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Great Western Railway.

REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDED 31st JANUARY, 1859,

WITH

STATEMENTS OF ACCOUNTS,

&c., &c., &c.,

As submitted to the General Meeting of Shareholders, in London, on the 6th of April, 1859, and in Hamilton, Canada West, at an Adjourned General Meeting of Shareholders, on the 3rd of May, 1859.

HAMILTON :

PRINTED AT THE "TIMES" STEAM JOB PRINTING ESTABLISHMENT.

1859.

Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1859.

President,

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

Vice President,

JOHN YOUNG, Esq., Hamilton, Canada West.

Managing Director,

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

Financial Director,

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

CANADIAN BOARD.

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

EX-OFFICIO DIRECTOR.

H. MCKINSTRY, Esq., Mayor of Hamilton, Canada West.

ENGLISH BOARD.

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

BANKERS IN CANADA.

THE COMMERCIAL BANK OF CANADA.

COMPANY'S OFFICES IN CANADA.

HAMILTON, CANADA WEST.

SECRETARY,—MR. W. C. STEPHENS.

THE GREAT WESTERN

ACCOUNT

Dr.

Revenue Account of the Great Western Railway

Half year ended 31st January, 1858.		RECEIPTS.	Half year ended 31st January, 1859.	
\$ ^s c.	Sterling. £ s. d.		\$ c.	Sterling. £ s. d.
767,629 87	157,732 3 3	To Amount received for the carriage		
45,554 52	9,422 3 3	of 292,020 1/2 Passengers.....	632,948 98	130,058 0 3
426,708 88	87,678 17 4	Do. do. Parcels and Mails	40,573 00	8,356 18 3
		Do. do. Freight and Live Stock	349,751 24	71,866 13 10
1,240,188 22	254,833 3 10		1,023,273 22	210,261 12 4
6,341 45	1,303 0 9	Do. do. Refts.....	3,513 73	722 0 0
\$1,246,529 67	£256,136 4 7		\$1,026,786 95	£210,983 12 4

Note.—The Traffic Receipts to 31st
Jan., 1859, are exclusive of those
on 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 January, 1859.

Gr.

Half-year ended 31st January, 1858.			Per Cent. on Gross Receipts.	EXPENSES.	Half-year ended 31st January, 1859.			Per Cent. on Gross Receipts.			
\$ - c.	Sterling.			\$ c.	Sterling.						
	£	s. d.		\$	c.	£	s. d.				
97,706 63	20,070 14	1 7.84	7.84	BY MAINTENANCE & RE-NEWAL OF WAY, VIZ.— Cost of Main-tenance of way \$73,906 91 Cost of Renewal of Bridges, Rails, Sleepers, Fences, &c..... 36,765 61					15,186 7 0	7-20	
...	...	...	...						7,554 11 7	3-58	
97,706 63	20,070 14	1 7.84	7.84	Per Abstract A Locomotive Power do. B Repairs and Re-novels of Pass'ger and Goods Cars do. C Coaching Transit Expenses do. D Merchandise Ex-penses do. E General Charges. do. F					110,672 52	22,740 18 7	10-78
244,824 73	50,306 9 0	19.64	19.64						183,956 32	37,799 4 10	17-92
40,634 35	8,349 10 6	8.26	8.26	Total Ordinary Work-ing Expenses.....					34,127 09	7,012 8 4	3-32
129,982 73	26,708 15 7	10.43	10.43						105,068 74	21,589, 9 4	10-23
100,892 57	20,731 7 0	8.09	8.09	Total Revenue Expend'e By Balance carried to net Revenue No. 3 account					82,990 95	17,052 18 8	8-08
35,218 42	7,236 13 3	2.83	2.83						33,873 62	6,961 6 9	3-30
649,259 43	133,409 9 5	52.09	52.09	ITEMS NOT BELONGING TO ORDINARY WORKING EXP'S By Taxes \$6,624 97 Insurance..... 4,808 82 Susp'n Bridge Rent, for half year..... 22,500 00					550,694 14	113,156 6 6	53-63
7,354 15	1,511 2 6	0.59	0.59						33,933 79	4,623 5 9	2-19
4,308 82	885 7 6	0.34	0.34	Total Revenue Expend'e By Balance carried to net Revenue No. 3 account					1,861 5 11	0-64	
22,500 00	4,623 5 9	1.81	1.81						584,627 93	120,129 0 5	56-93
683,422 40	140,429 5 2	54.83	54.83	Total Revenue Expend'e By Balance carried to net Revenue No. 3 account					442,159 02	90,854 11 11	48-03
563,107 27	115,706 19 5	47.83	47.83						1,026,786 95	221,983 12 4	22-03
<u>\$1,246,529 67</u>	<u>£256,136 4 7</u>			Total Revenue Expend'e By Balance carried to net Revenue No. 3 account					<u>\$1,026,786 95</u>	<u>£210,983 12 4</u>	<u>22-03</u>

THE GREAT WESTERN

ACCOUNT

Dr.	<i>Net Revenue Account</i>			
1859.			Sterling.	
Jan. 31. To half-year's interest on the Balance of Government loan, to 1st January, 1859.....	\$	c.	£	s. d.
	85,158	15	17,498	5 0
" Interest on bonds, bank loans, &c., after deducting interest received, per Abstract G.....	89,676	51	18,426	13 7
" Balance carried down.....	285,252	81	58,613	11 11
	460,087	47	94,538	10 6
1859.	\$	c.	£	s. d.
Jan. 31. To Costs and Compensations paid for the Desjardins Accident to date	53,772	10	11,049	1 4
" Balance carried down.....	231,480	71	47,564	10 7
	285,252	81	58,613	11 11
1859.	\$	c.	£	s. d.
Jan. 31. To Proposed Dividend at the rate of 3 per cent. per annum on 99,027 Old Shares. \$148,108 40 70,673 New Shares 67,069 .27	215,177	67	44,214	11 9
To Surplus to be carried to next half-year.....	16,303	04	3,349	18 10
	231,480	71	47,564	10 7

THE GREAT WESTERN

ACCOUNT

Dr.	<i>General Balance Sheet</i>			
			Sterling.	
	\$	c.	£	s. d.
Balance from Capital Account No. 1.....	178,670	80	36,713	3 7
Balance of Net Revenue for General Dividend, as per Account No. 3.....	231,480	71	47,564	10 7
Bonds payable.....	80,825	91	16,608	1 3
Galt and Guelph Railway Company's securities on account of amount expended on that Branch.....	369,648	73	75,955	4 4
Insurance Fund Account.....	16,303	39	3,350	0 2
Balances due to Bankers and Contractors, and sundry accounts of the half-year not paid on 31st January, 1859. (Less amount of General Engineering percentages reserved)	1,112,118	31	228,517	9 2
	\$	1,989,047	85	£408,708 9 1

RAILWAY COMPANY OF CANADA.

No. 3.

to 31st January, 1859.

		Cr.
1858.		Sterling.
Aug. 1. By Surplus of Net Revenue brought forward from half-year ended 31st July, 1858.....	\$ c.	£ s. d.
	17,928 45	3,663 18 7
1859.		
Jan. 31. " Balance from Revenue Account (No. 2) for the half-year to date.	442,159 02	90,854 11 11
	460,087 47	94,538 10 6
1859.	\$ c.	£ s. d.
Jan. 31. By Balance brought down	285,252 81	58,613 11 11
	285,252 81	58,613 11 11
1859.	\$ c.	£ s. d.
Jan. 31. By Balance applicable to dividend brought down.....	231,480 71	47,564 10 7
	231,480 71	47,564 10 7
1859.	\$ c.	£ s. d.
Jan. 31. By Balance (Surplus) brought down	16,303 04	3,349 18 10

RAILWAY COMPANY OF CANADA.

No. 4.

to 31st January, 1859.

		Cr.
		Sterling.
Amounts outstanding and due to the Company on Traffic Account.....	\$ c.	£ s. d.
General stores (including stationery and coal) on hand, 31st January, 1859.....	250,626 87	51,498 13 5
Fuel Stores (wood), on hand 31st Jan., 1859..	295,609 71	60,741 14 5
Mechanical Stores " " ..	183,625 85	37,731 6 9
Rails Stock Account, rails on hand " ..	69,367 20	14,253 10 8
Bills receivable.....	324,652 27	66,709 7 5
Municipal and other bonds.....	737 50	151 10 10
Detroit and Milwaukee Railway Stock and interest.....	438,016 73	90,003 8 9
Balances in Bankers' hands, loans, interest, and other amounts due to the Company...	201,000 00	41,361 7 4
	225,411 72	46,317 9 6
	\$1,989,047 85	£408,708 9 1



GREAT WESTERN RAILWAY OF CANADA.

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

Half-year ended 31st Jan., 1858.	ABSTRACT A.		Half-year ended 31st Jan., 1859.
\$ c.	MAINTENANCE OF WAY.		\$ c.
13,153 78	Repairs of Bridges and Culverts	.....	9,394 10
64,412 43	Platelayers' Wages, and Extra Work on Way	.....	45,458 44
12,063 35	Repairs of Stations, Sidings, Fences, &c.	.....	10,752 51
576 37	Approaches	.....	542 06
3,908 50	Repairs of Buildings	.....	4,553 56
2,882 35	Engineering Superintendence, &c.	.....	2,400 89
506 93	Repairs of Signals	.....	806 36
202 92	Small Stores	.....
\$97,706 63	St'g £20,076 14 1.—Total Cost of Maintenance—St'g	£15,186 7 0	73,906 91
.....	Renewals of Bridges, Rails, Sleepers, Fences, &c.	7,554 11 7	36,765 61
\$97,706 63	Total Charge, including Renewals	.....	\$110,672 52
£20,076 14 1	Sterling.		Sterling £22,740 18 7

Half-year ended 31st Jan., 1858.	ABSTRACT B.		Half-year ended 31st Jan., 1859.
\$ c.	LOCOMOTIVE POWER.		\$ c.
	Transit Expenses:—		
30,890 79	Wages of Enginemen and Firemen	.....	23,076 50
9,662 93	Wages of Laborers and Cleaners	.....	2,684 15
84,253 75	Fuel	.....	60,225 43
4,950 51	Oil	.....	3,668 61
954 55	Tallow	.....	681 87
1,233 93	Small Stores, including Signal Lamps, Waste, &c.,	.....	1,064 38
7,422 40	Pumping Engines to supply Water	.....	7,364 37
536 47	Salaries of Foremen and Clerks	.....	572 67
1,006 35	Salary of Locomotive Engineer	.....	1,006 37
140,941 68	Repairs of Engines:—		100,144 85
35,025 81	Material and Fuel	.....	30,504 49
62,922 82	Wages	.....	49,134 29
238 890 31	Sundries:—		79,638 78
1,813 60	Lighting Shops	.....	756 10
1,214 47	Maintenance of Turntables	.....	929 93
2,906 35	Maintenance of Tanks and Pumps	.....	2,467 16
			4,173 19
\$244,824 73			\$183,956 82
£50,306 9 0	Sterling.		Sterling £37,799 4 10
	\$0.409 or 1s. 8-17d. Cost per Train mile run	.....	\$0.355 or 1s. 5-51d.
	\$0.323 or 1s. 8-93d. Cost per Traffic Engine mile run	.....	0.270 or 1s. 1-31d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st August, 1857, to 31st Jan. 1858.		Miles run, 1st August, 1858, to 31st Jan. 1859.
322,847	By Passenger Engines	273,681
274,462	By Freight Engines	245,177
597,309	Total Train miles earning Revenue	518,858
160,991	By Pilot and Shunting Engines	162,702
758,300	Total Traffic Engine miles run	681,560
93,931	By Construction Engines	111,389
31,740	By Wood Engines	16,266
888,971	Gross Engine miles run	809,195

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st January, 1858.			REPAIRS AND RENEWALS OF CARS.			Half-year ended 31st January, 1859.		
\$	c.					\$	c.	
			Passenger Cars :—					
6,959	58	Materials	.....	.....	.....	7,527	29	
10,951	00	Wages	.....	.....	.....	10,810	88	
793	60	Salaries of Superintendents, Foremen, & Clerks	.....	.....	.....	889	02	
<hr/>						<hr/>		
18,704	18					19,227	19	
			Merchandise Cars, &c. :—					
9,381	07	Materials	.....	.....	.....	\$8,052	32	
11,691	58	Wages	.....	.....	.....	6,143	03	
857	52	Salaries of Superintendents, Foremen, and Clerks	.....	.....	.....	704	55	
<hr/>						<hr/>		
\$40,634	35					14,899	90	
<hr/>						<hr/>		
						\$34,127	09	
<hr/>						<hr/>		
£8,349 10s. 6d. Sterling						Sterling £7,012 8s. 4d.		
Showing a Cost of						Showing a Cost of		
\$0,068						\$0,066		
per Train Mile run.						per Train Mile run.		

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Aug. 1857, to 31st January, 1858.				Miles run, 1st Aug. 1858, to 31st January, 1859.	
964,464	Of 1st Class Cars	.....	.....	.....	903,300
246,964	2nd Class Cars	.....	.....	.....	252,522
775,819	Post Office, Express, Baggage, and Conductors' Cars	.....	.....	.....	688,785
4,827,171	Freight, Platform, and Cattle Cars	.....	.....	.....	3,692,688
<hr/>				<hr/>	
6,814,418	Total earning Revenue	.....	.....	.....	5,477,295
349,140	Wood Cars	.....	.....	.....	178,926
1,320,144	Gravel Cars	.....	.....	.....	2,440,118
<hr/>				<hr/>	
8,483,702	Total Miles run by Cars	.....	.....	.....	18,096,339

ABSTRACT D.

Half-year ended 31st January, 1858.			COACHING TRANSIT EXPENSES.			Half-year ended 31st January, 1859.		
\$	c.					\$	c.	
16,939	98	Wages of Booking Clerks and Station Masters	.....	.....	.....	15,362	91	
12,008	59	Porters	.....	.....	.....	9,303	09	
22,328	45	Conductors, Baggage-men, and Brakemen	.....	.....	.....	19,001	70	
2,374	70	Policemen	.....	.....	.....	2,023	99	
5,421	10	Switchmen	.....	.....	.....	5,019	66	
5,341	27	Watchmen at Level Road Crossings	.....	.....	.....	4,822	70	
545	00	Clothing	.....	.....	.....	777	37	
6,668	30	Oil and Tallow	.....	.....	.....	4,613	40	
216	67	Compensation for Damages	.....	.....	.....	854	75	
467	61	Cattle killed on Track by Trains	.....	.....	.....	391	57	
2,019	43	Lamps and Signals	.....	.....	.....	1,214	30	
12,749	77	Lights and Fuel for Stations and Passenger Cars, & cleaning of same	.....	.....	.....	12,303	45	
1,455	52	Stationery, Advertising, and Printing	.....	.....	.....	1,639	66	
844	22	Office expenses	.....	.....	.....	543	57	
2,114	80	Small Stores	.....	.....	.....	1,596	72	
688	27	Travelling and incidental expenses	.....	.....	.....	796	83	
14,899	18	Expenses of Ferry across the Detroit river	.....	.....	.....	9,306	85	
17,957	37	Expenses of Advertising and Agency in United States	.....	.....	.....	10,505	96	
5,451	50	Expenses of Telegraph	.....	.....	.....	4,985	36	
<hr/>						<hr/>		
\$129,962	73					\$105,068	74	
<hr/>						<hr/>		
£26,708 15s. 7d. Sterling						Sterling £21,589 9 4		
Equal to 15.97 per Cent.						Equal to 15.60 per Cent.		
on						on		
Coaching Traffic Receipts.						Coaching Traffic Receipts		

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended
31st January, 1893.

Half-year ended
31st January, 1899

MERCHANDISE TRANSIT EXPENSES.

\$ c.		\$ c.
23,264 98	Wages of Clerks, Conductors, and Brakemen	20,377 73
27,823 93	" Porters	28,267 60
5,440 65	" Switchmen	5,019 70
3,493 85	" Watchmen at Level Road Crossings.	2,618 05
3,978 08	Lights, Lamps, Fuel, and Signals	3,879 66
2,221 02	Oil and Tallow	1,831 39
2,475 12	Small Stores, including Tail Ropes, &c.	1,313 69
2,540 00	Rents	2,600 00
1,243 30	Compensation for Damages	6,893 79
542 13	Cattle killed on Track by Trains.	426 04
879 32	Traveling and Incidental Expenses	700 19
2,226 63	Stationery, Advertising, and Printing.	1,636 49
408 05	Office Expenses	290 74
4,005 62	Expenses of Telegraph	2,602 97
10,259 10	Expenses of Ferry across the Detroit River.	4,683 12
90 39	Expenses of Horse for Shunting .. .. .	.. .. .

\$100,892 57

\$82,990 95

£20,731 7s. 0d. Sterling.

Sterling £17,052 18s. 8d.

Equal to

Equal to

23.64 per cent.

23.73 per cent.

on Merchandise

on Merchandise

Traffic Receipts

Traffic Receipts,

ABSTRACT F.

Half-year ended
31st January, 1893.

Half-year ended
31st January, 1899.

GENERAL CHARGES.

\$ c.		\$ c.
18,313 80	Head Offices in London and Hamilton.	19,398 26
4,077 35	Stationery, Advertising, and Printing.	3,234 21
1,486 93	Postages and Stamps	1,164 31
459 65	Fuel and Lights	679 33
2,050 45	Incidental Expenses	2,020 93
939 30	Discount on Bank Notes, and cost of Exchange	303 83
266 33	Furniture, &c.	906 00
164 92	Store Keeper's Office Expenses	76 60
1,903 19	Traveling Expenses	197 70
1,437 63	Law Charges	1,645 45
4,866 67	Directors' Remuneration.	4,866 67

\$36,466 73

\$34,544 04

1,243 30

Less Transfer Fees.

665 52

\$35,218 42

\$33,878 52

£7,236 13s. 3d. Sterling.

Sterling £6,961 6s. 9d.

Equal to

Equal to

2.83 per cent. on

2.20 per cent. on

Total Revenue.

Total Revenue.

GREAT WESTERN

ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.	RECEIPTS.	\$ c.	STERLING. £ s. d.
		1,483 79	304 17 9
Sundry Interests and Discounts		2,232 00	458 12 7
Interest on Municipal Bonds		57,938 72	11,905 4 4
Do. on Sums expended on Sarnia Extension..			
Do. on Detroit and Milwaukee Railway Stock (Proceeds of Sale of Steam Boats)		2,736 72	562 6 10
Do. &c., on Loan to Detroit and Milwaukee Railway Company		36,991 79	7,601 1 0
Do. &c., on Loan to Detroit and Milwaukee Railway Company		89,676 51	18,426 13 7
Balance as per Net Revenue Account, No. 3			
		\$191,059 53	£39,258 16 1

THE GALT AND

ACCOUNT

The Galt and Guelph Company, (Working Account)

Dr.	EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.	\$ c.	STERLING. £ s. d.
1859			
Jan. 31.	To Maintenance and Renewal of Way during the Half-year ended this day—		
	Cost of Maintenance	\$3,795 26	779 17 0
	Cost of Renewal of Rails, &c.	597 35	114 10 6
		\$4,352 61	£894 7 6
	Locomotive Power	2,868 67	589 9 1
	Use of Passenger, Freight, and other Cars	276 20	56 16 1
	Coaching and Merchandise Transit Expenses	3,419 82	702 14 0
	General Charges	1,200 00	246 11 6
		\$12,117 30	£2,489 17 1
	Taxes	143 40	29 9 4
		\$12,260 70	£2,619 6 5
1859.			
Jan. 31.	To balance brought down	\$2,046 64	£420 10 10

RAILWAY OF CANADA.

G.

DISCOUNTS, &c., TO 31st JANUARY, 1859.

EXPENDITURE.	\$	c.	STERLING.	£	s.	d.
Sundry Discounts, Interest and Exchange, and Commission on						
Sale of Bonds	5,204	88		1,069	7	10
Interest on Outstanding Bonds payable in England.....	163,433	52	83,682	4	7	
Do, paid on Overdrawn Account at Bank.....	2,169	75	445	15	9	
Do. on Bank Loans, &c.	3,251	88	4,161	6	11	
	\$191,059	88	£89,258	16	1	

GUELPH RAILWAY.

H.

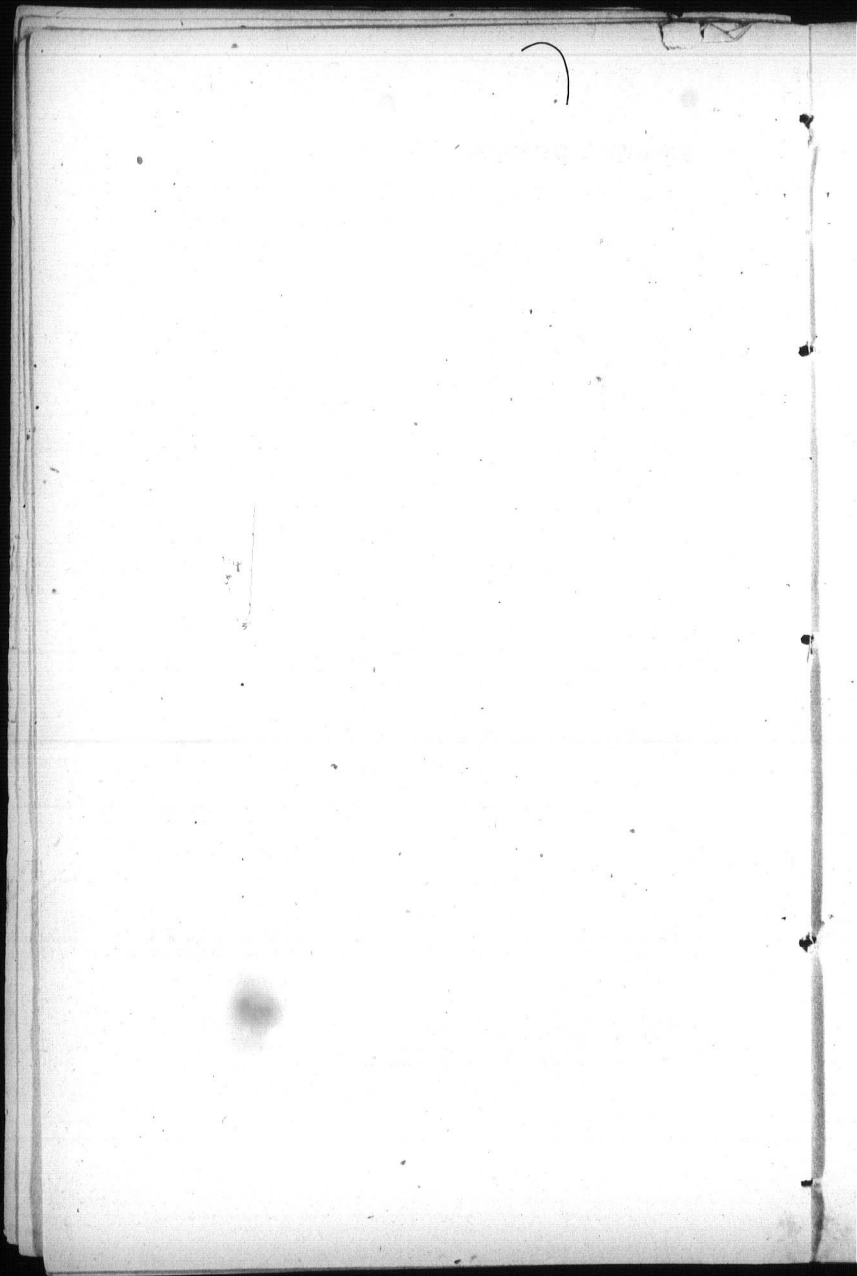
in Account with the Great Western Railway Company of Canada.

RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.			Cr.		
1859.	\$	c.	STERLING.		
Jan. 31. By amount received during the Half-year ended this day			£	s.	d.
for the carriage of—					
Passengers	4,161	91	855	8	9
Mails and Sundries	1,052	18	216	8	10
Freight and Live Stock	4,000	02	1,027	8	0
	\$10,214	06	2,098	15	7
Balance	2,046	64	420	10	10
	\$12,260	70	£2,519	6	5

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

With Passenger and Freight Trains..... 9,767 miles.
 Piloting and Shunting..... 2,122 "

Total..... 11,879 Engine Miles.



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

THE total amount of Share Capital which this Company has been authorised to raise is \$25,800,000, or £5,301,369 16s. 2d. sterling, under six Acts of the Provincial Parliament, as follows :—

	Shares.	\$	£	s	d
The Great Western Act... 8 Vic., c 86 29th March, 1845	60,000	6,000,000	1,232,876	14	0
Ditto ... 16 Vic., c 99 22nd April, 1853	20,000	2,000,000	410,958	18	0
Ditto 18 & 19 Vic., c 176 19th May, 1855	60,000	6,000,000	1,232,876	14	0
" Hamilton and Toron- to Act..... 16 Vic., c 44 10th Nov. 1852	18,000	1,800,000	369,863	0	2
" Sarnia Act..... 16 Vic., c 101 22nd April, 1853	20,000	2,000,000	410,958	18	0
" G't Western Amend- ment Act..... 22 Vic., c 116 16th Aug., 1858		8,000,000	1,643,835	12	0
Total,		\$25,800,000	£5,301,369	16	2

In pursuance of a desire expressed at the last Meeting of Shareholders in London, the principal accounts are now submitted in sterling as well as in dollars and cents, the latter being the system of currency adopted in Canada. The conversion into sterling has been made at 109½ per cent., the par of Exchange between England and America.

The Company has received on Capital Account

up to the 31st January, 1859, \$23,557,820 75c, or
£4,840,648 ls. Od. sterling, as follows:—

	To 31st July, 1858, as per last Report.			During the Half-Year, 1st Aug. 1858 to 31st Jan. 1859.			Total to 31st Jan. 1859.		
	Dolls. & Cts.		Sterling.	Dolls. & Cts.		Sterling.	Dolls. & Cts.		Sterling.
			£ s d			£ s d			£ s d
By Share Capital.....	14,054,908 25	2,887,994 16 4		282,865 09	58,122 19 3		14,337,773 34	2,946,117 15 7	
" Perpetual Five per Cent Debenture Stock	58,448 67	12,010 0 0		163,958 00	33,690 0 0		222,406 67	45,700 0 0	
" Convertible Bonds	830,000 00	170,547 18 10		.....	.....		830,000 00	170,547 18 10	
" Non-Convertible Bonds.	4,798,960 01	985,060 5 4		375 240 00	118,260 0 0		5,369,200 01	1,103,260 5 4	
" Government Loan (Ba- lance)	2,798,440 73	575,022 1 3		.....	.....		2,798,440 73	575,022 1 3	
Total to 31st July, 1858.....	22,535,757 66	4,630,635 1 9							
During the Half-Year to 31st January, 1859.....				1 022,063 09	210,012 19 3				
Total Amount to 31st January, 1859							23,557,820 75	4,840,648 1 0	

The Total Expenditure of the Company on Capital
Account, up to the 31st January, 1859, has been
\$23,379,149 95, or £4,803,934 17s. 5d. sterling, as
follows:—

	To 31st July, 1858, as per last Report.		During the Half-year ended 31st January, 1859.		Total Expenditure to 31st January, 1859.				
	Sterling.		Sterling.		Sterling.				
	Dollars & Cents.	£ s. d.	Dolls. & Cts.	£ s. d.	Dolls. & Cents.	£ s. d.			
On the Main Line, Galt Branch, and the Hamilton and Toronto Line, 279 Miles in all.....	19,903,667	26 4,089,794	12 0 237,648	94 48,881	19 7 20,141,316	20 4,138,626	11 7		
On Account of Doubling the Track.....	9,578	97 1,968	5 7	...	...	9,578	97 1,968	5 7
	19,913,246	23 4,091,762	17 7			20,150,895	17 4,140,594	17 2	
On the Sarnia Extension 51 Miles opened for traffic 27th December, 1858.....	1,878,060	86 385,902	18 3 160,386.	77 32,956	3 8 2,038,447	63 418,859	1 11		
On the Guelph Line, 15 Miles.....	362,014	83 74,386	12 2 8,449	01 1,736	1 11 370,463	84 76,122	14 1		
On Account of Loans voted by the Shareholders for completing the Detroit and Milwaukee Railway.....	704,940	24 144,850	14 8 114,403	07 23,507	9 7 819,343	31 168,358	4 3		
Total to 31st July, 1858.....	22,858,262	16 4,696,903	2 8						
				520,387	79 107,031	14 9			
During the Half-year ended 31st January, 1859.....		Total Expenditure to 31st January, 1859.....		23,379,149		95 4,803,984		17 5	

The Balance of the Revenue Account, after adding the surplus from last half-year, and deducting interest upon Loans, amounts to \$285,252 81, or £58,613 11s. 11d. sterling, which is equal to a Dividend at the rate of 4 per cent. per annum on the share capital.

It is not proposed, however, to declare that rate of Dividend, as the Sum of \$53,772 10, or £11,049 1s. 4d. sterling, standing at the debit of the Desjardins Canal Accident Account, has to be written off, leaving the available Balance \$231,480 71, or £47,564 10s. 7d., out of which the Directors recommend the payment of a Dividend at the rate of 3 per cent. per annum. This will absorb \$215,177 67, or £44,214 11s. 9d. sterling, and leave \$16,303 04, or £3,349 18s. 10d. sterling, to the credit of the current half-year.

The entire amount of Cash paid to 31st January, 1859, on account of the Desjardins Canal Accident, will thus be disposed of, but there are in addition, Bonds outstanding for \$48,994 24, or £10,067 6s. 2d., falling due at various periods up to 1863, and which will be charged against the Revenue Account as they mature. The large amount of £36,079 sterling will thus have been already paid on account of this accident. There is only one case now unsettled, and that is waiting for Judgment by the Court of Appeal in Canada.

The traffic of the Great Western Railway proper during the past half-year shows a decrease as compared with the corresponding six months (31st January, 1858), of \$209,745 87, or £43,098 9s. 4d. sterling, which is equal to nearly 17 per cent.

The average weekly earnings were \$39,371 05, or £8,089 18s. 10d., equal to \$133 91½, or £27 10s. 4d. per mile, per week, composed as follows:—

		Per Mile per Week.		
Main Line.....	229 miles	\$152 81,	or £31 8s.	0d. Sterling.
Toronto Line ...	38 "	\$ 90 51, "	18 11s. 11d.	"
Galt Branch.....	12 "	\$ 45 57, "	9 7s. 3d.	"
Galt and Guelph.	15 "	\$ 26 02, "	5 6s. 11d.	"

The working expenses, exclusive of renewals, have amounted to \$513,928 53, or £105,601 14s. 11d. sterling, or equivalent to 50.05 per cent, of gross receipts, showing a reduction, as compared with the corresponding period of last year, of \$135,330 90, or £27,807 14s. 6d. sterling, equal to 20.84 per cent.

The traffic as compared with the previous half-year (31st July, 1858), shows a decrease of only \$8,711 26, or £1,789 19s. 8d. sterling, being little more than $\frac{1}{4}$ per cent., and the working expenses, exclusive of renewals, show the large reduction of \$53,678 41, £11,029 16s. 2d., or 9.46 per cent.

The miles run by trains during the last half-year were 78,451 less than in the corresponding half-year, while the cost per mile, per train, has been reduced from \$1 10 to \$1 01, or from 4s. 6 $\frac{1}{2}$ d. to 4s. 2d.

The subjoined table shows the Traffic Receipts and Working Expenses for the last seven half-years :

Year	Traffic Receipts	Working Expenses	Percentage
1857	\$1,000,000	\$500,000	50.00
1858	\$912,668	\$456,757	50.05
1859	\$876,937	\$438,079	50.00
1860	\$840,106	\$420,053	50.00
1861	\$803,275	\$402,027	50.00
1862	\$766,444	\$384,001	50.00
1863	\$729,613	\$366,001	50.00

HALF-YEARS ENDED.

	1856. January 31.	1856. July 31.	1857. January 31.	1857. July 31.	1858. January 31.	1858. July 31.	1859. January 31.
Number of Miles run by Trains.....	Miles. 519,611½	Miles. 663,901¼	Miles. 617,704½	Miles. 567,450½	Miles. 597,398.	Miles. 533,890.	Miles. 518,858.
Total Traffic Receipts.....	\$ 1,327,047	\$ 1,425,004	\$ 1,375,522	\$ 1,295,627	\$ 1,246,629	\$ 1,039,774	\$ 1,026,787
Maintenance of Way (including Renewals)	124,017	25,489	151,423	29,304	97,707	20,077	110,572
Locomotives & Engines	202,072	41,521	507,800	255,273	244,825	216,388	183,856
Rolling Stock	48,194	9,963	45,738	9,158	40,634	35,860	34,127
Coaching and Goods Transit Expenses.....	238,670	49,042	285,989	246,708	229,875	201,149	188,000
General Charges.....	40,215	8,268	37,082	32,608	35,219	7,268	33,879
Taxes and Insurance.....	653,168	134,319	797,931	157,677	649,950	591,026	113,156
Suspension Bridge Rent.....	9,393	4,012	8,456	3,576	11,693	12,137	2,350
	22,952	4,634	22,882	22,500	22,500	22,500	4,623
Total.....	685,023	140,758	800,467	164,479	683,423	140,429	584,628

The Working Expenses, exclusive of the Cost of Renewal of Permanent Way, will compare as follows, for the same period:—

	1856. January 31.	1856. July 31.	1857. January 31.	1857. July 31.	1858. January 31.	1858. July 31.	1859. January 31.
Working Expenses, including Taxation & Insurance, but exclusive of Renewals.....	\$ 654,379	\$ 770,284	\$ 742,464	\$ 694,512	\$ 600,923	\$ 579,744	\$ 525,363
Per Train Mile.....	\$ 1 29c.	\$ 1 27c.	\$ 1 20c.	\$ 1 11d.	\$ 1 10c.	\$ 1 08c.	\$ 1 01c.
Per cent. on Receipts.....	49½	54	47	53½	53	55½	51

And in the following Tables will be found a General Review of the Company's operations since the opening of the Line.

	RECEIPTS.—Half-years ended																			
	1854.		1855.		1855.		1856.		1856.		1857.		1857.		1858.		1858.		1859.	
	July 31.		January 31.		July 31.		January 31.		July 31.		January 31.		July 31.		January 31.		July 31.		January 31.	
	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.
Local Passengers	213,696	43,910	248,124	50,984	251,788	51,737	344,377	70,762	368,344	75,687	409,693	84,183	317,380	65,215	811,701	64,048	221,331	45,479	232,769	47,829
Through ditto	234,396	48,266	290,528	59,698	392,124	80,574	464,016	96,346	423,200	86,959	540,908	111,146	476,660	97,944	455,929	93,684	384,035	78,911	400,180	82,229
Local Freight	75,864	15,588	145,396	29,876	163,876	33,673	245,497	50,445	262,828	54,007	280,417	57,620	171,941	35,330	164,879	33,879	157,166	32,295	143,170	29,418
Through ditto	44,908	9,228	49,604	10,193	119,376	24,529	138,664	28,493	216,328	44,450	162,092	33,307	187,117	38,449	183,023	37,608	136,706	28,090	124,409	25,564
Live Stock	4,904	1,008	10,328	2,122	29,916	6,146	85,913	17,653	98,228	20,184	130,740	26,864	82,988	17,052	78,802	16,192	92,434	18,993	82,172	16,885
Parcels and Sundries	4,532	931	6,904	1,419	10,492	2,156	12,076	2,481	12,580	2,585	12,360	2,540	23,793	4,889	12,440	2,556	7,672	1,576	10,193	2,094
Mails and Express Goods	21,620	4,449	27,988	5,750	29,200	6,000	28,924	5,948	36,396	7,478	34,112	7,009	32,908	6,762	33,414	6,866	32,640	6,707	30,880	6,242
Rents .....	..	..	3,268	672	2,000	411	7,580	1,557	5,100	1,048	5,200	1,068	3,840	789	6,341	1,303	7,790	1,601	3,514	722
Gross Revenue	600,420	123,374	782,140	160,714	998,772	205,226	1,327,047	273,680	1,423,004	292,398	1,575,522	323,737	1,296,627	266,430	1,246,529	256,136	1,039,774	213,652	1,026,787	210,983
No. of Miles run by Trains—																				
Passengers	163,062		226,457		230,030		287,180		327,107		350,543		342,192		322,847		277,926		273,681	
Goods	72,131		146,229		182,972		232,431		276,794		267,161		255,268		274,462		255,964		245,177	
Total No. of Miles run..	235,193		372,686		413,002		519,611		603,901		617,704		597,450		597,309		533,890		518,858	

	EXPENDITURE.—Half-years ended																			
	1854.		1855.		1855.		1856.		1856.		1857.		1857.		1858.		1858.		1859.	
	July 31.		January 31.		July 31.		January 31.		July 31.		January 31.		July 31.		January 31.		July 31.		January 31.	
	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.	Dollars.	Sterling.
Maintenance of Way, Works, and Stations	55,480	11,400	57,996	11,917	86,776	17,531	124,017	25,483	164,743	33,851	151,423	31,114	142,614	29,304	*97,707	20,077	102,196	20,999	110,679	22,741
Locomotive Power	63,036	12,953	105,912	21,763	125,232	25,733	202,072	41,521	226,306	46,501	247,129	50,780	255,273	52,454	244,825	50,306	216,388	44,463	183,956	37,799
Repairs and Renewals of Cars	21,348	4,387	36,408	7,481	40,396	8,300	48,194	9,903	58,971	12,117	45,738	9,398	44,567	9,158	40,634	8,349	35,950	7,387	34,127	7,012
Coaching and Goods Transit Expenses	102,104	20,980	173,268	35,602	179,344	36,851	238,670	49,042	275,665	56,643	285,989	58,765	246,708	50,693	230,875	47,440	201,149	41,332	188,060	38,643
General Charges, Law, &c..	22,504	4,624	28,232	5,801	39,156	8,046	40,215	8,263	43,890	9,019	37,082	7,620	32,608	6,700	35,219	7,237	35,343	7,263	33,879	6,961
Total Working Expenses	264,472	54,344	401,816	82,564	470,904	96,761	653,168	134,212	769,575	158,131	767,361	157,677	721,770	148,309	649,260	133,409	591,026	121,444	550,694	113,156
Interest on Loans, &c.....	166,664	34,246	182,592	37,519	200,332	41,164	235,552	48,401	200,180	41,133	211,692	43,498	170,500	35,034	186,656	38,354	159,403	32,753	174,834	35,925
Taxes and Insurance	4,768	979	8,008	1,646	6,996	1,437	9,303	1,912	9,489	1,960	10,274	2,111	3,846	790	11,663	2,397	12,137	2,494	11,434	2,350
Suspension Bridge Rent .....	..	..	..	..	9,348	1,921	22,552	4,634	22,500	4,623	22,832	4,691	22,500	4,623	22,500	4,623	22,500	4,623	22,500	4,623
Compensation for Accidents in former half-years .....	..	..	..	..	29,196	6,000	11,816	2,428	11,396	2,342	..	..	19,760	4,060	..	..	..	..	..	..
Desjardins Canal Accident..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	121,812	25,030	..	..	53,772	11,049
Govern't Loan Sinking Fund, Loss upon Steamers 'Canada' and 'America'	14,600	3,000	36,500	7,500	45,000	9,246	51,100	10,500	56,212	11,550	56,336	11,576	..	..	..	..	..	..	..	..
Renewal of Rails, charged to Net Revenue Account .....	..	..	..	..	..	..	59,660	12,259	26,020	5,347	..	..	..	..	187,590	17,998	..	..	..	..
Total Expenditure	450,504	92,569	628,916	129,229	761,776	156,529	1,043,151	214,346	1,095,372	225,076	1,068,495	219,553	938,376	192,816	1,079,481	221,811	785,066	161,314	813,234	167,103
Dividend per cent, per ann..	6 per cent.		6 per cent.		8 per cent.		8 per cent.		8 per cent.		9 per cent.		6 per cent.		5½ per cent.		4 per cent.		3 per cent.	
Amount Carried forward ...	\$ 1,831	£ 376	\$ 460	£ 94	\$ 8,703	£ 1,788	\$ 1,464	£ 301	\$ 32,221	£ 6,621	\$ 18,300	£ 3,760	\$ 273,116	£ 56,120	\$ 44,832	£ 9,212	\$ 17,928	£ 3,684	\$ 16,303	£ 3,350

* Exclusive of \$87,590 for renewal of Rails charged to Net Revenue Account.—See ¶

The cost of maintenance has been reduced by \$23,799 72 or £4,890 7s. 1d. sterling, equal to a reduction of more than \$85 or £17 9s. 4d. sterling a mile, as compared with the charge during the corresponding half-year.

The annexed Report from the Engineer shows the Line and Works to be in a sound and satisfactory state.

The cost of the Locomotive Service has been reduced by \$60,868 41, or £12,507 4s. 2d., as compared with the corresponding half-year. The miles run by Engines on traffic account have been also reduced from 758,300 to 681,560 or rather more than 10 per cent, and the rate per mile from \$0,323 to \$0,270.

The following figures will show the economy now being effected in that Department:—

Half-year ended	Total charge.		Traffic, engine miles run.	Rate per mile.	
	\$	Sterling.		\$	Sterling.
31st January, 1857 ...	247,129	£50,781	776,992	0.318	1s. 3.68d.
31st July, 1857 ...	255,273	52,454	761,944	0.335	1 4.52
31st January, 1858 ...	244,825	50,306	758,300	0.323	1 3.93
31st July, 1858 ...	216,388	44,463	692,563	0.312	1 3.38
31st January, 1859 ...	183,956	37,799	681,560	0.270	1 1.31

The Stock is in excellent condition. During the last half-year a heavy Goods Engine has been commenced in the Company's Shops to keep up the Stock. The cost of this Engine will be charged to revenue, \$3,000 being included in the present accounts, and this plan will be continued so as always to maintain the original number of Engines, in a thoroughly efficient condition.

The Car expenses have been reduced by \$6,507.26 or £1,337 2s. 2d. sterling. The Stock is being maintained in a thoroughly sound state, several new Cars having been constructed, and charged for in the Revenue Account during the past half-year.

Reductions have also been made in all the other items of Revenue charges, thus decreasing the percentage of expenditure, although the gross traffic has been so seriously diminished, to the lowest rate which it has reached during the last two years.

The working of the Galt and Guelph line has again resulted in a loss, but only to about half the amount of the previous six months, viz., £420 10s. 10d. sterling, against £802 2s. 3d. This line, however, brings a considerable accession of traffic to the Main Line, which could not otherwise reach it; and it is now fairly to be expected, that a good harvest, and the consequent improvement in the trade of the country, would enable it to earn not only its working expenses, but also a profit.

The Sarnia Extension was opened for traffic on the 27th December, 1858, and one train each way has been run upon it since that date. The traffic was not expected to be much during the winter, but it has more than paid expenses, and is improving and adding to the traffic of the Main Line.

Port Sarnia being situated at the foot of the deep water navigation of Lake Huron, affords to the productions of the grain-growing districts in the West, by means of this Railway, a short cut to the waters of Lake Ontario.

The distance from Sarnia to Oswego, by this Railway to Hamilton, and thence by Lake Ontario, is 286 miles, against 550 by the dangerous and circuitous route of Lake Erie and the Welland Canal.

The saving of time, the reduced expense of insurance, and the advantage to the grain from being passed twice through elevating machinery, will, it is expected, hereafter command an increasing trade in the conveyance of grain in bulk. To secure this, it has been necessary to provide a wheat elevator at Sarnia, which is now under construction, at a cost of about \$20,000.

The completion of the Sarnia Extension will also enable this Company to compete, during the season of navigation, for many descriptions of heavy freights hitherto exclusively carried between the east and west by water.

The full value of this Extension cannot, however, be developed until the completion of the Detroit and Milwaukee Railway—from Owosso to Port Huron—affords the shortest possible line between Boston and New York, and Milwaukee and the North-west.

The year 1858 has been a disastrous one for the traffic of railways on the Continent of America. The extreme depression of trade produced by the financial revulsions of 1857 was aggravated by two successive deficient harvests. So serious was the deficiency, that in some parts of the Western States and Canada there is at this time an absolute scarcity of food. The exports last year were in consequence necessarily extremely light; and this of course largely affected the general trade of the country. The past winter has been a season of extreme dullness and depression in every branch of trade, and the traffic of the railways suffered in common with all descriptions of business.

The traffic of the Great Western of Canada, however, bears a favorable comparison with that of adjoining railways. The following statement shows the rate of decrease on the undermentioned Lines during the six months ending 31st December, 1858, as compared with the same period of 1857 :

New York Central	14 per cent.
New York and Erie	15½ "
Cleveland and Toledo (South of Lake Erie)	12 "
Michigan Central	24½ "
Michigan Southern	17 "
Great Western of Canada	13 "

The traffic of the Great Western Railway during the last half-year has received considerable benefit from the local business of the Detroit and Milwaukee Railway, which accounts for the favorable comparison shown in the foregoing table.

The importations into Canada and the United States are now considerably in excess of those at the same

period last year. There are also indications of an improvement in the lumber, and some other descriptions of business; and the Detroit and Milwaukee Railway will, for the first time, on the opening of navigation, be brought into effective operation, in connection with the Great Western, for the trade of Milwaukee and the North West, with good prospects of securing a growing traffic.

From these facts the shareholders may fairly hope the worst has passed, and that a gradual improvement will take place in general trade, and therefore in the traffic of this Railway; but it should always be borne in mind that the prosperity of Canada and of the Western States must depend upon their agricultural productions, which form the staple trade of the country.

During the last year, but few Railway Companies on this Continent have paid any dividend, and many were unable to meet the interest on their bonds, whilst this Company earned a dividend of very nearly 4 per cent upon its Share Capital. This is an evidence of the intrinsic value of the property, and affords strong encouragement as to its future prosperity, so soon as trade has become permanently re-established.

The expenditure on Capital Account during the last half-year, for the Main Line, and the Toronto and Galt Branches, was \$237,648 94 or £48,831 19s. 7d. Sterling. This consisted principally of ballasting, which is now entirely completed;—the Viaduct at St. Catherines;—the payment of per centages retained on contracts while in progress;—the settlement of all outstanding accounts;—the erection of an elevator for the shipment of grain at Hamilton,—and some minor matters. Very little now remains to be done, and the Directors do not foresee a further expenditure on capital account, except for the Sarnia Extension,

other than is mentioned in the Reports of the Executive officers, hereto annexed.

The Detroit and Milwaukee Railway, as before stated, will this spring come into effective operation as a through line; and the Directors have unabated confidence that it will prove a valuable feeder to the traffic of this Company. Two boats will commence running between Grand Haven and Milwaukee about the middle of March, and occupy the Line until August next, when two larger steamers capable of effectively keeping up the connection during the winter, will be laid on, to develop more fully the traffic of this route.

The arrangement of the financial affairs of the Detroit and Milwaukee Railway, and the completion of its unfinished Works, have been steadily carried on during the last half-year. The amount advanced on account of the £250,000 Sterling, authorized by the votes of the Shareholders of this Company is £168,358 4s. 3d. up to the 31st January, 1859.

The Directors regret to announce the death of one of their colleagues, Rear-Admiral J. M. Laws, whose seat at the Board has been filled up by the appointment of Mr. Alexander Hoyes, of Southampton, a gentleman well known and familiar with Railway management.

Signed on behalf of the Board of Directors in Canada,

JOHN YOUNG,

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

Hamilton, C. W., April, 1859.

REPORT OF THE CHIEF ENGINEER. GREAT WESTERN RAILWAY.

Hamilton, C. W., 15th February, 1859.

C. J. BRIDGES, ESQ.,
Managing Director.

DEAR SIR,—I beg to hand you the following Report on the present condition of the Line, and a statement showing the expenditure during the half-year ending the 31st January last.

CONSTRUCTION ACCOUNT.

In my last half-yearly Report I enumerated several works which were then in progress, all of which are now finished, with the exceptions hereinafter detailed. The expenditure on these works during the half-year has been as follows:—

1st. EARTHWORKS, consisting of the formation of embanked approaches to the Viaduct over the Twelve Mile Creek at St. Catherines; the construction of thirteen road crossings between London and Chatham, which were not opened out by the county authorities till within the last year; and the filling up of pools of stagnant water at several of the Stations on the Western Division	\$26,316 36
2nd. MASONRY—Composed of the finishing of the abutments and piers of the St. Catherines Viaduct, and the construction of several cattle guards, culverts, and retaining walls	9,473 52
3rd. BRIDGING—Consists of the iron-work for the St. Catherines Viaduct, and the erection of the same, and the painting of the Bridges for the Toronto Road over the Desjardins Canal and line of Railway	37,807 97
4th. BUILDINGS—This embraces chiefly the erection of a grain elevating store at Hamilton; the building of a suite of passenger station rooms and platforms at Hamilton, and the erection of a shed 800 feet in length in front of the freight house at Windsor	60,555 75
5th. SUPERSTRUCTURE—Under this head is charged the ballasting for the entire completion of the main line, and Toronto and Galt branches, and the re-arrangement of sidings and ballasting of new tracks in the Hamilton and Suspension Bridge Station yards	58,925 63
6th. WHARFING, FENCING, TANKS, ENGINEERING, &c.	11,273 27
Total	\$204,352 50

The following is a list of the works which are still unfinished, and the estimated cost of their completion.

Works in connection with the St. Catherines Viaduct, including the deepening and widening of the Channel of the Twelve Mile Creek	\$5,676 00
Completion of Hamilton wharf and sidings in Hamilton station yard	6,829 00
Wood-siding at Ekfrid Centre.	1,140 00
Tank-house at Bothwell Station	800 00
Bridge under line of Railway for new road at Thamesville Station, and six pairs of cattle guards at new roads on Western Division ..	1,200 00
Cutting leaning trees outside of railway fences..	1,500 00
Constructing wooden drain for flood waters near Windsor	1,000 00
	<u>\$18,145 00</u>

REVENUE ACCOUNT.

Length of Main Line and Branches 279 miles.	
Cost of maintenance of way and works for the half-year	\$73,906 91
Renewals of rails and sleepers, bridges and fences	36,765 61
	<u>\$110,672 52</u>

The cost of maintenance for the half-year exhibits a very large reduction as compared with the corresponding half-year of the previous year. This reduction amounts to \$23,800, or \$170 per mile per annum. The present cost of maintenance, including all works connected with the road bed, and track, the repairs of bridges and fences, and engineering superintendence of the line, is at the rate of \$530 per mile per annum.

The renewals of the permanent way during the half-year consisted of the re-laying of 7 miles of track with fish-jointed T rails, and the substitution of heavy wrought-iron chairs for the present joint plates in 22 miles of track.

The permanent way, bridges, and works generally are in excellent condition. The gradual wear of the rails will now necessitate the renewal of several miles every half-year; and I think the time has now arrived when the rebuilding of some of the smaller class of wooden bridges must be attended to.

SARNIA EXTENSION.

This Extension of the main line, 51 miles in length, was opened

for public traffic on the 27th day of December last. The track is only partially ballasted yet, and some of the station works are still incomplete.

GALT AND GUELPH RAILWAY.

The expenditure on account of construction on this branch has been during the past half-year, \$591 79.

The cost of maintenance of way and works, including the rebuilding of a small wooden bridge, was \$4,352 61. Certain reductions and changes have been made in the superintendence of this work, which will have the effect of considerably reducing this charge hereafter.

I am, dear Sir,

Yours obediently,

GEO. LOWE REID,

Engineer.

REPORT OF THE LOCOMOTIVE SUPERINTENDENT.

GREAT WESTERN RAILWAY.

Hamilton, C. W., 18th February, 1859.

C. J. BRYDGES, Esq.,

Managing Director.

DEAR SIR,—I beg leave to forward, for the consideration of the Board of Directors, the following summary of operations in the Locomotive Department, for the half-year ending 31st January, 1859.

1. *General repairs and maintenance.*—37 engines have received thorough, and 9 engines, medium repairs; 6 tenders have been rebuilt, and another one is being reconstructed. Considerable progress has been made with a new and powerful freight engine, which is being constructed in our own shops, at the expense of Revenue, in order to keep up the Stock; this plan will be steadily followed, so as to prevent any general depreciation, and to keep up the full number of efficient and serviceable Engines, care being taken neither to exceed or fall short of the actual requirements. No pains or expense have been spared in order to put the engines into that state of efficiency which is absolutely necessary to economy in working, and the actual diminution in the cost of running Engines will, I hope, prove that the repairs have been fully attended to; 20 engines are now under heavy, and 6 engines under slight repairs.

2. *Fireboxes, Boilers, and Tubes.*—The repairs already executed have been very extensive, and we have one new firebox and several new tube sheets now in hand.

3. *Wheels and Axles.*—4 large wrought, and 4 cast iron driving wheels, 4 wrought tender wheels, 4 wrought truck wheels, 91 chilled

truck and tender wheels, 2 crank, and 55 straight axles have been provided, and the renewal of all the remaining light axles is being steadily proceeded with.

4. *Tyres*.—As anticipated in my last Report, the item of tyres has been a very heavy one, 67 tyres (chiefly of large size) have been supplied, the whole being of best Lowmoor manufacture.

5. *Coupling Rods and Crank Pins*.—The remaining 17 sets of new and stronger coupling rods, required for the English freight and passenger engines, have been provided, as well as 63 new and stronger crank pins.

6. *Springs*.—The additional graveling and general improvement of the track has sensibly diminished the wear and tear of springs, but the breakages are still excessive, which is partly owing to press of other work having prevented our making the full improvement therein, which we ultimately hope to effect.

7. *Trucks*.—Some of the trucks intended for the English passenger engines are now in a very forward state.

8. *Fuel*.—Every exertion has been made to reduce the cost of this formidable item, and I have much pleasure in laying before you the following comparative statement.

<i>Half-year ending 31st January, 1858.</i>		<i>Half-year ending 31st January, 1859.</i>	
Miles run per cord passenger engines	39.67	Miles run per cord passenger engines	47.34
" " freight "	26.88	" " freight "	34.37
" " passr. & freight, "	33.27	" " passr. & freight "	40.00
Average cost per mile passr. & freight \$0	11.11	Average cost per mile passr. & freight \$0	8.81
equal to 4.47d. sterling.		equal to 4.34d. sterling.	

The average duty shows an increase of 20.22 per cent, and the cost has been reduced 20.37 per cent. The experiments with coal burning have been continued, and a total of 16,888 miles worked therewith by one freight, and one passenger engine (each of the heaviest class), at an average cost of 7.35 cents per mile, but during the ensuing half-year, we hope to show a further decrease in the rate per mile, both for wood and coal burning engines. I may perhaps mention, that every expense which has been incurred for new smoke stacks, and other necessary alterations, is included in our total charge against Revenue of 26.99 cents per mile.

9. *Shops, Tools, &c.*—The furnace for steam hammer has been completed, also the tender repairing shop, which was constructed from the old materials furnished by the wooden engine shed at Suspension Bridge, both the furnace and tender shop have been of immense convenience and benefit to us, and very little more is required to put the works into sound and efficient condition.

10. *Expenses of Working and Repairs*.—As compared with the corresponding period of 1857-8, the following reductions have been made:

In working expenses ...	3.90 cents per mile.
Repairs	1.24 "
Sundries	<u>0.16</u> "
Total decrease.. ..	<u>5.30</u> cents per mile, or 1-62d. sterling.

The engines for the Sarnia extension have been completed, and are now in use.

I am, dear Sir,

Yours very respectfully,

RICHARD EATON.

REPORT OF THE CAR SUPERINTENDENT. GREAT WESTERN RAILWAY.

CAR DEPARTMENT,

Hamilton, 18th February, 1859.

C. J. BRYDGES, Esq.

DEAR SIR,—Herewith I beg to hand you a Report of the working of the Car Department, for the six months ending 31st January, 1859.

To make the statement as clear as possible, I will first give the stock; second the items forming the construction; third, the repairs done to the different classes of cars; and finally, a general statement.

CAR STOCK.

83	First Class Cars,
44	Second Class and Emigrant Cars.
53	Post Office, Baggage and Conductors' Cars.
800	Box Freight 8 wheel Cars.
100	" ⁴ "
60	Cattle Cars.
250	Platform Cars.
409	Gravel Cars.

Total 1,799 Cars.

CONSTRUCTION.

The construction for the past year consists of the following:—

3 Sleeping Cars.

100 Wheat Cars.

Additional fixtures for the safety of Conductors and Breaksmen, on 400 Freight Cars. Additional steel plates added to the springs of 200 of these cars, the original ones being too light.

MAINTENANCE.

FIRST CLASS CARS.

Thirteen have been thoroughly repaired and repainted, their trucks have been rebuilt and additionally strengthened by the introduction of iron knees, and tension bolts and stouter timbers, new coal stoves and water coolers have been supplied also. Thirty more have had repairs, some slight and others heavy; these have all been varnished and re-touched up in their paint, and in some instances entirely repainted. The whole of this stock, with the exception of those first built by Fisher, Williams and Co., are in good order. The major portion of the expense of repairing passenger cars has hitherto arisen from the maintenance of the old stock, which were built by the above parties by contract; and, I regret, notwithstanding the outlay on them at different times, I cannot now report them to be in a very efficient condition, many of them, owing to their inferior construction, and the bad material put in them when built, are showing signs of incipient decay; I am therefore under the necessity of taking in most of them at once for immediate repairs, several of them will require to be made almost new, as the water has got into their joints, (from their exposure to all weathers) and brought on premature decay much quicker than I anticipated. Whilst upon this subject, I would beg respectfully to draw your attention to the very great expense we incur, over what ought to be our legitimate expenditure, in maintaining these cars, arising from their being constantly exposed to the severe and constantly changing climate of Canada. I have no doubt but the decay which has overtaken our old stock, has been very much accelerated from this cause; besides, to keep up the appearance of this class of cars, and to keep the weather from rotting the framing, I have to varnish and retouch up the paint of each car twice a year, at a cost of \$45 each, exclusive of painting, which costs \$120 once in eighteen months. Notwithstanding all this expense, the water cannot be efficiently kept out, as no paint will stand the extremes of the climate long. I am aware, in the present depressed state of our business, that some difficulty in providing the expense for constructing sheds would have to be encountered, yet the extra expense incurred by painting and varnishing to keep up appearances and preserve the stock, would, if sheds were built, pay for them in three years. Valuable stock like passenger cars cannot be too well taken care of. In England, where the climate is not so severe as it is here, passenger cars, when not in use, are always put under shelter; and I have found from experience that their durability entirely depends on their being sheltered, as no paint nor varnish will prevent their premature decay when exposed, and the expense arising from this will ultimately fall heavy on the Revenue. I trust you will excuse me for being thus

urgent on this important matter. I assure you my anxiety to have our stock kept in good order, and maintained as cheaply as possible, is my reason for bringing this statement before you for consideration.

SECOND CLASS OR EMIGRANT CARS.

These cars are all in good working order. Eight have undergone thorough repairs during the past half-year, and the rest have undergone slight repairs and painting where needed.

BAGGAGE AND POST OFFICE AND CONDUCTORS' CARS.

During the past half-year, the following cars of this stock have been renewed—viz., 2 large baggage cars, each fifty-six feet long, to replace two thirty-five feet which were worn out; 3 post office and baggage combined have been built, and one is now building, forty-five feet long, to replace one worn out. The rest of this stock is in good working order, and will, I anticipate, be cheaply maintained for some time to come.

BOX FREIGHT CARS.

These are generally in good working order. Six new ones have been constructed, to make up for as many broken up. During the past half-year, several important additions have had to be made to strengthen and keep them in order. The roofs, from their deficient construction at first, have latterly given away, damaging the covering, and thereby causing leakage. Most of them, however, have been strengthened and repainted, and 60 of them have had their roofs recovered with new canvas. The expense of keeping these roofs watertight is attended with great cost, both for material and workmanship. One cause of this is the bad material first used on them by the contractors. I have been compelled, during the past half-year, to strengthen the bearing and bunting springs of many of these cars by adding additional leaves to adapt them for heavy loads. It was likewise found necessary to add additional ladders and other fixings to each car for the security of the conductors and brakemen.

CATTLE CARS.

These cars (constructed by this company) during the past half-year have been kept fully at work, and are, with very few exceptions, in good order. They have made double the mileage, more than an equal number of any other class of freight cars on the road, and have notwithstanding been maintained at a much cheaper rate.

PLATFORM CARS.

These are in general good order. Twenty-five of the old stock have, during the past half-year, been thoroughly repaired, and one hundred of the others have received sundry repairs. The old stock of these are the most expensive to keep up, costing over 25 per cent to keep in order over the cars constructed by this company.

GRAVEL CARS.

The gravel car stock during the past half-year required very extensive repairs, they are fast wearing out; many of them will be required to be substantially repaired before they are put to work again. Since the repairs have been executed by the Car Department, the cost has been greatly reduced in maintenance, both in wages and material.

GENERAL STATEMENT.

During the past half-year we have renewed 220 cast wheels and 100 axles; I have likewise changed the axle-boxes in 200 cars. The inferior construction of the old axle-box caused a heavy expense to maintain it, besides wasting a great quantity of oil; under these circumstances I deemed it best to change them for a better box, which I have had made. When all our cars are fitted up with this axle-box, I calculate a great saving will be the result.

Our wheels are generally in good condition. There are some matters bearing upon this division of our stock to which I would beg to call your attention. We have, as you are aware, several kinds of wrought-iron wheels, many of which were originally very inferior, they have consequently been a continued source of expense for repairs; the spokes of these wheels being only cast into the hubbs, and having no connection with each other on their periphery gave way in working, I have therefore been under the necessity of welding them together with a ∇ piece of iron to keep them from falling to pieces; over 200 pairs have been done in this way, and many more require the same operation to wear them out. From my experience of wheels in this country, I have no hesitation to state that the English wheels will bear no comparison for cheapness and durability to a good cast-iron wheel made in this country; the latter are 25 per cent cheaper, first cost, and will last longer, are easier maintained, and will sell for more when worn out.

Regarding their comparative safety, I find we had during the hard winters of 1856 and 1857, six wrought-iron tyres thrown off their wheels through breaking at the weld, two on six-wheeled passenger cars and four on freight cars--and upwards of twenty cracked tyres; during the same period, we had five cast wheels broken on freight cars, and upwards of thirty cracked.

The damage done by cast-wheels breaking, was one truck broken to pieces and some slight damage to others.

The wrought-iron wheels which broke in six-wheeled passenger cars did no damage; those broken in the freight cars (with the exception of one truck not heavily damaged) did no harm.

Taking cheapness in the first instance, and maintenance in future, I would recommend that we wear out what wrought wheels we have and supply their places with cast; this will ultimately cheapen our maintenance in this branch of our rolling stock.

RENEWALS.

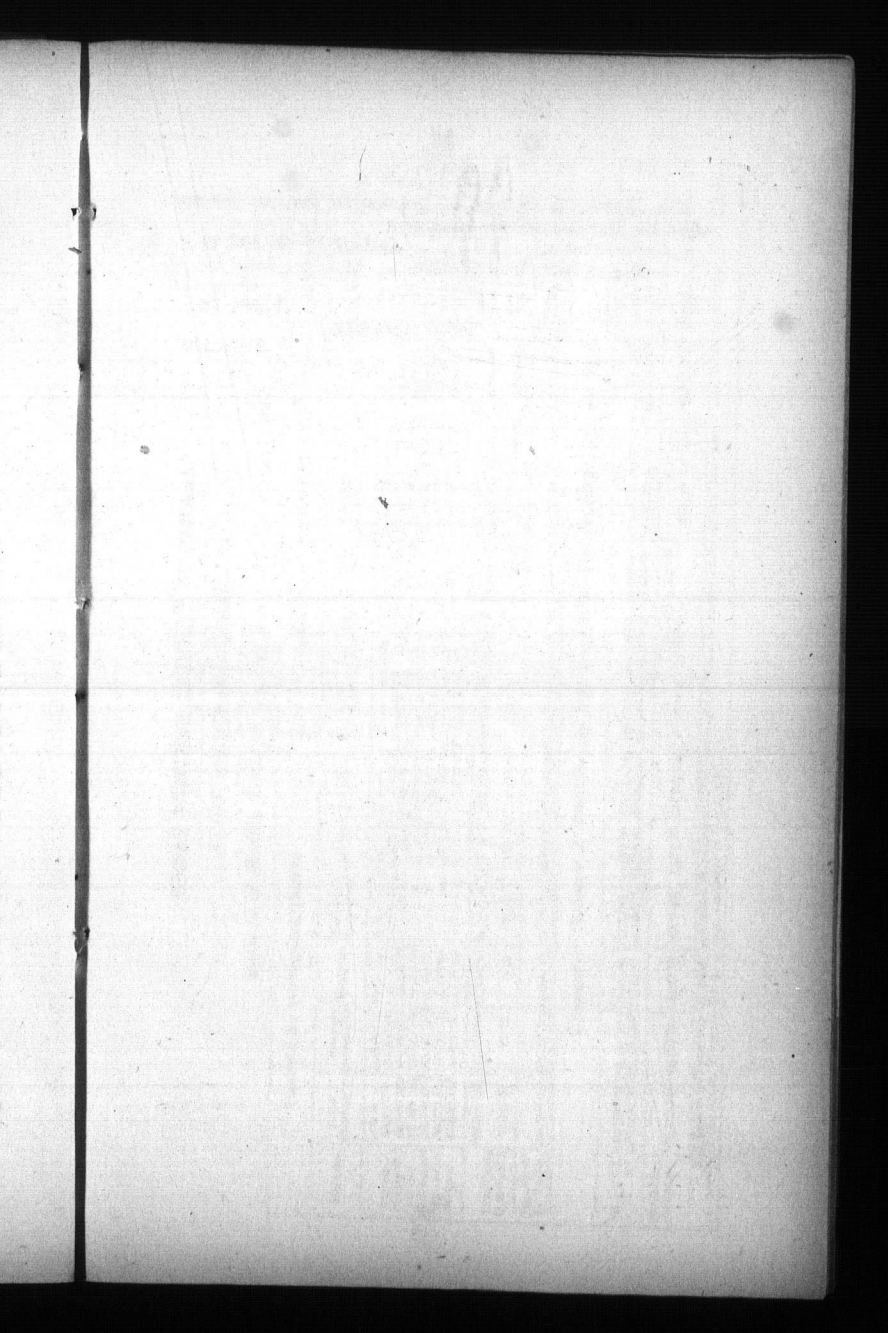
The following is the cost of renewals for the past half-year which has been charged to revenue, viz:--

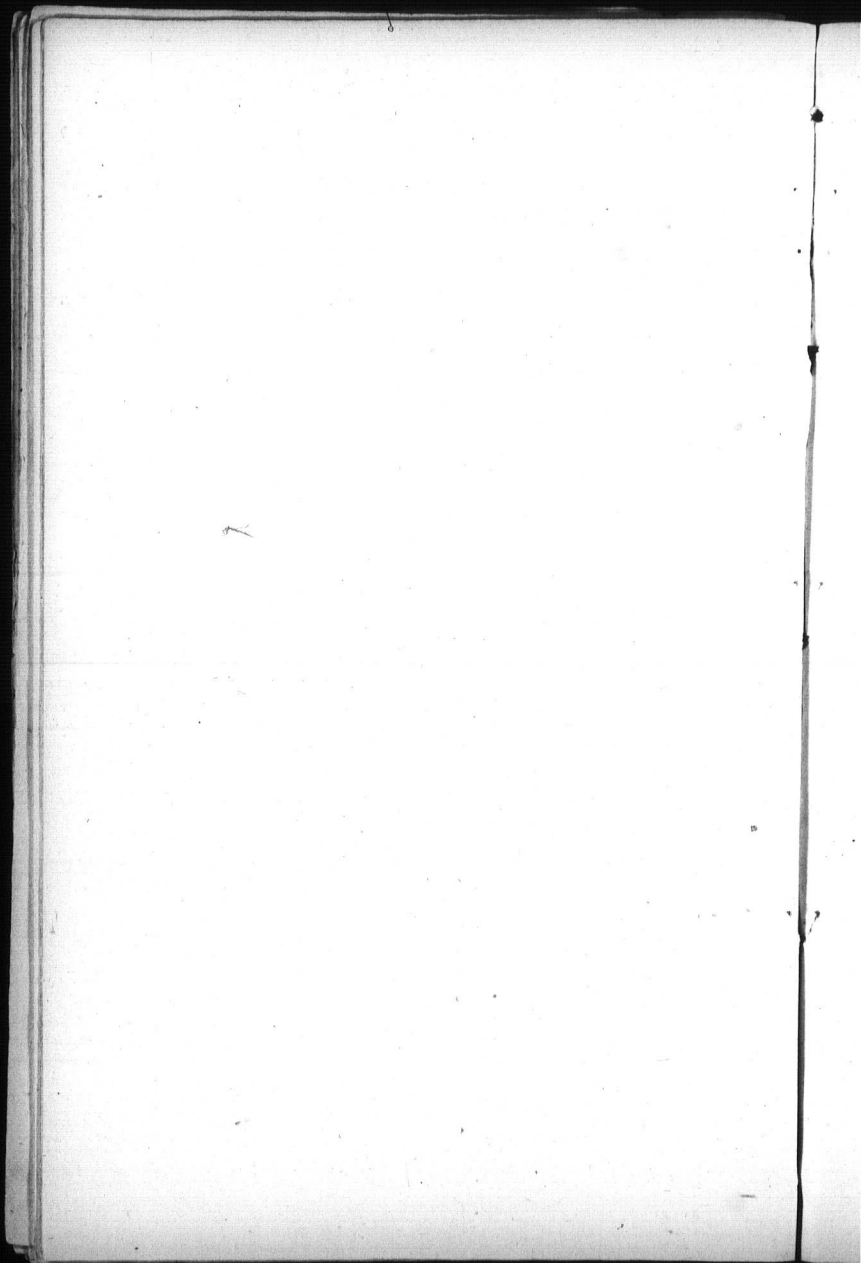
1--First class car	@ \$2,800 =	\$2,800 00
5--Baggage and Post Office cars. "	1,000 =	5,000 00

\$7,800 00

Yours respectfully,

S. SHARP.





GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 1.

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

MONTHS.	TRAFFIC BY PASSENGER TRAINS.					TRAFFIC BY FREIGHT TRAINS.					GRAND TOTAL.			
	Local Passengers	Foreign Passengers	Emigrants	Mails and Exp. Frt.	Sundries	Total.	Local Freight.	Foreign Freight.	Local L. Stock.	Foreign L. Stock.	Storage & Wh'ge	Total.	\$ & Cts.	Sterling.
	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	£ s. d.
August ...	36,976 79	2,734 42	4,694 17	1,499 61	114,408 82	171,135 54	8,144 54	2,432 53	10,430 85	116 25	39,249 16	153,657 98	2,273 11 12	
September ..	54,585 06	3,036 77	5,164 18	1,648 00	157,973 69	26,539 97	15,813 33	2,584 70	8,731 87	460 85	64,930 63	212,904 32	43,712 13 7	
October ..	43,433 75	86,634 60	1,754 35	1,040 38	140,342 03	28,941 79	15,689 08	2,919 40	16,242 82	2,034 13	62,708 35	203,050 34	41,722 13 7	
November ..	36,688 51	43,031 08	5,475 59	1,076 55	108,994 09	26,713 85	20,379 10	2,919 40	16,242 82	363 99	66,884 19	175,528 21	36,139 1 11	
December ..	31,266 54	43,062 12	1,879 55	1,074 85	54,963 69	23,481 16	39,843 67	2,839 87	7,918 32	1,477 66	75,189 90	160,144 69	32,806 3 6	
January ..	81,860 42	30,935 79	1,105 40	2,571 67	72,053 69	30,889 28	23,940 82	2,512 95	8,067 30	437 66	63,848 01	127,901 70	28,281 8 5	
Leas Traffic G. & Guelp'h	236,861 09	385,247 09	15,002 70	31,269 83	10,325 20	678,736 02	143,691 85	124,408 63	16,481 61	65,748 92	4,420 75	354,751 26	1,038,487 28	212,860 7 11
Total G. W.	4,092 30	68 87	1 24	920 21	131 92	5,214 04	4,919 27	57 97	29 78	5,000 02		5,000 02	10,214 06	2,068 15 7
R. Traffic.	232,768 79	355,178 72	15,001 46	30,379 72	10,193 28	673,621 98	138,779 08	124,408 63	16,423 64	65,748 92	4,390 96	349,751 23	1,023,273 21	210,261 12 4
<i>Comparative Statement of Totals for the Half-Years ended 31st January, 1859 and 1858.</i>														
Half-year 1859	232,768 79	355,178 72	15,001 46	30,379 72	10,193 28	673,621 98	138,779 08	124,408 63	16,423 64	65,748 92	4,390 96	349,751 23	1,023,273 21	210,261 12 4
do. 1858	307,089 06	425,767 30	27,134 95	32,765 17	12,105 63	807,822 12	157,412 11	135,023 31	12,145 68	66,610 38	5,982 50	425,176 97	1,353,019 09	283,360 1 5
Increase ..	74,300 26	43,588 58	12,133 49	2,385 45	1,912 35	134,200 13	18,633 03	68,614 68	4,274 96	861,44	1,591 54	75,425 73	209,745 87	£43,098 9 4
Decrease ..														

* The figures in Table No. 1, Half-year ended 31st January, 1859, included the Galt and Guelp'h Traffic for that half-year. The Totals here brought into comparison represent the Great Western Traffic proper, exclusive of Galt and Guelp'h.

GREAT WESTERN RAIL

AUDIT OFFICE—

A Comparative Statement showing the Earnings at each Station from ended 31st January.

STATIONS.	PASSENGERS AND SUNDRIES.		FREIGHT AND SUNDRIES.	
	1859.	1858.	1859.	1858.
	dollars c.	dollars c.	dollars c.	dollars c.
Suspension Bridge.....	172,708 94½	217,097 59½	82,826 95	81,833 44
Thorold.....	1,902 52	2,817 77½	811 54	1,357 29
St. Catharines.....	9,155 54½	11,464 02½	1,417 06	1,794 35
Jordan.....	689 34½	1,070 69½	26 68	358 74
Beamsville.....	1,025 57	1,417 21	113 08	227 58
Grimsby.....	1,469 72½	2,033 62½	407 39	429 53
Ontario.....	422 68	627 23	6 38	47 94
Hamilton.....	62,019 89½	88,692 85	17,015 14	20,693 72
" Wharf.....	.....	.....	16,606 61	15,225 14
Waterdown.....	721 17	836 87½	71 51	2,280 50
Wellington Square.....	1,634 55	1,899 41½	209 49	237 96
Bronte.....	1,824 92½	2,285 25½	254 86	623 86
Oakville.....	2,973 13	4,124 85½	204 43	453 79
Port Credit.....	2,332 85½	2,736 80½	251 97	398 68½
Mimico.....	5 1 59	689 83	43 85	13 11
Toronto.....	39,652 41½	56,848 87	11,832 09	15,994 84
Dundas.....	3,996 82	4,631 85½	1,863 09	1,789 23
Flamboro'.....	641 40½	823 92½	537 52	1,321 32½
Copetown.....	511 96½	746 22	903 21	1,781 96
Lynden.....	627 42	909 23	3,336 01	2,862 04
Harrisburg.....	2,245 52	3,080 62½	603 95	696 17
Braughton.....	459 86	497 85	522 36	113 31
Galt.....	5,170 16½	6,997 22½	5,187 08	7,202 80
Preston.....	2,474 36	4,406 31	4,077 71½	2,537 94½
Hespeler.....	468 87	508 24	1,973 65	2,132 49
Guelph.....	4,680 82	4,661 87½	7,428 57	1,721 15
Paris.....	34,609 33½	36,329 41½	23,159 06	17,479 21
Princeton.....	1,729 31½	2,140 89½	691 55	1,096 23
Arnolds.....	14 77½	268 75	735 50	683 78
Eastwood.....	374 92½	597 58	573 70	417 68
Woodstock.....	8,279 18½	10,572 50½	3,649 92	7,472 17
Beachville.....	1,058 64½	1,902 03	683 35	1,453 26
Ingersoll.....	8,179 86	11,070 42½	5,836 37	6,415 63
Edwardsburgh.....	896 89	1,171 30½	23 15	44 44
Waubuno.....	182 37½	217 16	1 15	107 18
London.....	30,827 18½	36,840 79½	15,629 71	26,600 85
Komoka.....	2,973 27½	2,898 68½	234 72	319 58
Strathroy.....	320 22	.....	28 86	.....
Watford.....	253 81½	.....	66 83	.....
Wanstead.....	176 54	.....	28 46	.....
Mandamin.....	64 87½	.....	8 41	.....
Sarnia.....	1,827 09½	.....	289 99	.....
Mt. Brydges.....	1,641 84½	2,800 78	684 35	1,250 85
Longwood.....	596 63	1,011 00	499 16	592 29
Glencoe.....	1,107 41½	1,139 23	301 20	279 19
Newbury.....	3,220 54	3,987 41½	1,014 07½	750 60
Bothwell.....	1,169 65	976 26½	713 63	147 41
Thamesville.....	1,484 27½	1,112 66	484 91	77 75
Vosburg.....	.....	25	.....	.....
Chatham.....	8,963 74½	10,917 00	1,880 70	2,096 35
Baptiste Creek.....	183 24½	170 68½	.....	.....
Belle River.....	900 40	1,173 40	49 13	26 22
Tecumseh.....	10 50	28 56½	.....	.....
Windsor.....	216,248 45½	230,936 85½	56,923 66	114,063 54
Mails and Express Freight.	31,299 93	33,414 48½	.....	.....
Less Galt & Guelph Traffic.	\$ 678,736 02½	813,494 39½	272,620 73	347,909 05½
	5,214 04	5,642 27½	4,942 05½	1,484 12½
Total G. W. R'y Traffic. . \$	673,521 96½	807,842 12	267,678 67½	346,417 93

WAY OF CANADA.

STATEMENT No. 2.

Passengers, Freight and Live Stock Traffic, forwarded for the Half-years 1859 and 1858.

LIVE STOCK.		TOTAL.					
1859.		1858.		1859.		1858.	
dollars	c.	dollars	c.	dollars	c.	dollars	c.
766	21	1,664	05	266,302	10½	300,495	08½
12	95	24	02½	2,727	01	4,199	09
26	21	97	36	10,498	81½	13,355	73½
.....	.....	3	00	716	02½	1,432	43½
.....	.....	9	25	1,138	65	1,653	99
4	73	2	10	1,881	81½	2,465	25½
.....	.....	.....	.....	429	06	675	17
360	18	308	04	79,395	21½	109,594	61
2	00	58	46	16,608	61	16,283	60
13	68	9	62	806	36	3,126	99½
21	37	16	06	1,865	41	2,153	43½
33	50	20	58	2,113	28½	2,829	60½
110	42	64	24	3,287	98	4,642	88½
92	04	36	82½	2,676	86½	3,172	31½
7	35	.....	.....	632	79	602	94
553	28	1,096	90	62,037	78½	73,940	61
29	60	29	27	5,889	51	7,443	33½
2	00	4	44	1,080	82½	2,149	69
19	22	22	15	1,434	39½	2,550	33
17	10	3	00	3,980	53	3,775	17½
31	66	57	38	2,581	13	3,534	17½
.....	.....	.....	.....	982	22	616	16
611	63	49	97	10,968	87½	14,249	90½
20	39	35	41	6,572	46½	6,979	66½
30	05	.....	.....	2,471	57	2,641	75
187	35	72	11	12,296	75	6,455	13½
646	39	469	91	58,414	78½	54,278	53½
71	54	24	89	2,492	40½	3,262	01½
.....	.....	.....	.....	748	27½	952	53
17	70	.....	.....	966	32½	1,015	26
701	55	262	55	12,630	65½	15,307	22½
173	26	33	38	1,815	25½	3,388	87
1,050	25	569	19	15,066	48	18,055	24½
.....	.....	.....	.....	920	04	1,215	74½
55	00	4	70	188	82½	329	C 4
6,988	10	3,304	79	53,444	99½	68,746	43½
795	60	661	53	4,003	59½	3,979	79½
.....	.....	.....	.....	349	08	.....	.....
.....	.....	.....	.....	320	64½	.....	.....
.....	.....	.....	.....	204	00	.....	.....
.....	.....	.....	.....	73	28½	.....	.....
.....	.....	.....	.....	2,117	08½	.....	.....
600	67	93	50	2,826	86½	4,145	13
160	88	3	40	1,296	67	1,606	69
937	25	75	62	2,345	86½	1,494	04
257	59	866	11½	4,492	20½	5,603	12½
13	76	6	37	1,897	04	1,130	04½
146	25	25	13	2,115	43½	1,215	54
.....	.....	.....	.....	.....	.....	25	.....
1,369	18	660	82	12,213	62½	13,674	17
.....	.....	.....	.....	183	24½	170	63½
11	25	9	72	960	78	1,309	34
.....	.....	.....	.....	10	50	28	56½
65,281	39	68,146	00½	338,453	50½	413,746	40
.....	.....	.....	.....	31,299	93	33,414	48½
82,230	53	78,901	76	1,033,487	28½	1,240,183	21
57	97	42	72	10,214	06½	7,169	12
82,172	56	78,759	04	1,023,273	21½	1,233,019	09

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 3.

A Comparative Statement showing the number of Passengers Outwards and Inwards at each Station, for the Half-years ended 31st January 1859 and 1858.

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1859.	1858.	1859.	1858.
Suspension Bridge.....	40,628½	58 538	41,110½	48,246½
Thorold.....	1,931	2,617	1,751	1,868
St. Catharines.....	8,366	10,517½	8,291	10,510
Jordan.....	1,297	1,695	1,180½	1,504½
Beamsville.....	1,548½	1,961½	1,413	1,846½
Grimsby.....	1,974½	2,566	1,913	2,526
Ontario.....	713	882½	685½	789
Hamilton.....	37,438½	51,538½	37,158	51,088
Waterdown.....	1,283	1,913½	1,247½	1,858½
Wellington Square.....	2,680	3,558½	2,475	3,427
Bronte.....	2,800	3,465½	2,690½	3,386
Oakville.....	4,801	6,036½	4,755½	5,829½
Port Credit.....	4,130	4,401	4,007	4,309
Mimico.....	2,575½	1,876½	2,263	1,569
Toronto.....	38,922½	43,330½	39,221	41,807
Dundas.....	5,897½	7,071½	5,672½	6,788
Flamboro.....	798½	1,172½	721½	1,149½
Copetown.....	671½	1,277½	611	1,056
Lynden.....	815½	1,441½	785	1,317
Harrisburgh.....	2,840	4,363	2,804½	4,385½
Branchton.....	956½	1,010½	872	879
Galt.....	5,895	9,052½	5,701	9,002½
Preston.....	2,741	5,901	2,905	6,359
Hespeler.....	985	1,169½	891	1,123
Guelph.....	8,895	4,078½	4,295½	4,591
Paris.....	17,810½	31,739	17,131½	30,629
Princeton.....	2,001½	2,692½	1,865½	2,695½
Arnolds.....	14	443	7	498
Eastwood.....	517	1,031	408	1,150½
Woodstock.....	7,715	11,924	7,714	11,952½
Beachville.....	1,472½	3,018½	1,406	2,779½
Ingersoll.....	7,359	11,348½	7,343	11,532½
Edwardsburgh.....	1,104	1,910½	849	1,944
Waubano.....	147	399	130	373½
London.....	18 380	23,505	17,707½	24,274½
Komoka.....	3,239	3,612½	3,887	3,777½
Strathroy.....	289½	.....	308	.....
Watford.....	193	.....	183	.....
Wanstead.....	137	.....	133	.....
Mandaamin.....	65	.....	71½	.....
Sarnia.....	710½	.....	809	.....
Mount Brydges.....	1,863	3,416½	1,339	3,603
Longwood.....	845½	1,407½	817½	1,366½
Glenora.....	1,175	1,084	1,103	985
Newbury.....	2,837½	8,532½	3,122	3,852
Bothwell.....	1 338	1,506½	1,335	1,469
Thamesville.....	1,262	1,003½	1,262	966½
Vosburg.....	.....	1	.....	1
Chatham.....	4,572½	5,704	4,780½	6,225½
Baptiste Creek.....	187	200½	276	269
Bell River.....	1,020½	1,586½	1,109½	1,718½
Tecumseh.....	22	68½	21	24
Windsor.....	39,119½	45,960	41,337	59,164½
Totals.....	292,020½	368,966½	292,020½	368,886½

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 4.

A Comparative Statement showing the number of Tons of Freight, Outwards and Inwards, at each Station, for the Half-years ended 31st January 1859 and 1858.

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1859.	1858.	1859.	1858.
Suspension Bridge.....	17,166	15,482	10,695	24,577
Thorold.....	225	963	732	481
St. Catharines.....	285	506	1,130	707
Jordan.....	6	93	16	8
Beamsville.....	24	63	60	108
Grimsbv.....	424	173	90	98
Ontario.....	2	21	11	19
Hamilton.....	4,595	5,595	6,834	5,247
" Wharf.....	7,039	5,681	12,564	13,471
Waterdown.....	20	1,531	110	2,594
Wellington Square.....	110	66	1,300	194
Bronte.....	102	217	515	410
Oakville.....	50	124	138	323
Port Credit.....	71	222	184	166
Mimico.....	8	2	2	1
Toronto.....	2,470	2,568	6,694	12,549
Dundas.....	690	967	783	1,157
Flamboro.....	582	947	12	41
Copetown.....	496	1,255	2	26
Lynden.....	2,650	2,238	19	48
Harrisburgh.....	394	471	69	139
Branchton.....	257	77	22	27
Galt.....	3,209	2,855	1,763	2,017
Preston.....	1,946	1,016	575	2,528
Hespeler.....	795	748	560	217
Guelph.....	3,342	508	2,065	1,191
Paris.....	7,957	6,294	8,201	7,433
Princeton.....	562	730	70	75
Arnolds.....	734	614	3	10
Eastwood.....	415	343	22	32
Woodstock.....	1,623	3,274	984	1,418
Beachville.....	196	447	95	302
Ingersoll.....	2,947	2,986	1,123	1,144
Edwardsburgh.....	2	41	13	21
Waubano.....	.....	14	12	53
London.....	5,229	8,211	6,480	6,309
Komoka.....	82	105	1,928	118
Strathroy.....	9	.....	36	.....
Watford.....	16	.....	23	.....
Wanstead.....	5	.....	34	.....
Mandaamin.....	1	.....	2	.....
Sarnia.....	57	.....	179	.....
Mount Brydges.....	285	504	153	441
Longwood.....	210	298	49	60
Glenceo.....	99	100	218	111
Newbury.....	211	237	380	366
Bothwell.....	267	24	145	170
Thamesville.....	319	19	130	86
Chatham.....	358	456	1,332	683
Baptiste Creek.....	.....	.....	7	10
Belle River.....	17	10	146	147
Tecumseh.....	.....	.....	.....	1
Windsor.....	16,458	32,316	16,312	14,099
Totals.....	85,022	101,433	85,022	101,433

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 5.

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

STATIONS.	DESCRIPTION OF LIVE STOCK.					Total No. of Head	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1859.	1858.
Suspension Bridge.	94	85	3	102	4	288	595
Thorold	2	1	1	3	..	7	32
St. Catharines	6	1	..	4	1	12	27
Jordan .....	..	..	..	..	..	..	2
Beamsville .....	..	..	..	..	..	..	1
Grimsby .....	..	3	2	10	..	15	1
Hamilton	71	174	1	18	14	278	547
" Wharf	1	..	..	..	..	1	50
Waterdown .....	..	9	..	..	..	9	8
Wellington Square.	1	5	..	13	..	19	18
Bronte	4	21	1	30	5	61	63
Oakville	3	7	..	10	216	236	38
Port Credit	11	35	..	95	1	142	29
Mimico	1	..	..	8	..	9	..
Toronto	57	83	2	232	7	381	926
Dundas	1	8	..	..	..	9	22
Flamboro'	2	..	..	..	..	2	1
Copetown	3	1	..	..	..	4	12
Lynden	1	1	..	..	..	2	1
Harrisburgh	2	10	..	42	..	63	23
Galt	1	326	1	1,170	..	1,498	106
Preston	1	17	..	..	..	18	24
Hespeler .....	..	25	..	..	..	25	..
Guelph	4	119	2	88	1	214	122
Paris	32	110	..	1,639	2	1,783	776
Princeton	4	14	..	34	..	62	19
Eastwood .....	..	..	..	97	1	98	..
Woodstock	25	300	6	519	108	1,048	215
Beachville	9	116	..	243	..	368	28
Ingersoll	12	769	2	761	964	2,508	1,221
Waubuno .....	..	25	..	12	..	37	7
London	82	3,499	31	2,626	1,422	7,660	490
Komoka	9	458	3	..	..	470	..
Mt. Brydges	3	210	..	84	125	422	102
Longwood	8	45	..	..	140	203	5
Glencoe	2	428	1	9	193	633	23
Newbury	4	55	..	232	..	291	579
Bothwell	1	2	..	..	..	3	3
Thamesville	5	..	..	252	..	257	77
Chatham	34	437	8	293	466	1,238	273
Belle River	2	..	..	..	..	2	4
Windsor	143	18,494	2	10,478	85,591	114,708	96,325
Totals	641	25,903	66	19,104	89,360	135,074	105,546

Comparing Statement of Totals for the Half-years ended 31st January, 1859 & 1858

Half-year, 1859	641	25,903	66	19,104	89,360	135,074	..
Ditto 1858	808	12,949	85	19,354	72,350	105,546	..
Increase .....	..	12,954	..	..	17,010	29,528	..
Decrease	167	..	19	250	..	..	..

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 6.

A Statement showing the Number of Passengers conveyed Monthly for the Half-year ended 31st January, 1859.

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign	Emig'ts.	Total.	
August	16 946½	7,198	24,144½	17,233	5,646	1,623	24,502	48,646½
September	25,891	8,563½	34,454½	26,197½	8,738	1,625	36,560½	71,015
October	19,184½	7,802	26,986½	19,158	8,129	1,689½	28,966½	55,973
November	15,653	6,232½	21,885½	15,533½	5,213½	1,437	22,184½	44,070
December	14,733	4,777	19,510	14,747	3,434	920½	19,101½	38,611½
January	13,532½	3,185½	16,718	13,850	2,632½	504	16,986½	33,704½
Totals	105,940½	37,758½	143,699	106,719	33,793	7,809½	148,321½	292,020½

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

Half-year, 1859	105,940½	37,758½	143,699	106,719	33,793	7,809½	148,321½	292,020½
Do. 1858	142,161½	41,392½	183,554	145,170½	45,176½	14,485½	204,832½	388,366½
Increase .....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease	36,221	3,634	39,855	38,451½	11,383½	6,676	56,511	96,366

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 7.

A Statement showing the Number of Tons of Freight conveyed Monthly for the Half-year ended 31st January, 1859.

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign	Total.	
August	4,175	331	4,506	3,194	1,706	4,900	9,406
September	7,047	685	7,732	3,844	3,465	7,302	15,034
October	7,488	892	8,380	5,791	2,900	8,691	17,071
November	4,403	1,686	6,089	4,575	3,092	7,667	13,756
December	3,503	7,042	10,545	3,720	2,741	6,461	17,006
January	3,924	4,424	8,348	2,603	1,798	4,401	12,749
Totals	30,540	15,060	45,600	23,727	15,695	39,422	85,022

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

Half-year, 1859	30,540	15,060	45,600	23,727	15,695	39,422	85,022
Do. 1858	35,351	23,343	63,694	23,531	14,208	37,739	101,433
Increase .....	.....	.....	.....	.....	.....	.....	.....
Decrease	4,811	13,283	18,094	196	1,487	1,683	16,411

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 8.

A Statement showing the Earnings of Trains from Passenger Traffic, as per the Undermentioned particulars, for the Half-year ended 31st January, 1859.

GOING EAST.

DESCRIPTION OF TRAINS.	AVERAGE EARNINGS PER TRIP.			Total Average Earnings per Trip per Mile.
	LOCAL.	FOREIGN.	TOTAL.	
	dollars. c.	dollars. c.	dollars. c.	dollars. c.
Morning Express	251 43½	305 64	557 07½	2 17½
Day Express	271 70½	455 71½	713 42	2 42½
Night Mail	174 00½	680 93½	754 94	2 08½
Accommodation	210 89	48 57½	259 46½	1 40½
Mixed	25 33½	.. ..	25 33½	20½

GOING WEST.

DESCRIPTION OF TRAINS.	AVERAGE EARNINGS PER TRIP.			Total Average Earnings per Trip per mile.
	LOCAL.	FOREIGN.	TOTAL.	
	dollars. c.	dollars. c.	dollars. c.	dollars. c.
Morning Express	246 74	244 41	491 15	1 74½
Day Express	202 10½	385 06	587 16½	2 19½
Night Mail	118 41½	463 87	582 28½	2 22½
Accommodation	153 48½	32 67	186 15½	1 01½
Mixed	35 18½	.. ..	35 18½	30
Emigrant .....	.. ..	.. ..	91 78	40

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 9.

A Statement showing the Description of Freight forwarded from each Station, for the half-year ended 31st January, 1859.

STATIONS.	No. of BARRELS.		No. of BUSHELS.			LUMBER Feet.	Pork in the Hog. Tons.	Merchandise not enumerated in the foregoing Tons.
	FLOUR.	PORK.	Wheat, Corn & Rye.	Oats.	Barley.			
Suspension Bridge						50,000		17,116
Thorold								225
St. Catharines						92,000		198
Jordan								6
Beamsville						4,000		17
Grimsby			411			8,000		404
Hamilton	326		1,279	195	1,774	39,500		2
Hamilton Wharf	3,614		33,974					4,462
Waterdown								5,502
Wellington Square						7,000		13
Bronte	255		261			78,000		41
Oakville						16,000		55
Port Credit								71
Mimico					540	8,000		60
Toronto	848							6
Dundas		60						2,216½
Flamboro						13,800		661
Copetown						672,000		17
Lynden						676,000		5
Harrishburg						2,118,000		11
Branchton	914		10,544½	120	1,627			27
Galt	17,012		3,567	192	897½	32,000		2
Preston	6,628		8,438	1,621	14,362	32,000		497
Hespeler	2,920		10,096½	2,229	2,196	370,400		416
Guelph	7,187							448
Paris	25,708		17,608	32,937	2,190½		30	1,046
Princeton			14,049	299	8,625	501,000	44	4,052
Arnolds			2,789½	1,137½	450	322,000		124
Eastwood	17		411	457	155	545,000		20
Woodstock	4,445		25,380	3,779½	1,951	243,000		330
Beachville	370		800	325	1,206½		8	97
Ingersoll	6,505	14	8,876	2,292	3,316	1,341,160	38	381
Edwardsburgh								2
Wauburn								
London	4,788	157	72,553	6,236	3,628	80,000	266	2,016
Komoka			93			12,000		67
Strathroy								9
Watford								14
Wanstead						8,000		5
Mandaamin								1
Sarnia								57
Mt. Brydges								50
Longwood						128,000		179
Glencoe						27,396		25
Newbury			521			68,000		102
Bothwell			638			83,000		29
Thamesville						170,200		24
Chatham					272½	274,615		358
Belle River	1							17
Windsor	35,561	13249	30,867	246			922	9,819
Total	116,994	13480	243,705½	51,965½	42,622	8,288,671	1,326	51,297½

Comparative Statement of Totals for the Half-Years ended 31st Jan., 1859 & 1858.

Half-Year, 1859	116,994	13480	243,705½	51,965½	42,622	8,288,671	1,326	51,297½
do. 1858	321,134	8269	339,630½	20,006	14,058	10,077,750	848½	42,414½
Increase		6211		31,959½	28,564		987½	8,583
Decrease	204,140		95,925½			1,789,079		

WAY OF CANADA.

STATEMENT No. 10.

Half-year ended 31st January, 1859.

Toronto Bra'h Earnings		Harrisburg and Galt Branch Earnings		Galt and Guelph Branch Earnings		* Sarnia Branch Earnings, 31 days		Total Average Earnings Per Mile for Half-year.
For 38 Mi's	Per Mile.	For 12 Ms	Per Mile.	For 15 Mls	Per Ml	For 51 Mi	Per Mi	
dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.
49,704 25	1,308 00½	5,059 15	421 59½	4,073 90	271 59½	2,352 30	44 16½	.....
6,950 65	182 91	120 70	10 05½	18 40	1 22½	158 22	3 10	.....
13,161 41	346 35½	99 86	8 32	63 37	4 55½	.....	.....	.....
697 17	18 08½	1 52	12½	1 24	09½	.....	.....	.....
1,906 07	50 15½	601 91	50 15½	752 39	50 15½	.....	.....	.....
.....
787 94	20 78½	186 55	15 54½	167 82	11 18½	79 20	1 55½	.....
.....
1,058 21	27 84½	130 76	10 89½	131 92	8 79½	100 99	1 98	.....
.....
74,255 70	1,954 09	6,200 45	516 69½	5,214 04	347 59½	2,590 71	50 79½	1,967 35
10,262 84	270 07½	7,929 95	660 82½	4,904 50	326 96½	674 06	13 21½	.....
3,040 88	80 02½	.....	.....	.....	.....	.....	.....	.....
127 97	3 36½	13 53	1 12½	7 77	51½	6 80	13½	.....
.....
101 41	5 03½	5 93	49½	4 49	29½	4 75	09½	.....
.....
1,792 58	47 17½	91 56	7 63	42 68	2 84½	1 75	03½	.....
.....
6 66	17½	75	06½	33	02	.....	.....	.....
.....
273 72	7 20½	56 15	4 67½	6 46	43	.....	.....	.....
.....
22 30	58½	6 76	56½	4 01	26½	.....	.....	.....
.....
23 11	60½	6 44	58½	29 78½	1 98½	.....	.....	.....
.....
15,741 47	414 24	8,111 07	675 91½	5,000 02½	333 32½	687 36	13 47½	1,028 26
73,107 71	1,923 87½	14,210 14	1,184 16½	10,144 45½	676 23½	3,278 07	64 26½	.....
16,889 46	444 45½	101 38	8 44½	69 61	4 64	.....	.....	.....
89,907 17	2,368 33	14,311 52	1,192 61	10,214 06½	680 92½	3,278 07	64 26½	2,995 61
.....
.....

* Sarnia Branch opened on Monday, December 27th, 1858.

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 11.

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

MONTHS.	Main Line 229 miles.	Toronto Branch, 38 miles.	Galt Branch 12 miles.	Guelph Branch. 15 miles.	Sarnia Branch 51 miles	Total. 345 miles.	Monthly Totals.	Sterling.
AUGUST.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	£ s. d.
Local Passengers.	30,844 66½	8,242 47	1,019 23	828 77	.....	40,935 13½		
Do. Merchandise	17,204 90	1,211 68	814 07	443 42	.....	19,674 07		
Thro' Passengers.	71,184 54½	2,255 35	20 85	12 94	.....	73,473 63½		
Do. Merchandise	19,466 71½	118 38	.....	.....	.....	19,575 09½		
	138,690 82½	11,827 88	1,854 15	1,286 13	.....	153,657 98½	153,657 98½	31,573 11 1½
SEPTEMBER.								
Local Passengers.	41,091 89	15,712 05	1,221 60	885 26	.....	68,910 80		
Do. Merchandise	25,615 34½	1,843 53	1,448 14	678 61	.....	29,585 62½		
Thro' Passengers.	85,785 66½	3,265 45	20 61	11 17	.....	89,062 89½		
Do. Merchandise	26,042 97½	302 03	.....	.....	.....	26,345 00½		
	187,515 87½	21,123 06	2,690 35	1,675 04	.....	212,904 82½	212,904 82½	43,747 9 4½
OCTOBER.								
Local Passengers.	34,807 03½	11,166 16	1,014 99	884 71	.....	47,872 89½		
Do. Merchandise	29,572 87	1,983 07	1,666 21	956 22½	.....	34,178 07½		
Thro' Passengers.	89,086 61½	3,349 00	20 59	12 93	.....	92,469 13½		
Do. Merchandise	28,162 28	378 00	.....	.....	.....	28,530 28		
	181,618 60	16,876 23	2,701 79	1,853 86½	.....	203,050 38½	203,050 38½	41,722 13 7½
NOVEMBER.								
Local Passengers.	30,324 73½	8,776 69	969 77	870 61	.....	40,941 80½		
Do. Merchandise	24,776 45	2,631 64	1,696 73	902 42	.....	29,897 24		
Thro' Passengers.	65,536 60½	2,192 15	12 76	10 77	.....	68,052 28½		
Do. Merchandise	36,303 18½	633 77	.....	.....	.....	36,936 95½		
	167,240 97½	14,234 25	2,569 26	1,783 80	.....	175,828 28½	175,828 28½	36,129 1 11½
DECEMBER.								
Local Passengers.	26,968 07	8 466 42	939 49	849 99	528 00	37,751 97		
Do. Merchandise	22,351 41½	2,667 70	1,305 73	1,030 72	163 24	27,418 80½		
Thro' Passengers.	46,472 79½	1,711 22	14 65	13 08	.....	47,211 72½		
Do. Merchandise	46,917 60½	844 49	.....	.....	.....	47,762 09½		
	141,709 88½	13,689 83	2,269 87	1,893 77	691 24	160,144 69½	160,144 69½	32,906 8 5½
JANUARY.								
Local Passengers.	25,267 82½	8,048 33	833 99	825 09	2,062 71	37,133 04½		
Do. Merchandise	18,673 98½	2,462 97	1,290 19	938 63	524 12	23,539 89½		
Thro' Passengers.	33,924 65	1,076 41	11 82	8 74	.....	34,920 65		
Do. Merchandise	31,243 91	764 21	.....	.....	.....	32,006 12		
	108,910 39½	12,345 92	2,236 10	1,822 46	2,586 83	127,901 70½	127,901 70½	26,281 3 5
Total . . . \$	915,686 45½	89,997 17	14,811 62	10,214 06½	3,378 07	1,033,487 28½	1,033,487 28½	212,360 7 11½
Less Galt and Guelph Railway Traffic.....							10,214 06½	2,098 15 7½
Total Traffic Great Western Railway							\$ 1,023,273 21½	210,261 12 4½

N. B.—The Passenger Earnings include Mails and Parcels, and the Merchandise include Live Stock.

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GREAT WESTERN RAILWAY OF CANADA.

NOTICE is hereby given, that the Adjourned Half-yearly General Meeting of the Shareholders in this Company will be held at the Offices of the Company, in Hamilton, Canada West, on Tuesday, the 3rd day of May, next, at 12 o'clock, at noon, precisely, for the purpose of receiving a Report from the Directors for the half-year ending 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 that period, and for the transaction of other business.

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

By order of the Board of Directors,

W. C. STEPHENS,
Secretary.

COMPANY'S OFFICES,
Hamilton, April 14th, 1859. }

GREAT WESTERN RAILWAY OF CANADA.

NOTICE is hereby given, that the Directors have made a call of £2 8s. 0d. Currency, or \$9.60 per Share, on all the new Shares in the Company's Stock, and declared the same payable on or before the 30th day of April next, at the Commercial Bank of Canada

No Share will be transferred, nor any dividend paid on any Shares held by a Proprietor who has neglected to pay this call Interest at the rate of 7 per cent. per annum, will be charged on all sums remaining unpaid after the said 30th April.

By order,

W. C. STEPHENS,
Secretary.

Hamilton, C. W., 29th March, 1859.

P R O C E E D I N G S
AT A
General Meeting of the Proprietors
OF THE
G R 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,

Adjourned from the Half-yearly Meeting on the 11th March, 1859, and held at the Company's Offices in Hamilton, Canada West, on Tuesday, the 3rd May, 1859.

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

The Advertisement calling the Meeting was read.

The Minutes of the Adjourned Half-yearly General Meeting of Proprietors, held at the Company's Offices, Hamilton, Canada West, on the 2nd November, 1858, and of the Half-yearly General Meeting, held at the same place, on the 11th March, 1859, were read and confirmed.

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

It was proposed by the Chairman, seconded by Mr. LIVINGSTONE, and unanimously Resolved,—

“That the Report and Accounts for the Half-year ended 31st Jan., 1859, this day submitted, be received and adopted, and that a dividend at the rate of 3 per cent. per annum be declared, payable on Tuesday, the 10th May, inst., on all shares registered on the Canadian Books when closed for the purposes of this Meeting.”

It was proposed by Mr. TOTTEN, seconded by Mr. ALLCHIN, and unanimously Resolved,—

“That the thanks of the Proprietors be given to the Directors for their able and satisfactory management of the affairs of the Company.”

A true Extract from the Minutes.

W. C. STEPHENS,
Secretary.

COMPANY'S OFFICES,
Hamilton, Canada West, 4th May, 1859.