. ....	265,898	3	7	73,916	19	5
Workshops and Machinery, including fixed engines	96,360	14	0	73,916	19	5
Rolling Stock, Locomotive Engines and Tenders ..	359,720	1	7	731,770	7	4
Do. Passenger, Freight and other Cars ..	411,661	16	2	3,064	3	5
Electric Telegraph .....	3,064	3	5	95,167	5	7
Steamers "Canada" and "America," .....	95,167	18	8	12,546	0	4
Ferry Steamers across the Detroit River .....	31,241	16	6			
<b>GENERAL CHARGES:</b>						
Law Expenses .....	15,151	1	11	14,449	12	1
Engineering Expenses .....	95,649	4	2	93,828	13	10
Salaries .....	17,912	5	9	16,985	4	10
Agencies on sale of Bonds and Shares	44,802	15	5	44,802	15	5
Police Force .....	3,043	19	7	3,043	19	7
Insurance and Taxes .....	693	11	5	693	11	5
Advertising, Stationery and Printing	5,231	7	3	4,950	1	8
Office Furniture .....	1,976	5	5	1,811	15	10
Travelling and Incidental Expenses.	19,197	6	5	18,790	0	1
	203,657	17	4			
Payment to Sir Allan McNab, as authorized by General Meeting of Shareholders .....	5,000	0	0	5,000	0	0
Second Payment to Sir Allan McNab (unauthorized)	5,000	0	0	2,328	1	6
Engineering Survey for Double Line .....	2,394	14	10			
<b>GALT &amp; GUELPH RAILWAY:</b>						
Land and Works, Bridges, Permanent Way and all incidental charges...	66,398	12	11			
Stations, Warehouses, &c. ....	4,010	5	8	70,408	18	7
<b>SARNIA BRANCH:</b>						
Works, Bridges, Permanent Way and all incidental charges .....	255,331	16	0			
Right of Way .....	10,168	10	11	272,733	7	11
Extra Land purchased .....	7,233	1	0	123,596	18	7
	5,115,082	12	5	4,682,110	10	0
Deduct Bonds, &c., received from Galt & Guelph Railway Co. ....	62,146	13	0			
	5,052,935	19	5			

ACCOUNT

**Dr. Statement of Receipts and Expenses on**

	To 31st Jan., 1857.	To 31st July, 1856.
<b>REVENUE:—</b>	£ s. d.	£ / s. d.
<b>ON ACCOUNT OF—</b>	Currency.	Currency.
Passengers—No. 460,441.....	237,648 17 7	197,885 16 4
Parcels and Mails.....	11,618 18 1	12,244 14 9
Freight 122,441 Tons, and Live Stock.....	143,312 10 5	144,345 9 0
Rents.....	1,300 5 11	1,275 2 5
	£393,880 12 0	355,751 2 6

ACCOUNT No. 3.

**Statement of Net Revenue applicable to Interest and Dividend.**

<b>CREDIT:—</b>	£ s. d.
Surplus of Net Revenue brought forward	Currency.
from half year ending 31st July, 1856.....	8,055 6 11
Net Revenue for half year from No. 2 Account.....	193,763 19 2
<b>DEBIT:—</b>	201,819 6 1
Interest on Government Loan.....	£28,646 15 10
Interest on Bonds, Bank Loans, &c., after deducting Interest received per abstract G.....	24,276 1 1
	52,922 16 11
	148,896 9 2
By Act 12 Vic., Cap. 29, the Company is required to invest as a Sinking Fund, to provide for the half yearly liquidation of the Government Loan at the rate of 3 per cent. per annum,.....	14,083 6 7
Net for General Dividend.....	134,813 2 7
Proposed Dividend on 89,561 Shares, and 730 Shares converted from Bonds taking the half-year's dividend, and 125 Shares, taking part of half-year's dividend, all of £20 10s. sterling, or £25 currency per share, and on 78,101 New Shares of £5 10s. sterling, or £6 15s. currency, for the half-year, and £2 10s. sterling, or £3 1s. currency, for 3 months, at the rate of 9 per cent. per annum.....	130,238 0 5
Surplus.....	£4,675 2 2

No. 2.

Revenue Account to 31st January, 1857.

Cr.

	To 31st Jan., 1857.			To 31st July, 1856.		
EXPENDITURE:—	£	s.	d.	£	s.	d.
On account of—						
Maintenance of Way.....	£29,062	12	6	Currency.	38,980	13 6
Renewals of rails, sleepers, fences, &c.,	8,793	2	8		2,195	0 0
Locomotive Power, .....	per Abstract A,	37,855	15 2		41,185	13 6
Repairs and Renewals of Passenger and Freight Cars, .....	" B,	61,782	2 9		66,576	11 11
Coaching Transit Expenses.....	" C,	11,434	11 9		14,742	15 2
Merchandize " .....	" D,	39,394	7 4		68,916	2 5
General Charges, .....	" E,	32,102	15 6			
	" F,	9,270	10 9		10,972	10 4
Working Expenses .....		191,840	3 3		192,393	13 4
Taxes.....	£1,491	5	8		1,381	0 0
Insurance .....	1,077	4	1		991	6 4
Suspension Bridge Rent, half year ..	5,707	19	10		5,625	0 0
Loss on running Steamers .....	" "				6,504	14 8
Damages and Compensation for Acci- dents during former half years....	" " "				2,849	8 10
		8,276	9 7			
Total Revenue Expenditure.....	200,116	13	10	209,745	3	2
Balance on half year carried to No. 3 Account....	193,763	19	2	146,005	19	4
	393,880	12	0	355,751	2	6



ACCOUNT

Dr.

**General Balance**

	£	s.	d.
			Currency.
Net Revenue for General Dividend, as per Account No. 3	134,813	2	7
Government Loan.—Liquidation Fund for this sum, deposited with Receiver General, and invested in Government Securities, per Abstract H. ....	67,856	10	7
Insurance Fund.....	1,856	0	5
Bonds Payable.....	4,089	10	8
Accounts due by the Company.....	261,101	8	3

£469,696 12 6

No. 4.

Sheet.

Er

	£	s.	d.
	Currency.		
Balance due by Capital as per account No. 1.....	17,708	5	6
Amounts outstanding and due on Traffic.....	79,242	17	11
General Stores on hand on 31st January, 1857.....	75,791	6	5
Fuel do do do .....	67,079	10	6
Mechanical Stores do do do .....	23,684	2	1
Stationery Stores do do do .....	2,560	12	6
Rails Stock account, Rails on hand, 31st January, 1857....	30,099	14	6
Spikes, Bolts and Scrap Iron do do ....	3,078	15	6
Steamers, Coal on hand do do ....	2,557	0	8
Steam Ferries do do do ....	750	0	0
Bills Receivable .....	1,773	14	8
Municipal and other Bonds on hand .....	37,638	13	0
Accounts due to the Company.....	127,741	19	3
	<u>£469,696</u>	<u>12</u>	<u>6</u>

Books, Accounts, and Vouchers, to 31st January, examined and audited in detail, and found correct.

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

HAMILTON, CANADA WEST,  
March 7th, 1857.

# GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for Half-Year ending January 31, 1857.*

## ABSTRACT A.

### MAINTENANCE OF WAY:—

	Currency.
Repairs of Bridges and Culverts.....	£2,281 8 0
Plate Layers, Wages, and Extra Work on Way.....	19,975 13 5
Repairs of Stations' Sidings, &c.....	4,008 8 8
Approaches.....	352 8 9
Repairs of Buildings.....	1,363 16 5
Repairs of Signals.....	444 6 0
Small Stores.....	33 4 9
Engineering, Superintendence, &c.....	603 6 6
<b>Total Cost of Maintenance.....</b>	<b>£29,062 12 6</b>
Renewals of Rails, Sleepers, Fences, &c.....	8,798 2 8
<b>Total Charge.....</b>	<b><u>£37,855 15 2</u></b>

## ABSTRACT B.

### LOCOMOTIVE POWER—TRANSIT EXPENSES:—

	Currency.
Wages of Enginemen and Firemen.....	9,865 1 11
Wages of Laborers and Cleaners.....	5,049 9 3
Fuel.....	24,953 18 8
Oil.....	1,928 4 5
Tallow.....	263 14 9
Small Stores, including Waste and Signal Lamps.....	419 17 11
Pumping Engines to supply Water.....	607 14 9
Salaries of Foremen and Clerks.....	107 17 2
Salary of Locomotive Engineer.....	352 8 7
	<b>43,548 7 5</b>

### REPAIRS OF ENGINES:

Material and Fuel.....	£2,144 15 1	
Wages.....	13,490 17 1	
		<b>15,635 12 2</b>
Lights.....	436 2 0	
Maintenance of Turntables.....	1,118 1 3	
“ Tanks, Pumps, &c.....	1,043 19 11	
		<b>2,598 3 2</b>
		<b>£61,782 2 9</b>

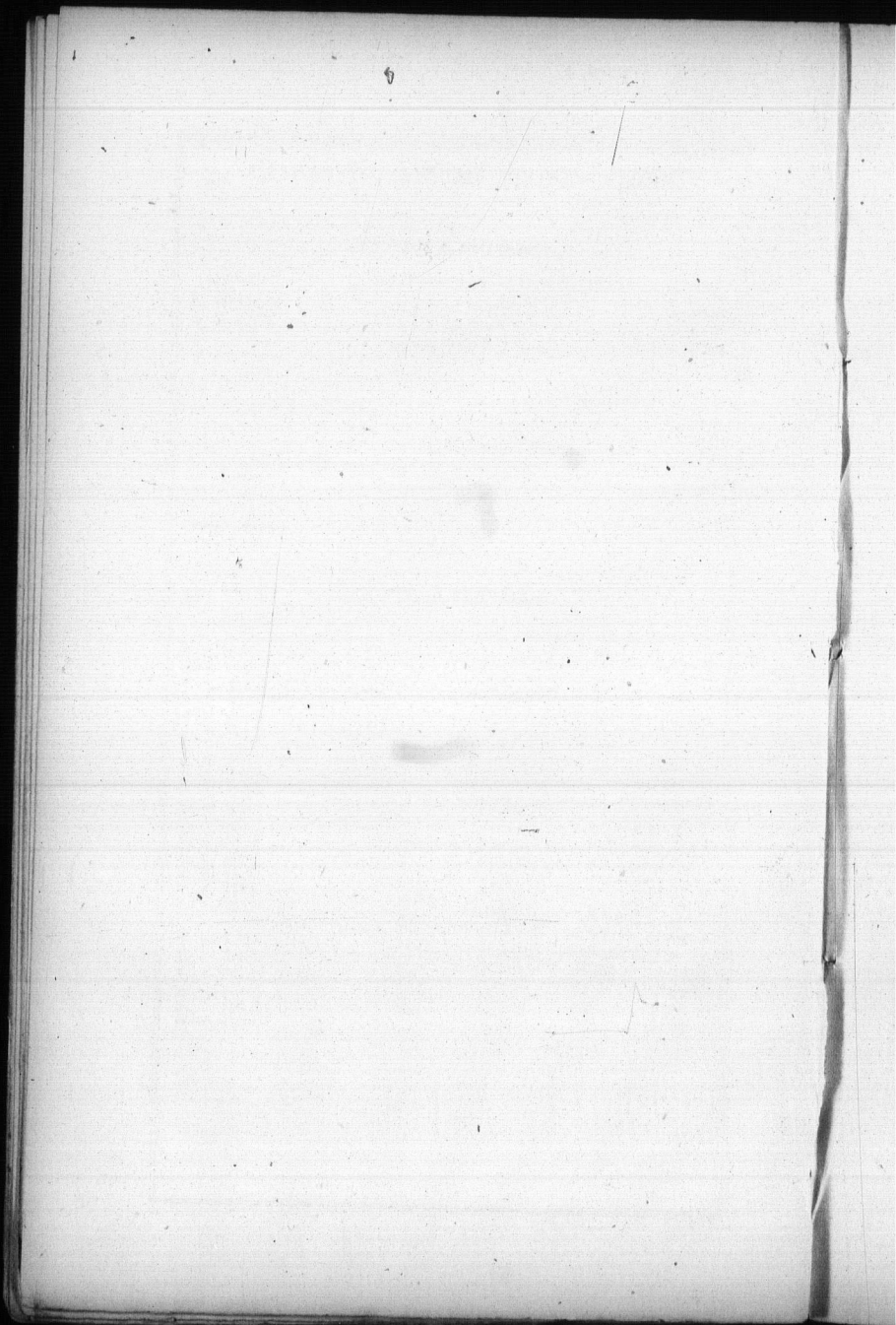
# GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT C.

REPAIRS AND RENEWALS—PASSENGER CARS:—		Currency.
Materials .....		£1,961 16 2
Wages .....		3,778 3 3
Salaries of Superintendent, Foremen, & Clerks .....		273 3 0
		6,013 2 5
FREIGHT CARS, &c.:		
Materials .....	2,514 5 6	
Wages .....	2,651 4 4	
Salaries of Superintendent, Foremen, & Clerks .....	145 6 6	
Lights .....		5,310 16 4
		110 13 0
		£11,434 11 9

## ABSTRACT D.

COACHING TRANSIT EXPENSES:—		Currency.
Wages of Booking Clerks and Station Masters .....		4,005 2 0
“ Porters .....		4,220 6 10
“ Conductors, Baggage-men and Brakemen .....		5,857 2 9
“ Policemen .....		863 3 6
“ Switchmen .....		734 8 2
“ Watchmen at Level Road Crossings .....		1,409 7 9
Clothing .....		109 2 9
Oil and Tallow .....		2,258 3 1
Compensation for Damages, includ'g Baggage burnt in transit .....		3,847 11 8
Cattle killed on Track by Trains .....		508 3 10
Lamps and Signals .....		182 6 0
Lights and Fuel for Stations and Passenger Cars .....		3,292 4 4
Stationery, Advertising and Printing .....		594 0 3
Office Expenses .....		46 18 7
Small Stores .....		561 2 0
Travelling and Incidental Expenses .....		640 6 1
Expenses of Portage, Road Vehicles, and Passage Boats across the Detroit River .....		4,674 12 6
Expenses of Agency in United States .....		4,402 1 9
Expenses of Telegraph .....		1,188 3 6
		£39,394 7 4





# GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT E.

MERCHANDISE TRANSIT EXPENSES:—	Currency.
Wages of Clerks and Guards .....	£7,653 15 11
“ Porters .....	12,173 18 1
“ Switchman .....	734 8 10
“ Watchmen at Level Road Crossings .....	939 1 9
Lights, Lamps, Fuel and Signals .....	713 18 10
Oil and Tallow .....	1,274 12 7
Clothing .....	65 7 9
Small Stores, including Tail Ropes, &c. ....	540 9 3
Rents .....	641 10 0
Compensation for Damages .....	1,405 11 10
Cattle killed by Trains .....	508 3 10
Travelling and Incidental Expenses .....	644 1 9
Stationery, Advertising and Printing .....	728 5 1
Office Expenses .....	57 9 9
Expense of Telegraph .....	792 2 4
“ Portage, Road Vehicles, and Passage Boats across Detroit River .....	3,193 3 0
“ Horse for Shunting .....	36 14 11
	£32,102 15 6

## ABSTRACT F.

GENERAL CHARGES:	£	s.	d.
Head Offices in London and Hamilton .....	3,357	19	4
Secretary's Offices “ .....	549	9	11
Stationery, Advertising and Printing .....	1,235	13	2
Postages and Stamps .....	193	16	5
Fuel and Lights .....	160	6	11
Incidental Expenses .....	639	11	3
Loss on Light Gold, Discount on Bank Notes and Rate of Exchange .....	563	16	8
Furniture, &c. ....	363	18	0
Storekeeper's Office Expenses .....	148	8	0
Travelling Expenses .....	364	1	6
Law Charges .....	701	9	11
Directors' Remuneration .....	1,216	13	4
Auditors' do .....	200	0	0
Salary of Ex. Vice-President .....	1,000	0	0
	10,695	4	5
Less Transfer Fees .....	1,424	13	8
	£9,270	10	9

**GREAT WESTERN**

**ABSTRACT**

**Dr.**

**INTEREST ON BONDS,**

	£	s.	d.
RECEIPTS:—			
Sundry Discounts and Interest .....	737	2	4
Interest on Municipal Bonds.....	348	0	0
“ Advances to Galt & Guelph Railway.....	397	18	2
“ Sums expended on Sarnia Branch.....	5,155	16	1
“ on 1856 issue of New Shares, Bank Loans, &c..	1,392	13	9
“ Galt & Guelph Railway Bonds.....	638	3	3
Balance as per Report.....	24,276	1	1
	£32,945	14	8

**ABSTRACT H.**

**Statement of Liquidation Fund of the Government Loan.**

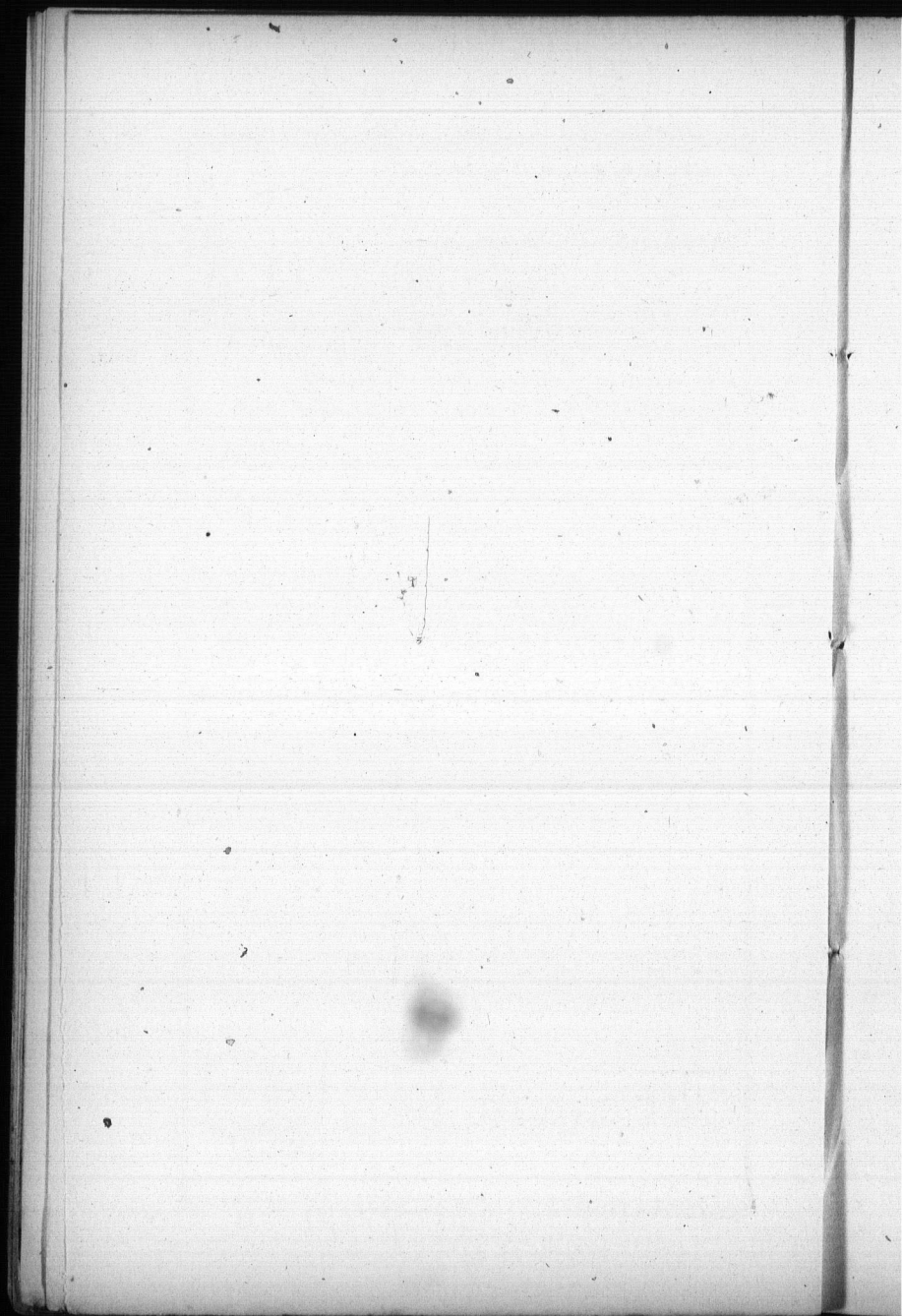
Amount laid aside and invested with the Receiver-General,			
	at 31st July, 1854..	£3,650	
Do.	do.	at 31st Jan., 1855..	9,125
Do.	do,	at 31st July, 1855..	11,250
		24,025	0 0
Interest credited this Fund by the Receiver-General, to			
		31st Dec., 1855..	221 11 10
Do.	do.	Due this Fund to 1st July, 1856..	727 7 10
Amount at 31st Jan., 1856, Invested by the Company in			
		Government Debentures .....	12,775 0 0
		Interest laid aside at 1st July, 1856, for ditto .....	375 0 0
		Amount laid aside at 31st July, 1856, for Investment.....	14,052 10 0
Interest due on Amount Invested with the Receiver-			
		General, to 1st January, 1857.....	749 4 4
Interest laid aside 1st January, 1857, on sums Invested by			
		the Company in Government Securities.....	397 10 0
Interest laid aside 31st January, 1857, on sums Invested by			
		the Company in Municipal Securities .....	450 0 0
		Amount laid aside 31st January 1857, for Investment.....	14,083 6 7
		67,856	10 7

Books, Accounts, and Vouchers to 31st January, examined and audited in detail and found correct.

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

Hamilton, Canada West,  
7th March, 1857.





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

---

THE total amount of Share Capital authorized to be raised by the different Acts of the Legislature of the Province of Canada is as follows:—

	Shares.	Currency.
Great Western Act.... 8 Vic. c. 86, of March 29, 1845,	60,000	£1,500,000
Ditto ... 16 Vic. c. 99, of April 22, 1853,	20,000	500,000
Ditto 18 & 19 Vic. c. 176, of May 19, 1855,	60,000	1,500,000
Hamilton & Toronto Act 16 Vic. c. 44, of Nov. 10, 1852,	18,450	450,000
Total.....	178,000	£4,450,000

The amount of Share Capital still remaining to be paid is £12 10s. sterling, or £15 4s. currency, on 78,000 new Shares amounting, less paid by anticipation, to.....£1,066,062 cy.

FROM the Accounts appended to this Report it will be seen that the total amount of capital received to 31st January, 1857, is £5,035,227 13s. 11d.

	Currency.	
Consisting of Share Capital.....	£3,049,588	18 0
Convertible Bonds, bearing 6 per cent. interest	236,500	0 0
Non-convertible Bonds, do.	810,250	0 0
Government Bonds, redeemable.....	938,888	15 11
	£5,035,227	13 11



	Currency.
The expenditure now stands as follows :—	
On the opened lines of 283 miles .....	£4,771,940 5 11
On the Sarnia Branch, (50 miles long,) now under construction. ....	272,733 7 11
On the Guelph Branch, (17 miles long,) now under construction.....	70,408 18 7
	<u>£5,115,082 12 5</u>

The total outlay on Capital Account for the opened lines, during the half year has been £227,369 19s. 2d., all of which has been expended in completing certain unfinished portions of the line, and in providing rolling stock, buildings and sidings to accommodate the increasing traffic. This forms a portion of the total sum of £444,389 4s. 7d., estimated to complete the main line.

The net revenue from the working of the line during the half year, after deducting interest upon the Company's Bonds, and upon the advance from the Province of Canada, and adding the surplus from last half-year,

	Currency.
amounts to the sum of.....	£148,896 9 2
Which is equal to a dividend at the rate of more than 10 per cent. per annum, on the Share Capital; but out of this has to be paid to Government, as a sinking fund to provide for the redemption of the Government Loan, a half-yearly sum of.....	14,083 6 7
Leaving the balance actually available for Dividend	£134,813 2 7
Out of which the Directors recommend the pay- ment of a Dividend at the rate of 9 per cent. per annum, which will absorb .....	130,238 0 5
Leaving a balance to be carried forward of.....	<u>£4,575 2 2</u>
The gross Revenue for the half year has been.....	£393,880 12 0
Showing an increase over the corresponding half year ending 31st January, 1856, of.....	<u>£ 62,118 15 8</u>

The gross Traffic for the year ending 31st January, 1857, was .....	£749,631 14 6
For the year ending 31st January, 1856.....	581,455 12 7
Increase, .....	£ 168,176 1 11

The increase, it will be seen from the annexed detailed Statements, has arisen on all description of traffic.

The working expenses, including taxes and insurance, have amounted to £194,408 13s. 0d., Currency, full details of which are given in the Abstracts of the Accounts.

The comparison of receipts and expenses for the three last half years is as follows :

	HALF YEARS ENDING.								
	Jan. 31, 1856.			July 31, 1856.			Jan. 31, 1857.		
	MILES.			MILES.			MILES.		
Miles run by trains.....	519,611½			603,901½			617,704½		
	Currency.			Currency.			Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
Total Traffic receipt.....	331,761	16	4	355,751	2	6	393,880	12	0
Maintenance of way, including renewals.....	31,004	3	1	41,185	13	6	37,855	15	2
Locomotive power.....	50,518	2	2	56,576	11	11	61,782	2	9
Repairs and renewals of Cars.....	12,048	10	11	14,742	15	2	11,484	11	9
Coaching and Goods transit expenses.....	59,667	9	9	68,916	2	5	71,497	2	10
General charges.....	10,053	16	11	10,972	10	4	9,270	10	9
	163,292	2	10	192,393	13	4	191,840	3	3
Taxes and Insurance.....	2,325	18	3	2,372	6	4	2,568	7	9
Suspension Bridge Rent.....	5,637	14	9	5,625	0	0	5,707	19	10
Total Currency.....	£171,255	15	10	200,390	19	8	200,116	10	10

Deducting the Expenditure on account of renewals of the permanent way, the comparison between the ordinary working expenses for the three last half years will be as follows :

	Jan. 31, 1856.			July 31, 1856.			Jan. 31, 1857.		
	£	s.	d.	£	s.	d.	£	s.	d.
Ordinary Expenses,...	163,594	18	0	192,570	19	8	185,616	1	6
Per train mile.....	0	6	3½	0	6	4½	0	6	0
Per cent. on Receipts..	49½			54			47		

The following Statement will exhibit the progress of the Company's affairs, during each half year that it has been open :

	RECEIPTS—HALF-YEARS ENDING					
	1854.	1855.	1855.	1856.	1856.	1857.
	July 31	Jan. 31	July 31	Jan. 31	July 31	Jan. 31
	Currency.	Currency.	Currency.	Currency.	Currency.	Currency.
	£	£	£	£	£	£
Local Passengers .....	53,424	62,031	62,947	86,094	92,086	102,423
Through do. ....	58,724	72,632	98,031	116,004	105,800	135,227
Local Goods.....	18,966	36,349	40,969	61,374	65,707	70,104
Through do. ....	11,227	12,401	29,844	34,666	54,082	40,523
Live Stock .....	1,226	2,582	7,479	21,478	24,557	32,685
Parcels and Sundries .....	1,133	1,726	2,623	3,019	3,145	3,090
Mails and Express Freight.	5,405	6,997	7,300	7,231	9,099	8,528
Rents .....		817	500	1,895	1,275	1,300
<b>Gross Revenue .....</b>	<b>150,105</b>	<b>195,535</b>	<b>249,693</b>	<b>331,761</b>	<b>355,751</b>	<b>393,880</b>
<b>NO. OF MILES RUN.</b>						
Passenger .....	163,062	226,457	230,030	287,180	327,107	350,482
Freight .....	72,131	146,229	182,972	232,431	276,794	267,161
<b>Total .....</b>	<b>235,193</b>	<b>372,756</b>	<b>413,002</b>	<b>519,611</b>	<b>603,901</b>	<b>617,643</b>

	EXPENDITURE—HALF-YEARS ENDING.					
	1854.	1855.	1855.	1856.	1856.	1857.
	July 31st.	Jan. 31st.	July 31st.	Jan. 31st.	July 31st.	Jan. 31st.
	Currency.	Currency.	Currency.	Currency.	Currency.	Currency.
	£	£	£	£	£	£
Maintenance of Way, Works & Stations .....	13,870	14,499	21,694	31,004	41,186	37,856
Locomotive Power	16,769	26,478	31,305	50,518	56,576	61,782
Repairs & Renewal of Cars.....	5,337	9,102	10,099	12,049	14,743	11,435
Coaching & Goods						
Transit expenses	25,526	43,317	44,836	59,667	68,916	71,497
General Charges, Law, &c .....	5,626	7,058	9,789	10,054	10,972	9,270
<b>Total Working Expenses .....</b>	<b>66,118</b>	<b>100,454</b>	<b>117,726</b>	<b>163,292</b>	<b>192,393</b>	<b>191,840</b>
Interest on Loans, &c. ....	41,666	45,648	50,083	58,888	50,045	52,923
Taxes and Insurance .....	1,192	2,002	1,749	2,326	2,372	2,668
Suspension Bridge Rent .....			2,337	5,638	5,625	5,708
Compensation for Accidents in former years.....			7,299	2,954	2,849	
Government Loan						
Sinking Fund..	3,650	9,125	11,250	12,775	14,053	14,094
Less upon Steamers Canada and America .....				14,915	6,505	
<b>Total expenditure</b>	<b>112,626</b>	<b>167,229</b>	<b>190,444</b>	<b>260,788</b>	<b>273,842</b>	<b>267,123</b>
Dividend per cent. per annum .....	6 per cent.	6 per cent.	8 per cent.	8 per cent.	8 per cent.	9 per cent.
Amount carried forward .....	467 18 6	115 4 6	2,175 18 11	366 2 9	8,055 6 11	4,575 2 2

This includes £4,369 11s. 3d. for damages and compensations during the half-year, as per Abstracts.

The gross increase of traffic during the past half year, as compared with the preceding six months, is £38,129 9s. 6d. Currency.

Nearly the whole of this increase arose during the first four months of the half year; the weather during December and January being so severe, and accompanied by so much snow, as to seriously interfere with business operations throughout the country, and necessarily, therefore, with the traffic on the Railway. The actual working expenses have been reduced, as compared with the previous half year from 54 to 47 per cent., and the train mileage from 6s. 4½d to 6s. 0d, whilst the earnings per train per mile have increased about 15 per cent.

The average weekly earnings during the past half year have been £15,149 8s, or at the rate of £53 10s 8d per mile per week.

The earnings of the Main Line have been at the rate of £60 1s 11d per mile per week; on the Toronto Line £29 16s 2d; and on the Galt Branch £12 14s 2d. currency.

The cost of maintenance of the permanent way, bridges, station buildings, &c., has been considerably reduced during the past half year.

The charge now amounts to £29,062 12s. 6d., or at the rate of £205 12s. currency per mile per annum, for each mile of opened railway.—This includes the repairs of all sidings, stations, and buildings of every kind. There are 40 miles of sidings now in use on the entire Line. The charge for renewal of rails, sleepers, &c., has amounted to £8,793 2s. 8d. currency, as against £2,195 currency, during the previous half-year, which charge will be somewhat increased for some time by the necessity of replacing a portion of the rails, the principle on which they were made having proved defective.

Arrangements, as will be hereafter referred to, are under consideration for repaying the advance from Government, should it be resolved to do so; and when this is accomplished, the necessity for keeping up the Reserve Fund for the purpose of redeeming this loan will no longer exist.

The Locomotive expenses are at the rate of 1s 7½d per mile run. The charge in this department has been rendered heavy by the very severe weather during December and January. The breaking of wheels, tyres, axles, and various parts of the machinery, nearly all caused by the extreme degree of cold, have been of daily occurrence



and far greater than during any previous winter. The extent of repairs has, in consequence, been unusually large.

The intense frost and quantity of snow on the line, prevented the Engines from hauling their usual loads, and this necessitated a large extra consumption of fuel, the cost of which was also eightpence per cord higher than during the previous half year. It is, however, satisfactory to observe that whilst the traffic has increased nearly 11 per cent. over that of the previous half year, the train-mileage is only 13,742, or about 2 per cent. more.

The number of cords of wood consumed by the Engines was 26,893, as against 20,969 during the previous half year.

The Directors entertain hopes that, when the Detroit and Milwaukee Railway is opened, the coal fields in the State of Michigan will supply a cheaper and more efficient fuel for locomotive purposes than the wood now used.

The stock of Engines is now 86, there having been no additions since the last report.

In considering the cost of the Locomotive service it must be observed that the Engines suffer more than any other portion of the property during winter. The excessive cold renders the road-way very rigid and unyielding, and this has, of necessity, a serious effect upon the machinery, which, by the extreme frost, is made very brittle and liable to break. The severe weather and heavy falls of snow here alluded to, are not confined to Canada, but have prevailed throughout the whole Northern part of this Continent.—Railways in the United States have suffered as much, or more, in these respects, than Canadian Lines, and a great outlay for repairing Engines is necessary on every Line on this Continent at the present time.

The Car expenses are at the rate of 0.468d. currency per mile, as against 0.703d. currency during the previous half year. The stock is in an excellent state, all needful repairs and renewals being promptly and thoroughly executed.

The Cars constructed by the Company are found to be much stronger, and more cheaply maintained, than those built by contract, and the Directors will, therefore, in future, build in the Company's own shops any additions that may be required to the Stock.



The following is the usual statement of the stock of Cars:

CLASS OF CAR.	On hand.	Under Construc'n	Total.
First Class Cars .....	76	6	82
Second do. ....	44	—	44
Post Office, Express, Baggage and Conductor's Cars. ....	41	—	41
Freight Cars, (8 wheels), .....	775	25	800
Do. (4 wheels), .....	100	—	100
Platform Cars .....	241	9	250
Cattle do. ....	60	—	60
Gravel do. ....	409	—	409
	1,746	40	1,786

The traffic charges are slightly higher than during the previous half-year, but an increase of 60,346 passengers, 14,002 tons of merchandise, and 63,852 head of live stock, have been conveyed.

The expense of advertising and agency in the United States, is less than during any previous half-year. The Directors trust that the policy pursued by American competing lines on this question will avoid the necessity for a recurrence to the great expenditure of former years, and that gradually the greater part of the expense now incurred will be rendered unnecessary.

The Directors are happy to be able to report that they have concluded arrangements for the sale of the steamers "Canada" and "America." They have been sold to parties connected with the Detroit and Milwaukee Line, and will be removed to run on Lake Michigan, where they will aid to develop the traffic on the Detroit and Milwaukee Line, expected to be a valuable feeder to this Railway.

The payment for the steamers is made in shares of the Detroit and Milwaukee Railroad Company. These shares bear interest from the 1st January last, at the rate of 7 per cent. until the opening of the entire line. The revenue account of the steamers is, therefore, now closed, and when the Detroit and Milwaukee shares are sold, the proceeds will go in reduction of the original cost of the vessels, less their engagements up to the time of sale, some of the accounts remaining still open.

Of the amount of £444,399 4s. 7d. currency stated in the last

Report as required to complete the existing lines, there has been expended during the half-year, as already mentioned, the sum of £213,426 14s. 6d. currency, leaving a balance of £230,972 10s. 1d. yet to be expended.

The Directors as before alluded to, are considering the expediency of making arrangements for paying off the Government loan of £770,000 sterling, by the issue of debentures bearing interest at 5 per cent. The Government advance carries interest at the rate of 6 per cent, and, besides, requires the deduction of upwards of £28,000 currency per annum from the net revenue, as a liquidation fund. The advantage of the proposed arrangement will therefore be very great.

The total expenditure on account of the Sarnia Branch, to the 31st January last, was £272,733 7s. 11d. currency. The works are progressing satisfactorily, and the engineer in charge reports that they are being executed in a solid and substantial manner.

The amount expended on the line from Preston to Guelph—a part of the Galt and Guelph line—is now £70,408 18s. 7d. currency.

The grading and bridge works on the line are very nearly completed, and as soon as the weather will permit, the rails will be laid and the line opened for traffic.

The Galt and Guelph Company, for whom this Company is constructing the line, issue their first mortgage bonds for the amount expended by this Company. These bonds carry interest at 6 per cent. and are redeemable in 20 years.

The Buffalo and Lake Huron Railway is now in operation from Fort Erie to Stratford, and traffic is interchanged on mutually advantageous terms between the two lines at Paris.

The Grand Trunk Railway has also been opened throughout from Montreal to Toronto. The permanent junction is not yet connected with this Company, but arrangements are being made for bringing all the lines running to Toronto, into one station: these are the Great Western, the Grand Trunk, and the Ontario, Simcoe and Huron Railways.

This will involve some expenditure on the part of the Company, but the amount cannot yet be ascertained. Negotiations have been concluded for a traffic arrangement with the Grand Trunk Company, by which all necessity for competition will be avoided,

and an interchange of traffic provided for, on fair and reasonable terms, at all points where the two lines meet.

The Directors are happy to report that the Company continues on friendly terms with the several lines of Railway in the United States, with which traffic is at present interchanged at the Eastern and Western termini of this Railway. The exchange of traffic with those lines is steadily increasing, and the present through business will shortly, it is hoped, be much improved by the several new lines now constructing, to the west of Detroit.

The line from Detroit to Milwaukee, in the State of Michigan, is now in operation to St. Johns, about 100 miles West of Detroit, and is expected to be completed to Grand Rapids during the present year, and to Lake Michigan by the Spring of 1858, under the contract entered into between that Company and Mr. George Wythes, of Reigate.

Satisfactory traffic agreements have been concluded with that Company; and when their line is opened throughout, it is expected to reciprocate a large accession of business to both Companies.

A line from Owosso on the Detroit and Milwaukee Railway, to Port Huron, opposite Sarnia, is now under construction, with the intention of being opened simultaneously with the Sarnia branch, to which it will prove to be a very important feeder, inasmuch as in conjunction with the Detroit and Milwaukee Railway, it opens up the whole northern peninsula of the State of Michigan, and includes a vast tract of land (part of which has been granted to these Railways) hitherto but partially settled, but possessing great natural advantages, not the least of which is the valuable coal basin, intersected by the course of these lines, and before referred to; and also completes a third through communication with the far West, by the railroads radiating from Milwaukee.

Since the date of the last Report, the Southern Michigan have completed a line from Toledo to Detroit, and have made arrangements for running into the Detroit and Milwaukee Railway Station at Detroit. From Toledo the Dayton and Michigan line to Cincinnati, is now under construction, part of which is already in operation, and, when completed throughout, will form another tributary to this Railway.

At Toledo a connection is also formed with the Wabash and Western Valley line, to the important City of St. Louis.

The various lines above mentioned must all have the effect of materially adding to the present through traffic of this Company, by extending the Railway system to the Western and South Western States of America.

In conclusion, the Directors are happy to be able to congratulate the proprietors on the improved position which the Company has succeeded in securing during the last six months, and upon the prospect of further improvement which seems likely to follow the completion of the various connecting lines mentioned in this Report.

Signed, on behalf of the Board of Directors in Canada,

JOHN YOUNG,

*Vice President, and Chairman of the Canadian Board.*

HAMILTON, C. W., April 17th, 1857.



PROCEEDINGS  
AT A  
General Meeting of the Proprietors  
OF THE  
GREAT WESTERN RAILWAY OF CANADA,

*Adjourned from the Half-yearly Meeting, on the 10th of March, 1857, and held at the Company's Offices, in Hamilton, Canada West, on Tuesday the 5th day of May, 1857.*

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

The advertisement calling the Meeting was read.

The Minutes of the Half-yearly General Meeting of Proprietors, held at the Company's Offices, Hamilton, Canada West, on the 11th of September, 1856, and of the Half-yearly General Meeting, held at the same place on the 10th of March, 1857, were read and confirmed.

The Report of the Directors for the Half-year ending 31st January, 1857, having been read—

It was Resolved,

"That the Report and accounts for the Half-year ending January 31st, this day submitted, be approved and adopted. That a Dividend at the rate of Nine per cent. per annum, be declared upon the Shares standing registered in the Books of the Company when closed previous to this Meeting, and that such Dividend be made payable for Shares on the Hamilton Books, on Wednesday the 6th of May next."

It was Resolved,

"That in respect to the payment of £5,000 Currency to Sir Allan McNab, stated in the Accounts to be "unauthorized," the Directors be requested to take such measures therein as they may consider most conducive to the interest of this Company, and that this Meeting feels that it must withdraw its confidence from those Members of the Board in Canada, who, in the absence of a vote of the Shareholders, or even communication with their colleagues, have sanctioned this payment."

It was Resolved,

"That the Directors be authorised to make such arrangements as they may deem advisable, subject to the future approbation of the Shareholders, relative to the paying off, by conversion or otherwise, of the Canadian Government Bonded Debt due by this Company."

[Extracted from the Minutes.]

HAMILTON, C. W., May 6th, 1857.

W. C. STEPHENS,

Secretary.

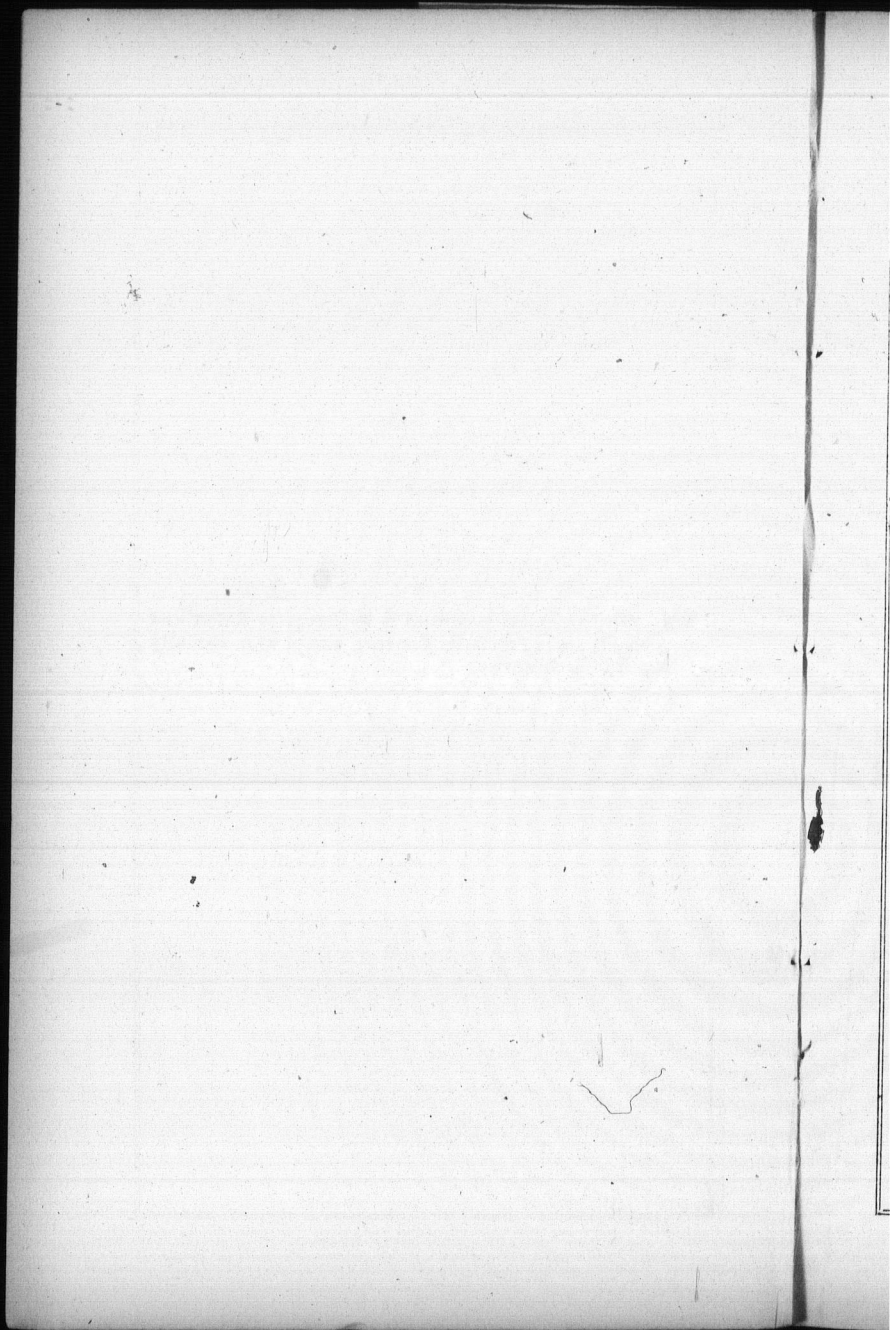


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N.B.—All the amounts mentioned in the foregoing Report and Accounts are in Provincial Currency, except when specially stated to be otherwise. — 10 CANADIAN

\*\* The Pound Sterling is equal to £1 4s. 4d. Currency at the par of Exchange.





# GREAT WEST

## AUDIT

A COMPARATIVE STATEMENT SHOWING THE EARNINGS AT EACH STATION, FROM  
YEARS ENDING 31ST JANUARY,

STATIONS.	PASSENGERS & SUNDRIES.				FREIGHT & SUNDRIES.			
	1857.		1856.		1857.		1856.	
	\$	Cts	\$	Cts	\$	Cts	\$	Cts
Suspension Bridge .....	317.314	03½	316.418	65	143.845	41½	112.150	83
Thorold .....	1.531	71½	1.905	44	812	93	2.480	82
St. Catharines .....	14.283	96	12.074	27	2.468	83	1.849	37
Jordan .....	1.087	29½	1.122	97½	190	09	476	69
Beamsville .....	1.674	04½	1.847	60	110	37	238	02
Grimby .....	2.873	26½	2.962	48	425	43	516	81
Ontario .....	702	14	714	05	10	52	11	63
Hamilton .....	95.526	83½	82.638	80	34.981	15½	37.837	69
Hamilton Wharf .....	.....	.....	.....	.....	39.811	79	34.072	68
Waterdown .....	147	44	.....	.....	.....	.....	.....	.....
Wellington Square .....	2.505	38½	558	77½	359	25	.....	.....
Bronte .....	2.982	81½	702	01½	211	95	15	76
Oakville .....	5.466	78	1.773	36½	398	26	238	11
Port Credit .....	4.036	75	1.200	06½	605	46	171	60
Mimico .....	665	33½	99	12½	486	24	634	95
Toronto .....	64.430	97½	17.979	77½	.....	.....	.....	.....
Dundas .....	5.754	24	5.034	23½	16.151	29	3.177	49
Flamboro' .....	1.028	33½	1.113	24½	7.661	84	3.314	72
Copetown .....	879	09	615	78½	2.116	80	1.651	34
Lynden .....	1.248	12½	1.046	84½	1.099	51	881	59
Harrisburgh .....	3.999	20½	3.690	70½	4.789	26	5.564	41½
Branchton .....	319	77½	173	32½	1.890	49	1.352	78
Galt .....	9.556	91	12.666	79½	.....	.....	.....	.....
Preston .....	7.058	91½	2.247	19½	13.515	51	13.021	77
Paris .....	26.065	29½	23.160	45	6.961	93½	2.255	32
Princeton .....	3.763	42½	2.849	65	16.886	38	14.990	58
Arnolds .....	279	25	.....	.....	3.613	44	2.166	33
Eastwood .....	622	56½	62	08	1.169	79	1.610	95
Woodstock .....	15.865	28	15.015	93	254	85	839	81
Beachville .....	2.696	17½	1.794	99	7.937	67½	9.201	28
Ingersoll .....	14.733	27	13.195	63	2.551	76	2.707	29
Edwardsburgh .....	2.012	78½	1.565	64	11.768	33	12.900	83
London .....	51.510	56	46.521	80½	50	99	127	14
Komoka .....	4.384	26	3.147	21	42.509	00	29.085	21
Mount Brydges .....	4.701	43	2.904	05½	949	53	1.339	16
Ekfrid .....	1.689	00½	1.441	00½	1.123	64	1.924	35
Glencoe .....	1.987	51½	1.486	07½	827	34	1.075	21
Newbury .....	5.661	18	5.707	95½	368	05	1.015	14
Bothwell .....	1.090	07½	274	21	2.155	14	2.969	45
Thamesville .....	1.058	02	652	05½	49	53	3	51
Vosburghs .....	10	75	.....	.....	259	57	1.247	14
Chatham .....	14.934	29½	14.751	72½	.....	.....	.....	.....
Baptiste Creek .....	390	00½	186	56½	4.405	08	3.644	34
Rochester .....	.....	.....	6	21	36	22	.....	.....
Belle River .....	1.488	89	721	55½	.....	.....	.....	.....
Puce .....	56	37½	8	75	771	40	6	90
Windsor .....	262.884	97	216.428	91	.....	.....	.....	.....
Mails & Express Freight.	34.112	40	28.928	49	66.414	93½	75.382	42
Totals .....	997.071	13½	849.396	45	442.506	98½	384.151	44½



# ERN RAILWAY.

OFFICE.

PASSENGER'S FREIGHT AND LIVE STOCK TRAFFIC FORWARDED FOR THE HALF  
1857 AND 1856.

LIVE STOCK.				TOTAL.			
1857.		1856.		1857.		1856.	
\$	Cts	\$	Cts	\$	Cts	\$	Cts
3.208	74	7.922	11	464.368	19	436.491	59
55	50	38	12	2.400	14½	4.424	38
132	38	121	20	16.885	17	14.044	84
.....	.....	.....	.....	1.277	38½	1.599	66½
2	25	15	24	1.786	66½	2.100	86
48	47	20	86	3.347	16½	3.500	15
660	68	20	00	1.373	34	745	70
.....	.....	2.071	68	130.507	99½	122.548	17
94	61	30	74	39.406	40	34.103	42
.....	.....	.....	.....	506	69	.....	.....
14	45	.....	.....	2.731	78½	574	53½
15	43	.....	.....	3.396	50½	940	12½
49	60	.....	.....	6.121	84	1.944	96½
42	66	7	95	4.555	65	1.842	96½
.....	.....	.....	.....	665	33½	99	12½
1.652	73	250	37	82.234	99½	21.407	63½
50	08	46	80	13.466	16	8.395	75½
.....	.....	.....	.....	3.145	13½	2.764	58½
3	40	.....	.....	1.982	00	1.497	37½
.....	.....	.....	.....	6.037	38½	6.611	26½
57	37	.....	.....	5.947	06½	5.043	48½
.....	.....	.....	.....	319	77½	173	32½
190	11	328	90	23.262	53	26.017	46½
86	21	15	00	14.107	05½	4.517	51½
430	73	545	29	43.382	40½	38.696	32
68	61	9	50	7.445	47½	5.025	48
.....	.....	.....	.....	1.449	04	1.610	95
.....	.....	.....	.....	877	41½	901	89
925	22	1.134	92	24.728	17½	25.352	13
70	55	27	66	5.318	48½	4.529	94
799	39	575	39	27.300	99	26.671	85
.....	.....	.....	.....	2.063	77½	1.692	78
5.097	72½	3.947	74	99.117	28½	79.554	75½
457	89	618	60	5.791	68	5.104	97
205	58	19	25	6.030	65	4.847	65½
56	40	18	00	2.572	74½	2.534	21½
205	00	22	20	2.560	56½	2.523	41½
483	54	340	84	8.299	86	9.018	24½
2	75	.....	.....	1.142	35½	277	72
1	82	.....	.....	1.319	41	1.899	19½
.....	.....	.....	.....	10	75	.....	.....
990	30½	683	56	20.329	67½	19.079	62½
.....	.....	.....	.....	426	22½	186	56½
.....	.....	.....	.....	.....	.....	6	21
43	90	.....	.....	2.304	19	728	45½
.....	.....	.....	.....	56	37½	8	75
114.539	02	67.084	11	443.838	92½	358.895	44
.....	.....	.....	.....	34.112	40	28.928	49
130.743	09½	85.916	03	1.570.321	21½	1.319.463	92½

# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

*A Comparative Statement, showing the number of Passengers Inwards and Outwards at each Station for the Half-Years ending the 31st January, 1857 and 1856.*

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1857.	1856.	1857.	1856.
Suspension Bridge.....	84,073½	81,789	67,272½	56,374
Thorold.....	1,848	2,107½	1,442½	1,373½
St. Catharines.....	13,126	13,031	12,857	13,477½
Jordan.....	1,966½	2,305	1,866	2,104½
Beamsville.....	2,227	2,815½	2,063½	2,663
Grimsby.....	3,390½	4,381	3,375½	4,480½
Ontario.....	998	1,137	892½	1,025
Hamilton.....	65,815½	58,841½	65,866½	56,271
Waterdown.....	370½	.....	170	.....
Wellington Square.....	4,079	1,020	3,848½	1,032
Bronte.....	4,164½	1,061½	4,133½	1,041
Oakville.....	7,728	2,366	7,553	2,448½
Port Credit.....	6,391½	1,858	6,240	1,827½
Mimico.....	1,667½	205½	1,920½	267
Humber.....	40	.....	40	.....
Toronto.....	47,794½	12,646½	45,073½	12,232½
Dundas.....	8,796½	7,208	8,318	6,858½
Flamorro.....	1,422	1,552	1,366	1,410
Copetown.....	1,285	917	1,158	-813
Lynden.....	1,965½	1,660	1,727½	1,362
Harrisburgh.....	5,244	5,754	5,034½	5,570½
Branchton.....	724	449½	545½	401½
Galt.....	9,702	11,358	9,400	13,301
Preston.....	6,265½	2,151½	7,530½	2,469½
Paris.....	19,604	18,786	20,427½	17,937½
Princeton.....	4,066½	3,882	3,937	3,651
Arnolds.....	369½	.....	321	.....
Eastwood.....	1,017½	99	827½	91½
Woodstock.....	14,613	14,572	15,511½	15,208
Beachville.....	3,818	2,995	3,456½	2,750½
Ingersoll.....	13,404½	12,975½	13,422	12,748
Edwardsburgh.....	3,252½	3,204	3,165	3,098
London.....	33,907	30,365½	34,421	32,470
Komoka.....	6,114	3,975	6,142½	4,280
Mount Brydges.....	5,212½	3,669	5,094	3,549½
Ekfrid.....	2,154	2,047½	1,937	2,021½
Glencoe.....	1,815½	1,603½	1,726½	1,614
Newbury.....	4,702½	4,496½	4,867	4,965
Bothwell.....	1,307	604	1,760	650½
Thamesville.....	943	732½	1,092	954½
Vosburgs.....	41	.....	57	.....
Chatham.....	8,013½	8,067	7,640	7,831
Baptiste Creek.....	400	216½	392	204½
Belle River.....	1,613½	1,115½	1,467	1,529
Rochester.....	.....	9½	.....	63
Puce.....	13	30½	7	6
Windsor.....	52,974	45,546½	73,084½	71,121
<b>TOTALS.....</b>	<b>460,441</b>	<b>375,607½</b>	<b>460,441</b>	<b>375,607½</b>

# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

*A Comparative Statement, showing the number of Tons of Freight Outwards and Inwards at each Station, for the Half Years ending 31st January, 1857 and 1856.*

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1857.	1856.	1857.	1856.
Suspension Bridge.....	26,561	18,954	13,135	17,406
Thorold.....	308	1,715	2,102	305
St. Catharines.....	629	480	3,087	1,417
Jordan.....	41	270	60	42
Beamsville.....	83	113	189	182
Grimsby.....	192	325	330	379
Ontario.....	2	2	249	45
Hamilton.....	11,766	9,963	9,963	11,520
Hamilton Wharf.....	10,375	9,223	18,417	14,922
Waterdown.....	325	.....	982	.....
Wellington Square.....	47	8	407	13
Bronte.....	140	.....	411	31
Oakville.....	162	66	417	121
Port Credit.....	184	185	394	25
Toronto.....	3,311	582	5,598	773
Dundas.....	3,328	1,055	4,551	2,585
Flamboro'.....	1,170	953	127	100
Copetown.....	761	491	76	31
Lynden.....	3,361	3,750	169	67
Harrisburgh.....	1,313	748	192	318
Branchton.....	.....	.....	16	.....
Galt.....	6,737	6,481	3,170	6,413
Preston.....	3,058	847	2,807	1,331
Paris.....	7,640	6,367	5,833	2,447
Princeton.....	1,460	1,065	296	179
Arnolds.....	919	808	.....	.....
Eastwood.....	230	570	198	3
Woodstock.....	2,943	3,107	3,253	2,414
Beachville.....	932	1,213	381	457
Ingersoll.....	4,987	4,991	1,939	1,540
Edwardsburgh.....	30	121	144	39
London.....	13,431	7,938	14,779	15,533
Komoka.....	293	328	1,239	561
Mount Brydges.....	457	526	1,037	598
Ekfrid.....	217	298	204	96
Glencoe.....	73	273	265	250
Newbury.....	634	745	1,049	1,160
Bothwell.....	40	.....	67	110
Thamesville.....	58	242	38	114
Chatham.....	1,189	953	931	803
Baptiste Creek.....	9	.....	3	3
Belle River.....	337	.....	105	20
Windsor.....	12,718	14,287	23,731	15,660
<b>Totals, .....</b>	<b>122,441</b>	<b>100,013</b>	<b>122,441</b>	<b>100,013</b>

# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

*A Comparative Statement showing the number of Head of Live Stock forwarded from each Station for the Half-Years ending January, 1857 and 1856.*

STATIONS.	DESCRIPTION OF LIVE STOCK.					TOTAL No. of HEAD.	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1857.	1856.
Suspension Bridge.	373	504	....	402	64	1,313	3,202
Thorold.....	3	7	1	6	3	20	17
St. Catharines.....	27	9	....	7	....	43	51
Beamsville.....	2	....	....	....	....	2	....
Grimsby.....	4	7	1	53	39	104	121
Ontario.....	....	....	....	....	....	....	133
Hamilton.....	140	87	3	68	125	423	903
Hamilton Wharf.....	28	1	....	....	....	29	39
Wellington Square.....	2	....	....	2	....	4	....
Bronte.....	3	2	....	....	....	5	....
Oakville.....	11	4	....	5	2	22	....
Port Credit.....	6	6	....	17	....	29	6
Toronto.....	253	69	1	219	1,035	1,577	650
Dundas.....	11	4	1	5	1	22	15
Flamboro.....	....	....	....	....	....	....	....
Copetown.....	....	3	....	....	....	3	....
Lynden.....	....	....	....	....	....	....	....
Harrisburgh.....	8	3	....	....	7	18	....
Gall.....	2	12	1	237	432	684	1,110
Preston.....	2	10	1	72	90	175	10
Paris.....	30	110	....	400	21	561	1,163
Princeton.....	9	14	....	....	2	25	5
Eastwood.....	....	....	....	....	....	....	....
Woodstock.....	22	249	2	596	1,027	1,896	4,574
Beachville.....	8	39	....	46	....	92	74
Ingersoll.....	29	352	5	724	195	1,305	912
Edwardsburgh.....	....	....	....	....	....	....	....
London.....	84	1,737	3	1,351	3,865	7,040	7,195
Komoka.....	19	158	....	292	100	569	1,348
Mount Brydges.....	12	53	....	3	108	236	5
Ekfrid.....	4	12	....	....	60	76	5
Glencoe.....	....	....	....	....	300	300	10
Newbury.....	18	168	....	....	201	387	302
Bothwell.....	2	....	....	....	....	2	....
Thamesville.....	....	....	....	14	....	14	....
Chatham.....	57	265	5	207	485	1,019	945
Belle River.....	7	4	....	....	....	11	....
Windsor.....	65	12,266	6	26,015	140,943	179,295	155,602
<b>Totals.....</b>	<b>1,241</b>	<b>16,155</b>	<b>31</b>	<b>30,742</b>	<b>149,165</b>	<b>197,334</b>	<b>178,534</b>

*Comparative Statement of Totals for Half-Years ending 31st January, 1857 and 1856.*

Half-year, 1857....	1,241	16,155	31	30,742	149,165	197,334	....
Do. 1856....	1,926	9,711	110	14,019	152,768	178,534	....
Increase.....	....	6,444	....	16,723	....	18,800	....
Decrease.....	685	....	79	....	3,603	....	....

# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

*A Comparative Statement showing the number of Head of Live Stock received at each Station for the Half-Years ending the 31st January, 1857 and 1856.*

STATIONS.	DESCRIPTION OF LIVE STOCK.					TOTAL No. of HEAD.	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1857.	1856.
Suspension Bridge.	77	10,998	6	23,371	146,377	180,829	160,379
Thorold.....	5	56	.....	.....	120	181	3
St. Catharines.....	8	91	.....	42	39	180	16
Beamsville.....	1	4	.....	.....	.....	6	6
Grimsby.....	3	43	1	23	225	295	297
Ontario.....	.....	.....	.....	.....	.....	.....	1
Hamilton.....	74	1,247	1	2,664	664	4,550	5,051
Hamilton Wharf.....	2	29	.....	.....	.....	44	563
Wellington Square.....	.....	1	.....	.....	.....	1	1
Bronte.....	8	8	.....	.....	.....	20	.....
Oakville.....	2	6	.....	1	.....	9	.....
Port Credit.....	6	4	.....	132	2	141	14
Toronto.....	38	2,962	12	3,369	689	7,070	1,102
Dundas.....	2	26	.....	98	.....	126	266
Flamhoron'.....	8	.....	.....	11	.....	19	39
Copetown.....	.....	.....	.....	.....	.....	.....	.....
Lynden.....	2	6	.....	.....	.....	8	1
Harrisburgh.....	1	34	.....	14	.....	50	15
Gall.....	5	2	.....	21	1	29	171
Preston.....	22	132	.....	.....	376	530	98
Paris.....	47	68	2	93	102	312	170
Princeton.....	6	2	.....	1	16	24	15
Eastwood.....	.....	.....	.....	1	.....	1	.....
Woodstock.....	54	12	.....	108	5	179	87
Beachville.....	6	4	.....	4	1	15	7
Ingersoll.....	29	9	1	8	.....	47	41
Edwardsburgh.....	2	11	.....	.....	.....	13	20
London.....	151	215	2	247	629	1,244	617
Komoka.....	6	12	.....	10	.....	28	57
Mount Brydges.....	7	6	1	15	.....	29	11
Ekfrid.....	.....	.....	.....	.....	.....	.....	21
Glencoe.....	2	5	1	.....	.....	8	18
Newbury.....	28	15	1	28	2	74	46
Bothwell.....	2	.....	.....	.....	.....	2	.....
Thamesville.....	.....	7	.....	.....	.....	7	8
Chatham.....	22	7	1	29	5	64	60
Belle River.....	1	.....	.....	1	.....	2	.....
Windsor.....	615	136	1	434	12	1,198	3,343
Totals.....	1,241	16,165	31	30,742	149,165	197,334	178,534

*Comparative Statement of Totals for the Half-Years ending January 1857 and 1856.*

Half-year, 1857....	1,241	16,165	31	30,742	149,165	197,334
Do. 1856.....	1,926	9,711	110	14,019	152,768	178,534
Increase.....		6,444		16,723		18,800
Decrease.....	685		79		3,603	



# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

*A Statement, showing the number of Passengers conveyed Monthly, for the Half-Year ending the 31st January, 1857.*

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				GRAND TOTAL.
	Local.	Foreign	Total.	Local.	Foreign	Emig't	Total.	
August.....	28,746	6,964	35,710	29,516½	6,101	2,288½	37,906	73,616
September....	31,621	8,725	40,346	32,591½	11,710	1,901½	46,212	86,558
October.....	35,176½	11,074	46,250½	35,672½	16,292	3,396	54,359	100,610
November.....	28,490	8,251	36,741	29,225	10,550½	3,655	43,630½	80,372
December.....	26,390	6,956½	33,346½	26,125½	6,406½	1,598	34,150	67,476½
January.....	21,400	4,432½	25,832½	21,177	3,957½	811½	25,976	61,808½
Totals.....	171,824	46,403	218,227	174,308	54,056½	13,849½	242,214	460,441

*Comparative Statement of Totals, for the Half-Years ending 31st January, 1857 and 1856.*

January, 1857..	171,824	46,403	218,227	174,308	54,056½	13,849½	242,214	460,441
January, 1856..	134,886½	35,427½	170,323	189,067½	46,959½	19,255½	205,284½	376,607½
Increase.....	36,938½	10,975½	47,904	85,240½	7,098		38,929½	84,833½
Decrease.....						5,409		

# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

*A Statement, showing the number of Tons of Freight conveyed Monthly, for the Half-Year ending the 31st January, 1857.*

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			GRAND TOTAL.
	Local.	Foreign	Total.	Local.	Foreign	Total.	
August.....	6,191	27	6,218	5,882	3,558	9,440	15,658
September....	10,044	42	10,086	7,143	4,869	11,512	21,598
October.....	12,108	100	12,208	8,044	4,272	12,316	24,524
November.....	9,557	73	9,630	7,628	3,655	11,283	20,913
December.....	8,333	2,371	10,704	7,417	3,700	11,117	21,821
January.....	8,540	2,428	10,968	5,063	1,896	6,959	17,927
Totals.....	54,773	6,041	60,814	41,177	21,450	62,627	122,441

*Comparative Statement of Totals for Half-Years ending 31st January, 1857 and 1856.*

January, 1857.....	54,773	6,041	60,814	41,177	21,450	62,627	122,441
January, 1856.....	39,290	9,507	48,797	37,423	13,793	51,216	100,013
Increase.....	15,483		11,107	3,754	7,657	11,411	22,428
Decrease.....		4,466					

# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

*A Statement showing the earnings of Trains from Passenger Traffic, as per the undermentioned particulars, for the Half Year ending 31st January, 1857.*

### GOING EAST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.						Total Average Earnings per Train per Mile	
	LOCAL.		FOREIGN.		TOTAL.			
	\$	CTS	\$	CTS	\$	CTS	\$	CTS
Morning Express ..	351	75	383	41	735	16	2	60
Day Express .....	352	59	421	25	773	84	2	73½
Lightning do for 80 ds	113	08½	389	19½	502	28	2	19½
Night Mail .....	162	40	406	95½	569	85½	2	13½
Accommodation .....	268	84½	----	----	268	84½	1	55
Preston Mixed, 80 ds	38	02½	----	----	38	02½	1	08
London Mixed .....	50	50	----	----	50	50	--	46
Hamilton Mixed ..	5	65	----	----	5	65	--	13
Emigrant .....	--	--	--	--	--	--	--	--

### GOING WEST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.						Total Average Earnings per Train per Mile	
	LOCAL.		FOREIGN.		TOTAL.			
	\$	CTS	\$	CTS	\$	CTS	\$	CTS
Morning Express .....	471	45	385	64	857	09	3	03
Day Express .....	449	53½	562	89	1012	42½	3	58
Lightning do for 80 ds	80	46	426	33	506	79	2	22
Night Mail .....	185	95½	390	25½	576	21	2	15
Accommodation .....	281	71½	50	05½	331	77	1	90
Preston Mixed, 80 ds	25	15	----	----	25	15	----	71
London Mixed .....	49	31	----	----	49	31	----	45
Hamilton Mixed .....	17	27	----	----	17	27	----	40
Emigrant .....	--	--	--	--	182	15	----	79½

## GREAT WESTERN RAILWAY.—[AUDIT OFFICE.]

*A Statement showing the Description of Freight forwarded from each Station for the Half-Year ending the 31st January, 1857.*

STATIONS.	No. of Barrels.		No. of Bushels.			Lumber. Feet.	Pork in the Hog- Tons.	Merch'ndise not enu- merated in the foregoing- Tons.
	Flour.	Pork.	Wheat, Corn, and Rye.	Oats.	Barley.			
Susp. Bridge...	.....	.....	.....	.....	.....	.....	.....	26,485
Thorold.....	142	.....	.....	.....	.....	250,800	.....	107
St. Catharines.....	.....	13	5,999	.....	.....	26,000	.....	492
Jordan.....	.....	.....	3,088	.....	.....	460	.....	19
Beamsville.....	.....	.....	.....	.....	74	8,000	.....	26
Grimsby.....	.....	.....	130	.....	.....	138,000	6½	117
Ontario.....	.....	.....	.....	.....	.....	.....	.....	2
Hamilton.....	95	15	12,289½	508	1,222	1,394,000	.....	11,371
"    Wharf.....	8,250	.....	3,131	310	.....	.....	.....	9,377
Waterdown.....	2,213	.....	.....	.....	.....	64,000	.....	75
Wellington Sq.....	200	.....	.....	.....	.....	.....	.....	31½
Bronte.....	732	.....	.....	.....	.....	16,000	.....	51
Oakville.....	30	.....	.....	.....	.....	32,000	.....	216
Port Credit.....	262	.....	3,267	.....	215	.....	.....	96
Toronto.....	275	.....	3,322	.....	692	8,000	.....	3,095
Dundas.....	9,150	.....	1,661	.....	.....	968,000	.....	1,963
Flamboro'.....	498	.....	.....	.....	.....	1,034,000	.....	22
Copetown.....	30	.....	504	.....	.....	758,000	.....	11
Lynden.....	.....	.....	3,990	200	1,013	2,823,600	.....	18
Harrisburgh.....	.....	.....	27,572½	.....	1,519	57,000	.....	337
Galt.....	34,553	.....	86,754½	.....	5,391	12,000	.....	465
Preston.....	9,467	.....	40,783	.....	1,190	.....	.....	932
Paris.....	34,255	.....	41,099	.....	24,048½	2,117,200	.....	1,456
Princeton.....	1,968	.....	23,204	.....	1,947	208,000	.....	46½
Arnolds.....	.....	.....	1,546	.....	.....	1,425,500	.....	2
Eastwood.....	.....	.....	.....	.....	.....	193,500	.....	6½
Woodstock.....	.....	.....	90,015½	.....	3,858	104,000	.....	595½
Beachville.....	2,849	.....	14,085	4,810	1,044	4,500	.....	197
Ingersoll.....	9,524	.....	56,816	.....	3,540	1,920,000	.....	338
Edwardsburgh.....	.....	.....	151	.....	.....	15,400	.....	2½
London.....	6,661	52	306,692	13,060	3,899	221,400	6	2,375½
Komoka.....	.....	.....	6,326	59	396	25,500	.....	65
Mt. Brydges.....	51	.....	3,779	473	.....	49,800	.....	97
Ekfrid.....	.....	.....	474½	.....	.....	113,940	.....	11½
Glencoe.....	.....	.....	1,048	829	192	.....	.....	52
Newbury.....	.....	.....	5,936	1,468	65	774,700	.....	79
Bothwell.....	.....	.....	.....	.....	.....	.....	.....	10'
Thamesville.....	.....	.....	1,377	547	270	8,000	.....	15½
Chatham.....	.....	.....	578	5,058	1,108	469,200	.....	612
Baptiste Creek.....	.....	.....	.....	.....	.....	.....	.....	39
Belle River.....	.....	.....	150	395	.....	192,126	.....	36
Windsor.....	42,176	2,238	84,318	16,450	.....	.....	1,047	4,258
	163,381	2,318	830,076½	44,167	51,683½	15,432,626	1,059½	65,603
<i>Comparative Statement of Totals for the Half-Years ending the 31st January, 1857 and 1856.</i>								
Half-year 1857	163,381	2,318	830,076½	44,167	51,683½	15,432,626	1,059½	65,603
Half-year 1856	133,527	5,101	586,209½	12,693	20,249	12,821,000	2,692	45,924½
Increase,...	29,854	.....	243,867	31,474	31,434½	2,611,626	.....	19,678½
Decrease,...	.....	2,783	.....	.....	.....	1,632½	.....	.....

# GREAT WESTERN RAILWAY. — [AUDIT OFFICE.]

GENERAL STATEMENT OF TRAFFIC FOR HALF YEAR ENDING 31st JANUARY, 1857.

## BY FREIGHT TRAINS.

## BY PASSENGER TRAINS.

DESCRIPTION OF TRAFFIC.	NUMBER OF QUANTITY	AMOUNT FOR EACH.		MILEAGE.	Mileage Proportion of Expenditure of Main Line.		Mileage Proportion of Expenditure of Galt Branch.		Mileage Proportion of Expenditure of Donkey Traffic.	
		\$	c.		Per Cent.	Per Mile.	Per Cent.	Per Mile.	Per Cent.	Per Mile.
Passenger Local	340,572	405,818	92	13,926,046	30,312	54	9,798	23	612	364
Passenger Foreign	5,390	3,872	504	1,003,083	1,555	07	3,205	90	15	99
Passenger Emigrants	100,434	509,901	693	50,424,884	501,459	693	1,838	30	14	43
Passenger	13,642	508,441	40	50,930,532	2,750,290		742	0	46	73
Mail Local	14,618	5,779	64	30,397	35		800	97	50	02
Mail Foreign	5,779	54		30,397	35		800	97	50	02
Exp'ts. P.M. Local	4,326	95		13,714	45		233	00	14	55
Exp'ts. P.M. Foreign	3,571	50		13,714	45		233	00	14	55
Exp'ts. P.M.	7,897	145		27,428	90		466	00	29	10
Sundries Local	8,444	50		18,363	91		752	50	47	03
Sundries Foreign	3,918	62		997,071	133		1,901	77	749	47
Sundries	12,362	112		2,000,000			2,653	50	1,477	45
Merchandise Local	58,950	286,882	02	6,303,890	885,394	91	4,865	75	1,901	77
Merchandise Foreign	28,491	122,411	61	427,383	503		1,057	38	9,016	38
Merchandise	87,441	409,293	63	6,731,273			5,922	13	14,747	43
Vehicles Local	375	1,209	58	28,126	97	10	4	22	32	75
Vehicles Foreign	63	438		14,427	2,553		2	39	1	43
Vehicles	438	1,647	58	42,553			6	61	33	18
Horses Local	867	3,462	77	86,510	2,070	18	19	97	18	37
Horses Foreign	374	1,241		85,641	3,983	86	10	45	15	
Horses	1,241	4,703	77	172,151			29		33	
Cattle Local	6,603	11,533	12	664,432	9,488	16	41	43	40	60
Cattle Foreign	10,682	16,165		2,139,398	24,682	27	107	43	2	53
Cattle	17,285	27,698		2,803,830			148		42	
Calves Local	25	37	00	2,321	14	82	0	06	0	50
Calves Foreign	31	14	82	3,003	58	58	0	12	0	50
Calves	56	52	82	5,324			14		0	
Sheep Local	8,020	2,500	83	1,158,246	2,182	38	9	33	10	30
Sheep Foreign	22,722	7,430	69	6,361,594	3,427	14	14	96	44	23
Sheep	30,742	9,931	52	7,520,040			24		54	
Pigs Local	9,888	3,678	54	1,191,974	9,182	14	9	33	10	30
Pigs Foreign	75,159	25,159	20	31,971,633	75,159	20	328	07	44	23
Pigs	85,047	28,837	74	33,163,608			337		58	
Sundries Local	139,177	13,830	24	33,003,511	13,903	90	57	06	59	00
Sundries Foreign	13,830	24		55,117,067			0		3	62
Sundries	153,007	13,854	24	88,120,578			57		62	
Freight Totals	573,250	381		1,570,321	91		431,316	73	6,350	92
Local Traffic Totals	736,701	381		1,570,321	91		431,316	73	6,350	92
Foreign Traffic Totals	631,618	87		1,570,321	91		431,316	73	6,350	92
Grand Totals for Half Year	1,368,319	468		3,140,642	178		862,632	146	12,701	84



# GREAT WESTERN RAILWAY.

STATEMENT SHEWING THE NUMBER OF MILES RUN BY EACH CLASS OF CARS FOR THE HALF YEAR ENDING 31st JANUARY, 1887.

DATE.	1st Class	2d Class	Post Office and Ex Baggage	Freight.	Platform	Cattle.	Conductors	Wood.	Gravel.	TOTAL.
9th August ---	53,292	23,780	27,232	80,548	37,120	27,576	9,336	12,396	100,800	372,080
23d do ---	87,812	30,256	41,588	152,070	30,184	33,204	15,000	24,881	143,570	558,565
6th September	90,884	30,172	41,260	177,834	36,500	45,676	14,956	27,399	140,864	604,545
20th do	107,272	29,052	40,720	203,632	19,742	47,836	13,876	22,568	98,994	583,692
4th October --	111,340	27,772	42,644	175,956	21,540	58,096	13,608	23,797	92,662	567,405
18th do --	118,292	31,464	43,900	191,830	30,584	53,168	14,100	30,779	118,412	632,529
1st November	109,552	34,488	46,364	186,966	16,462	58,504	13,532	24,838	114,002	604,708
15th do	99,596	35,704	37,552	235,372	24,238	49,604	14,368	21,385	107,898	625,707
29th do	91,572	33,704	34,372	272,494	27,324	56,360	14,384	18,869	90,846	639,925
13th December	77,968	29,236	38,236	270,834	38,304	37,464	20,124	22,250	45,514	577,930
27th do	62,956	27,204	36,216	249,552	26,456	41,556	18,996	15,576	21,560	500,072
10th January --	61,892	28,878	35,678	247,950	26,912	41,936	19,072	12,833	29,008	504,159
31st do --	77,828	29,942	8,402	220,323	21,113	24,912	22,843	19,267	2,632	467,262
Totals, -----	1,150,256	391,652	512,164	2,664,861	356,469	575,892	204,195	276,838	1,106,252	7,238,579



## GREAT WESTERN RAILWAY.

*Statement showing the Mileage of Engines for the Half-Year ending 31st January, 1857.*

FORTNIGHT ENDING	Passenger.	Freight.	Piloting and Shunting.	Construction.	Wood.	TOTAL.
August 9	19,205	11,155	7,367	7,200	1,613	46,540
" 23	29,171½	17,098	10,330	10,255	3,006	69,860½
September 6	29,240	17,743	11,253	10,026	3,240	71,502
" 20	29,981	16,968	11,070½	7,071	3,447	68,537½
October 4	29,277	18,844½	11,867½	6,618	2,832	69,439
" 18	28,676¾	19,173½	11,254¾	8,458	3,024	70,587
November 1	31,777	19,534	13,761	8,143	2,208	75,423
" 15	23,797½	21,251½	11,386½	7,707	2,103	66,245½
" 29	24,144	23,452	11,729	6,489	1,351	67,165
December 13	22,877½	24,345	12,724	3,251	2,487	65,684½
" 27	23,447	23,602	15,468	1,540	2,890	66,947
January 10	23,111	22,795½	11,674	2,072	1,975	61,627½
" 31	35,838	31,199	19,403	188	3,397	90,025
TOTALS	350,543½	267,161½	159,288	79,018	33,573	889,583½

# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

*General Traffic Earnings Statement, for the Half-Year ending January 31st, 1857.*

	Main Line 229 Miles.	Galt Branch 16 Miles.	Toronto Line 38 Miles.	Total. 283 Miles.	Monthly Total.
<b>AUGUST.</b>					
Local Passengers...	£ s. d. 12.962 14 10½	£ s. d. 485 2 8	£ s. d. 3.211 5 10½	£ s. d. 16.659 3 4½	£ s. d.
Do Merchandise	7.606 2 4½	342 8 6	395 15 2	8.244 6 0½	
Through Passengers	18.183 19 4½	3 8 11	203 4 5	18.390 12 6½	
Do Merchandise	6.611 13 2½			6.611 13 2½	
	45.164 9 9½	831 0 1	3.810 5 5½	49.805 15 4	49.805 15 4
<b>SEPTEMBER.</b>					
Local Passengers...	15.913 19 8½	525 15 1	4.087 8 5½	20.627 3 3	
Do Merchandise	12.366 7 4½	431 1 11	607 17 4	13.305 6 7½	
Through Passengers	28.193 13 9	2 5 4	286 13 1	28.472 12 2	
Do Merchandise	8.451 4 2½			8.451 4 2½	
	64.915 5 0½	959 2 4	4.881 18 10½	70.756 6 3½	70.756 6 3½
<b>OCTOBER.</b>					
Local Passengers...	18.376 2 6½	565 3 5½	4.631 19 6½	23.573 5 6½	
Do Merchandise	14.604 15 9	519 11 0	749 1 4	15.361 13 2	
Through Passengers	36.388 12 2½	7 16 1	464 2 1	37.372 5 3½	
Do Merchandise	9.625 2 9½			9.625 2 9½	
	78.984 13 3½	1.092 10 6½	5.845 2 11½	85.932 6 9½	85.932 6 9½
<b>NOVEMBER.</b>					
Local Passengers...	14.270 13 3½	528 5 8½	3.999 0 0½	18.797 19 0½	
Do Merchandise	12.650 19 0½	351 16 4	672 11 0	13.675 6 4½	
Through Passengers	26.264 10 6½	6 7 9	438 16 0	26.709 14 3½	
Do Merchandise	14.334 18 5			14.334 18 5	
	67.521 1 4	886 9 9½	5.110 7 0½	73.517 18 2	73.517 18 2
<b>DECEMBER.</b>					
Local Passengers...	12.299 2 7	459 19 3	3.756 5 11	16.515 7 9	
Do Merchandise	11.492 5 11½	287 1 10	1.345 9 9	13.114 17 6½	
Through Passengers	17.467 19 4	5 12 1	473 6 2	17.946 17 7	
Do Merchandise	18.027 4 7½			18.027 4 7½	
	59.276 12 6	752 13 2	5.575 1 10	65.604 7 6	65.604 7 6
<b>JANUARY.</b>					
Local Passengers...	9.775 17 11½	395 13 4	3.034 16 0½	13.206 7 4½	
Do Merchandise	9.985 18 8½	371 0 6	825 16 8	11.183 15 10½	
Through Passengers	11.228 18 5	12 9 2	366 14 8	11.608 2 3	
Do Merchandise	10.966 6 7			10.966 6 7	
	41.957 1 8	779 3 0	4.227 7 4½	46.963 12 0½	46.963 12 0½
<b>Total Half-Year's Traffic.....</b>				<b>£392.680 6 1</b>	

N.B.—The above amounts are in Currency. The Passenger Earnings include Mails and Parcels, and the Merchandise Earnings include Live Stock.

## GREAT WESTERN RAILWAY OF CANADA.

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NOTICE IS HEREBY GIVEN that the Directors have made a CALL of £3 1s., Halifax currency per Share on all the Company's New Shares, and that such Call is made payable on or before the 30th day of May next, to one of the following bankers:

The Bank of Upper Canada..... Any Branch  
Messrs. Oliver, Lee & Co..... Buffalo.  
The Michigan Insurance Bank..... Detroit.  
Messrs. I. G. King's Sons..... New York.

Interest at 9 per cent. (the rate of the present Dividend) will be charged on all Calls remaining unpaid after the said 30th of May.

By order,

W. C. STEPHENS,  
*Secretary.*

Company's Offices, Hamilton, C. W.,  
April 30, 1857.

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NOTICE IS HEREBY GIVEN that the Adjourned General Half-Yearly Meeting of Shareholders in this Company, will be held at these OFFICES, on *Tuesday, the 5th of May next*, at Twelve o'Clock at noon, for the purpose of receiving a Report from the Directors for the Half Year ending the 31st January last, together with a general Statement of the Accounts of the Company, for declaring a Dividend out of the profits on the Company's business during the past Half-Year, and for the transaction of other business.

By order,

W. C. STEPHENS,  
*Secretary.*

Company's Offices, Hamilton, C. W.,  
April 30, 1857.