

No. 24.

Great Western Railway of Canada.

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REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING JANUARY 31, 1866:

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.,

*To be submitted to a Meeting of Shareholders to be held in  
London on Wednesday, 4th April, 1866.*

LONDON:

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

1866.

**G**REAT WESTERN RAILWAY OF CANADA.—NOTICE  
IS HEREBY GIVEN, that the HALF-YEARLY MEETING of  
Shareholders is appointed to be held on WEDNESDAY, April 4th, 1866, at  
the London Tavern, Bishopsgate Street, London, England, at Twelve o'clock  
precisely, for the purpose of submitting a report and general statement of  
accounts for the half-year ending 31st January last ; and for the transaction  
of other business.

And Notice is further given, that the Books kept at this office for the  
Registration of Shares will be Closed on and from March 21st, to the day of  
meeting, both days inclusive, and transfers cannot be received between those  
dates.

By Order,  
BRACKSTONE BAKER, Secretary.

126, Gresham House, Old Broad Street, London, February 7, 1866.

# Great Western Railway of Canada.

## LIST OF THE DIRECTORS.

1865-1866.

### *President.*

MR. ALDERMAN DAKIN, Creechurch Lane, London.

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

ALLAN GILMORE, Esq., Putney.

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

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

CHARLES HUNT, Esq., London, Canada West.

DONALD MACINNES, Esq., Hamilton, Canada West.

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

PAUL MARGETSON, Esq., Clapham Common.

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

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

### *Ex-officio Director.*

THE MAYOR of Hamilton, Canada West.

### *Auditors.*

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

SIDNEY SMITH, Esq., 31, Bush Lane, London.

### *General Manager.*

THOMAS SWINYARD, Esq., Hamilton, Canada West.

### *Treasurer.*

JOSEPH PRICE, Esq., Hamilton, Canada West.

### *London Offices.*

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

MR. BRACKSTONE BAKER, *Secretary.*

MR. WALTER LINDLEY, *Registrar.*

**THE GREAT WESTERN****ACCOUNT****Capital Account, showing the Receipts and Expenditure of****RECEIPTS.**

Total Receipts to  
31st Jan., 1896.  
Sterling.  
£ s. d.

**TO ORIGINAL SHARE ACCOUNT—**

For amount received on 125,950 shares (including 34,351 new shares paid up in full and converted into original shares), viz.:-

On 124,153 shares on English Register, at £20. 10s. sterling per share ..... £2,545,136 10 0

On 1,797 shares on Canadian Register at \$100 per share, converted at 109½ per cent. exchange ..... 36,924 13 2  
2,582,061 3 2

**TO NEW SHARE ACCOUNT—**

For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 43,750 new shares (after deducting the 34,351 new shares paid up in full and converted into original shares), viz.:-

On 43,573 shares on English Register at £18 sterling per share 784,314 0 0

On 177 shares on Canadian Register at \$87.00 per share, converted at 109½ per cent. exchange ..... 3,156 0 0

787,500 0 0

1,757 10 0

Less amount of arrears on 3rd, 4th, 5th and 6th calls .....

785,742 10 0

4,340 0 0

For amount received in anticipation of future calls on new shares

790,082 10 0

Total amount received on account of share capital to 31st January, 1896 £3,372,143 13 2

**TO PERPETUAL 5 PER CENT. DEBENTURE STOCK—**

For amount received on this account ..... 46,700 0 0

**TO BOND ACCOUNT—**

Bonds bearing 6 per cent. interest due 1873..... 488,200 0 0

“ ” “ ” 1876..... 127,000 0 0

“ bearing 5½ per cent. “ ” 1877..... 485,000 0 0

“ ” “ ” 1878..... 62,000 0 0

Bonds bearing 5 per cent. “ ” 1881..... 1,000 0 0

1,163,200 0 0

TO GOVERNMENT LOAN—Balance..... 573,687 15 0

£5,155,731 8 2

**Total Receipts on Capital Account during the half-year.**

Receipts from calls and payments in full on new shares, &c..... £9,381 12 1

# RAILWAY COMPANY OF CANADA.

No. 1.

*the Company on Capital Account to 31st January, 1866.*

## EXPENDITURE.

	Total Expenditure to 31st Jan., 1866. Sterling.	
	£	s. d.
By Total Amount expended on Capital Account to 31st July, 1865, as per last Report .....	4,889,366	17 9
Expended during the six months ending 31st Jan., 1866.		
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.		
Land, Works, Permanent Way, and all incidental charges .....	1,389	16 10
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron .....	3,488	10 2
ations, Warehouses, Wharves, &c. ....	3,853	9 3
Water Service in Hamilton Station Yard .....	566	4 2
Mechanical Buildings .....	909	2 2
Telegraph account .....	123	3 8
Cost of "fish-jointing" 6 miles of rails .....	431	10 2
New Car Ferry Boat .....	14,026	18 3
Toronto Esplanade Account .....	4,149	12 11
Erie and Niagara Railway .....	3,382	2 9
Rolling Mill at Hamilton .....	505	5 3
Third Rail Account .....	303	14 2
	32,526	8 9
Total .....	24,901,893	6 6
By Detroit and Milwaukee Railroad Company—		
Loan (including Funded Interest to October 24th, 1860, \$900,000) .....	250,000	0 0
	25,151,893	6 6
By Balance carried to Account No. 4 .....	3,538	1 8
	25,155,731	8 2

**THE GREAT WESTERN****ACCOUNT***Revenue Account of the Great Western Railway*

Half-year ended 31st Jan., 1885.	RECEIPTS.	Half-year ended 31st Jan., 1886
£ s. d.		£ s. d.
143,776 17 6	To Amount for the carriage of 421,072 Passengers ... ..	190,836 15 3
10,348 11 4	Ditto ditto Mails and Sundries ... ..	14,294 6 6
157,573 19 7	Ditto ditto Freight and Live Stock ... ..	181,071 5 7
<u>311,996 8 4</u>		<u>386,202 7 4</u>
730 2 6	Ditto ditto Rents ... ..	836 18 9
<u><u>£312,729 10 10</u></u>		<u><u>£387,039 6 1</u></u>

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

# RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada for the Half-year ended 31st January, 1866.

Half-year ended 31st Jan., 1866.		Per Cent. on Gross Receipts.	EXPENSES.	Half-year ended 31st Jan., 1866.		Per Cent. on Gross Receipts.
£	s. d.			£	s. d.	
18,759	8 8	6'00	By Maintenance of Way .. .. .	per Abstract A	20,700	2 5 5'35
37,858	3 7	12'10	Locomotive Power .. .. .	do. B	39,322	15 10 10'14
15,757	11 6	5'36	Repairs and Renewals of Passenger & Goods Cars .. .. .	do. C	20,688	13 0 5'34
25,181	7 1	8'35	Coaching Transit Expenses .. .. .	do. D	24,537	15 10 6'34
24,482	15 7	7'83	Merchandise Transit Expenses .. .. .	do. E	25,414	9 0 6'57
7,090	4 7	2'27	General Charges.. .. .	do. F	8,552	9 4 2'21
130,129	11 0	41'61	Total ORDINARY WORKING EXPENSES .. .. .		139,126	5 5 35'95
1,449	19 8	0'46	ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.			
177	14 10	0'06	By Taxes .. .. .		1,853	10 5 0'49
1,056	15 4	0'34	Railway Inspection Fund .. .. .		177	14 10 0'05
4,623	5 9	1'45	Insurance.. .. .		1,157	9 3 0'90
			Suspension Bridge Rent, for half-year .. .. .		4,623	5 9 1'19
137,437	6 2	43'95	Total Revenue Expenditure .. .. .		146,998	5 8 37'97
175,292	4 8		Balance carried to Net Revenue No. 3 Account .. .. .		240,101	0 5
£212,729	10 10				£387,099	6 1

ERN

DUN.

Railway

Half-year  
ended  
Jan., 1866

s. d.  
836 15 3  
294 6 6  
071 5 7  
202 7 4  
836 18 9

39 6 1

## GREAT WESTERN RAILWAY

## ACCOUNT

Dr.

## Net Revenue Account

HALF-YEAR ENDED 31st January, 1865.				HALF-YEAR ENDED 31st January, 1866.		
£	s.	d.		£	s.	d.
10,961	2	8	To Balance of Net Revenue brought forward from half-year ended 31st July, 1865 .....	3,205	7	5
175,292	4	8	To Balance from Revenue (No. 2) Account for the half-year to date... ..	240,101	0	5
<hr/>				<hr/>		
£186,253	7	4		£243,306	7	10
<hr/>				<hr/>		
			To Balance brought down .....	£96,626	12	0
				£96,626	12	0
				<hr/>		

## GREAT WESTERN RAILWAY

## ACCOUNT

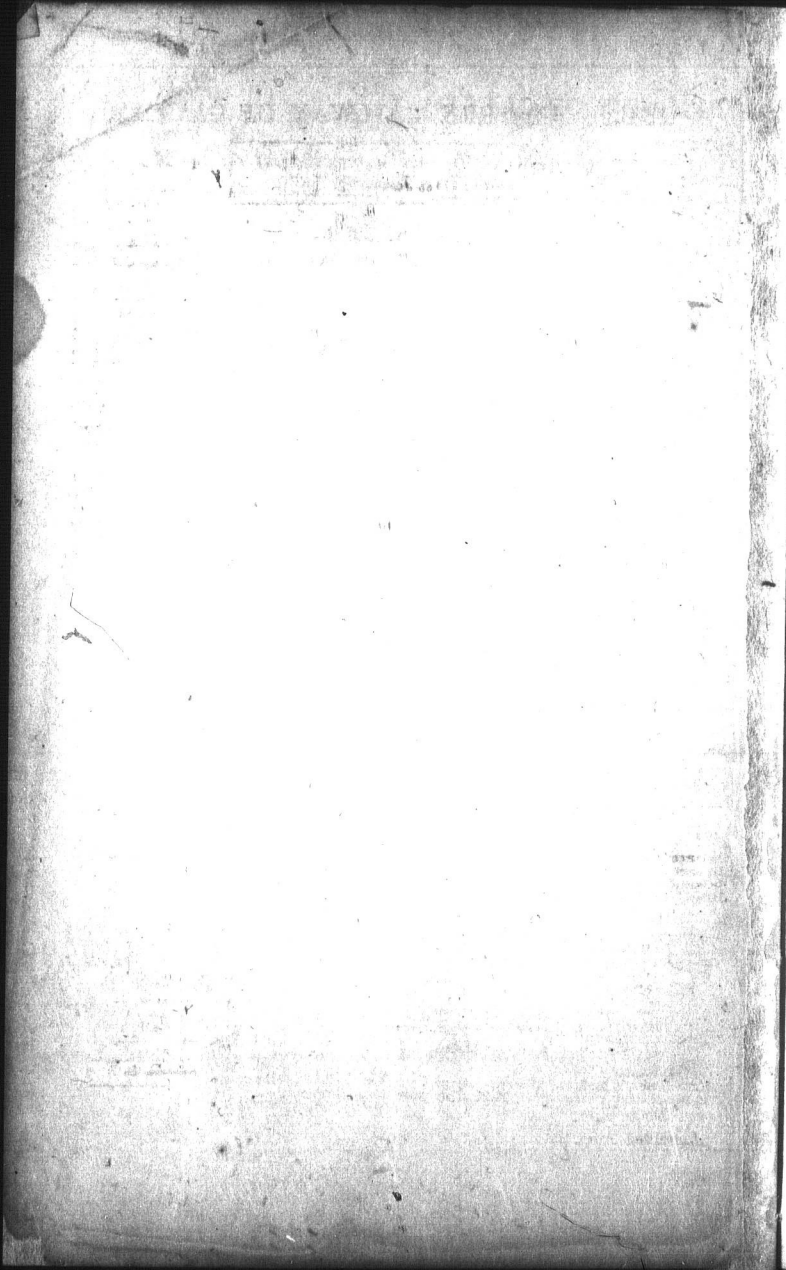
Dr.

## General Balance Sheet

	£	s.	d.
Amount outstanding and due to the Company on Traffic Account .....	15,915	8	1
Mechanical Stores on hand 31st January, 1866:—			
General Stores .....	£52,863	11	10
Fuel Stores .....	17,610	18	3
Old Material .....	2,709	5	10
Engineering Stores on hand 31st January, 1866:—			
General Stores... ..	£28,089	5	4
Rail Stock Account .....	16,739	5	4
Rolling Mill Stock .....	7,304	2	7
Municipal Bonds .....	32,132	13	3
Balances in Bankers' hands, Loans and Investments at Interest .....	14,263	5	6
Balance of Interest due to 31st July, 1866, on Loan to Detroit and Milwaukee Railroad Company not received .....	144,366	4	1
Railroad Company not received .....	14,906	14	3
Port Huron and Milwaukee Railway Company .....	8,219	3	7
Sundry Assets and Debit Balances .....	6,705	16	4
	£300,730	1	0







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# GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for the Half-year ended 31st January, 1866.*

## ABSTRACT A.

Half-year ended 31st January, 1865	£ s. d.	MAINTENANCE OF WAY.	Half-year ended 31st January, 1866.
			£ s. d.
1,963 10 7		Repairs of Bridges and Culverts	1,996 19 1
1,425 12 4		Station Sidings, Fences, &c.	2,095 6 7
2,995 12 11		Buildings	2,129 10 5
611 15 6		Signals	312 2 1
10,807 8 5		Platelayers' Wages, and Extra Work on Way	12,241 2 3
247 13 6		Approches	123 9 2
717 15 5		Engineering Superintendence, &c.	2,677 19 2
<u>£18,789 8 8</u>			<u>£20,700 2 5</u>
<u>£21,129 12 5</u>		Renewal of Rails, Bridges, Sleepers, Fences, &c.	<u>£20,085 2 2</u>

## ABSTRACT B.

Half-year ended 31st January, 1865.	£ s. d.	LOCOMOTIVE POWER.	Half-year ended 31st January, 1866.
			£ s. d.
		Transit Expenses:—	
7,565 4 8		Wages of Enginemen and Firemen	9,468 41 4
1,990 15 1		Wages of Cleaners	1,259 6 5
5,496 5 8		Fuel	9,840 6 2
915 19 9		Oil	1,090 8 1
162 16 8		Tallow	161 14 3
485 17 9		Small Stores, including Signal Lamps, Waste, &c.	415 15 3
683 19 1		Pumping Engines	772 4 7
84 13 11		Salaries of Foremen and Clerks	78 19 4
111 5 11		Salary of Locomotive Engineer	154 2 2
19,776 18 6			21,785 8 7
		Repairs and renewal of Engines:—	
7,062 17 8		Material and Fuel	27,328 9 6
9,687 16 2		Wages	9,157 12 11
36,527 12 4			16,486 2 5
		Sundries:—	35,221 11 0
101 7 5		Lighting Shops, &c.	81 12 10
540 9 3		Maintenance of Turntables	451 5 0
638 14 7		Maintenance of Tanks and Pumps	478 7 0
<u>£37,859 8 7</u>			<u>£39,232 15 10</u>
		1s. 2'44d. Cost per Train mile run	1s. 1'22d.
		0s. 10'23d. Cost per Traffic Engine mile run	0s. 1'27d.

## STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st August, 1864, to 31st January, 1865.	Miles run, 1st August, 1865, to 31st January, 1866.
310,833	354,429
318,228	367,759
690,116	713,188
239,002	271,764
<u>829,118</u>	<u>984,952</u>
	Total Traffic Engine miles run

## GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT C.

Half-year ended 31st Jan., 1895.	REPAIRS AND RENEWAL OF CARS.		Half-year ended 31st Jan., 1896.
£ s. d.	Passenger Cars:—		£ s. d. £ s. d.
2,748 10 0	Materials	Including the Cost of Cleaning Cars	3,641 11 5
2,981 1 7	Wages	Salaries of Superintendent, Foremen, and Clerks	5,359 9 0
61 8 8			86 17 0
5,790 15 5			9,087 18 2
6,088 1 2	Merchandise Cars:—		7,358 16 2
3,881 7 3	Materials	Wages	4,068 3 3
182 7 4	Salaries of Superintendent, Foremen, and Clerks		178 15 5
			11,600 14 10
£16,787 11 6			£20,688 13 0
	6-28d. Cost per Train Mile run	6-97d.	
	0-54d. Cost per Car Mile run	0-55d.	

## STATEMENT OF MILEAGE OF CARS.

Miles run, 1st August, 1894, to 31st Jan., 1895.		Miles run, 1st August, 1895, to 31st Jan., 1896.
1,168,423	Of 1st Class Cars	1,437,267
258,336	2nd Class Cars	431,208
765,616	Post Office Express, Baggage, and Conductors' Cars	778,431
5,155,000	Freight and Platform Cars	6,289,942
7,375,377	Total earning Revenue	8,929,948

## ABSTRACT D.

Half-year ended 31st Jan., 1895.	COACHING TRANSIT EXPENSES.		Half-year ended 31st Jan., 1896.
£ s. d.			£ s. d.
3,888 18 10	Salaries of Superintendents, Station Masters, and Clerks		3,845 15 4
3,404 9 5	Wages of Conductors, Baggage-men, and Brakemen		3,518 15 10
1,374 3 0	" Porters		1,297 6 5
616 7 10	" Policemen		449 9 9
899 10 5	" Switchmen		914 18 5
675 8 8	" Watchmen at Level Road Crossings		678 0 11
223 4 7	Clothing		151 18 7
406 13 9	Compensation for Damages		49 5 3
78 13 2	" Cattle killed on Track by Trains		132 0 3
71 6 11	Lamps and Signals		905 0 10
688 13 3	Lights (including Oil) for Stations and Passenger Cars		668 9 5
690 2 6	Fuel for Stations and Passenger Cars		1,370 9 9
989 17 1	Stationery, Advertising, and Printing		20 7 0
187 8 7	Office Furniture and Expenses		910 17 5
688 2 3	Small Stores, including Waste, Links and Pins, Baggage Trucks, &c.		220 16
337 30 2	Travelling and incidental expenses		5,513 18
4,102 49 2	Expenses of Advertising and Agency in United States		5,189 4
4,193 1 8	Proportion of Expenses of Ferry across the Detroit River		683 0 6
741 15 8	Proportion of Expenses of Telegraph		
£25,181 7 1			£24,537 15 10
Equal to 10-24 per Cent. on Coaching Traffic Receipts.		Equal to 11-26 per Cent. on Coaching Traffic Receipts.	

## GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT E.

Half-year ended  
31st Jan., 1895.Half-year ended  
31st Jan., 1896.

## MERCHANDISE TRANSIT EXPENSES.

£	s.	d.		£	s.	d.
3,593	5	2	Salaries of Superintendents, Freight Agents and Clerks	4,578	12	0
3,303	4	0	Wages of Conductors and Brakemen	3,516	5	8
5,896	17	8	" Porters	7,594	1	8
599	10	9	" Switchmen	901	7	4
675	8	9	" Watchmen at Level Road Crossings	610	12	0
590	14	0	Compensation for Damages	1,185	1	0
80	11	9	" Cattle killed on Track by Trains	28	19	5
866	16	5	Lights, Lamps, Fuel, and Signals	823	9	9
967	18	5	Stationery, Advertising, and Printing	796	10	10
101	4	8	Office Furniture and Expenses	88	4	3
464	9	2	Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways	530	4	6
438	17	11	Rents	589	8	8
388	6	5	Travelling and Incidental Expenses	378	13	9
759	11	1	Proportion of expenses of Telegraph	622	17	1
5,293	10	3	Do. of expenses of Ferry across the Detroit River	2,899	6	5
88	16	2	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Bernia, and at Hamilton Wharf Flour Warehouse	342	14	10
<u>234,492</u>	<u>15</u>	<u>7</u>		<u>235,414</u>	<u>9</u>	<u>0</u>

Equal to  
15.61 per cent.  
on Merchandise  
Traffic Receipts.

Equal to  
14.04 per cent.  
on Merchandise  
Traffic Receipts.

194,049½ Tons. ... Total Tonnage carried ... 251,662½ Tons.

## ABSTRACT F.

Half-year ended  
31st Jan., 1895.Half-year ended  
31st Jan., 1896.

## GENERAL CHARGES.

£	s.	d.		£	s.	d.
3,167	1	5	Head Offices in London and Hamilton	3,821	10	1
433	11	1	Stationery, Advertising, and Printing	333	4	10
842	7	9	Postages and Stamps	395	16	6
87	1	9	Fuel and Lights	17	18	3
680	11	0	Travelling and Incidental Expenses	1,646	12	1
237	1	9	Furniture, &c.	170	3	8
760	17	1	Law Charges	1,226	11	5
1,210	0	0	Directors' and Auditors' Remuneration and Expenses	1,202	10	0
<u>67,187</u>	<u>12</u>	<u>1</u>		<u>68,814</u>	<u>6</u>	<u>10</u>
67	7	6	Less Transfer Fees	961	17	6
<u>67,000</u>	<u>4</u>	<u>5</u>		<u>68,852</u>	<u>9</u>	<u>4</u>

Equal to  
2.27 per cent. on  
Total Revenue.

Equal to  
2.21 per cent. on  
Total Revenue.

## GREAT WESTERN RAILWAY

## ABSTRACT

INTEREST ON BONDS, BANK LOANS,

£.		£	s.	d.
Sundry Interests...			1,176	8 6
Interest on Outstanding Bonds in England			34,691	0 0
Discount and Charges on the Conversion of American Currency and Exchange on remittances to England			73,816	17 11

£109,184 1 5

## THE GALT AND

ACCOUNT

The Great Western Railway Company of Canada in Account

## RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.

Half-year ended 31st Jan., 1886.		Half-year ended 31st Jan., 1886.
£	s.	d.
		To amount received during the Half-year for the carriage
		of—
978	11	8
175	10	7
1,291	10	10
<u>£2,445</u>	<u>13</u>	<u>1</u>
109	10	9
		„ Balance carried to Abstract G. ....
<u>£2,555</u>	<u>23</u>	<u>10</u>
		1,097
		0
		11
		230
		7
		8
		1,644
		11
		5
		<u>2,971</u>
		<u>19</u>
		<u>7</u>
		<u>£2,971</u>
		<u>19</u>
		<u>7</u>

## COMPANY OF CANADA.

### G.

DISCOUNTS, &c., TO 31st JANUARY, 1896.

	Cr.
	£ s. d.
Sundry Interests and Discounts ... ..	1,206 9 9
Interest on Municipal and other Bonds ... ..	323 14 0
Balance from the Galt and Guelph Railway Working Account, for the half-year ...	797 9 0
Balance carried to Net Revenue Account No. 3 ... ..	108,116 8 8
	£109,164 1 5

## GUELPH RAILWAY.

### H.

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

#### EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st Jan., 1895.		Half-year ended 31st Jan., 1896.
£ s. d.		£ s. d.
463 15 1	By Maintenance and Renewal of Way during the Half-year—	389 7 5
206 15 6	Cost of Maintenance ... ..	269 15 0
	Cost of Renewal of Rails, &c. ... ..	120 0 11
670 10 7	Locomotive Power ... ..	516 10 8
570 3 4	Use of Passenger, Freight, and other Cars ... ..	99 17 3
70 18 11	Coaching and Merchandise Transit Expenses ... ..	623 10 9
644 1 6	General Charges ... ..	246 11 6
246 11 6	Taxes ... ..	...
48 18 0	"	...
2,555 8 10	Balance carried to Abstract G. ... ..	2,174 10 7
...		797 9 0
£2,555 8 10		£2,971 19 7

31st January, 1895.

31st January, 1896.

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

10,201	10,298
3,407	3,616
13,608	13,914
Total .....	14,164

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PHYSICS 309  
LECTURE NOTES  
BY  
RICHARD P. FEYNMAN

TO BE USED IN THE PHYSICS 309 COURSE  
AT THE UNIVERSITY OF CALIFORNIA, BERKELEY  
IN THE FALL OF 1962  
BY  
RICHARD P. FEYNMAN



OFF

Sir,

I am in  
Half-yearly Div  
the profits for the  
ending on the 12th  
hs were closed, &

The annexed  
will be paid  
Upper Canada  
Michigan Insur  
E. Yalo, on paym

You will be  
address.

Sir,

I  
Half-yearly  
the profits for  
owing on the  
cks were ch

The an  
will be  
Upper C  
ichigan  
E. Yalo, on p

You w  
address.

OFFICE OF THE GREAT WESTERN RAILWAY COMPANY.

Hamilton, Canada West, April 1st, 1856.

Sir,

I am instructed to hand you the annexed Warrant for the Fourth Half-yearly Dividend, at the rate of Eight per cent. per Annum, out of the profits for the half-year, ending 31st January last, declared at the general meeting on the 12th ult, on the shares held by you on the day the Transfer books were closed, previous to that Meeting.

The annexed half sheet must be preserved entire, and when countersigned by will be payable, on presentation, at any of the Branches of the Bank Upper Canada, or at Messrs J. G. King's, Sons, New York, the Michigan Insurance Bank, Detroit, or Messrs. Oliver Lee & Co. of Toledo, on payment of their charges.

You will be good enough to advise this office of any alteration in your address.

I am, Sir,

Yours faithfully

W. C. STEPHENS,

ms. B. 1. 100

Handwritten 1000

Dec 10/1000

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

---

1. The receipts on Capital Account during the half-year amounted to £9,381. 12s. 1d., and the total receipts to 31st January, 1866, were £5,155,731. 8s. 2d.

The aggregate expenditure to the same date amounted to £5,151,893. 6s. 6d.; leaving a balance to the credit of Capital, Account of £3,838. 1s. 8d.

2. The outlay on Capital Account during the half-year amounted to £32,526. 8s. 9d., and consists of proportion of expenditure chargeable to capital on rebuilding timber bridges in stone and iron; cost of fish-jointing six miles of rails; outlay on new Car Ferry Boat for the Detroit River; new Station at Toronto, and extension of the Line along the Toronto Esplanade; cost of 2½ miles of Line to be used by the Erie and Niagara Railway, &c.

3. The receipts and expenditure on Revenue Account for the past half-year are as follows:—

Gross receipts .. .. .	£387,039	6	1
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge .. .. .	146,938	5	8
	<hr/>		
	£240,101	0	5
From which there has to be deducted—			
Interest on Government loan .. .. .	£17,498	5	0
Interest on bonds, &c. .. .. .	32,799	10	9
Loss on conversion of American money .. .. .	73,316	17	11
Renewal of rails, sleepers, bridges, &c. .. .. .	23,065	2	2
	<hr/>		
	146,679	15	10
<hr/>			
Balance from half-year's working .. .. .	93,421	4	7
Add surplus from last half-year .. .. .	3,205	7	5
	<hr/>		
Leaving .. .. .	£96,626	12	0
	<hr/> <hr/>		

From this the Directors recommend a dividend at the rate of 5 per cent. per annum free of income-tax, which will absorb £85,626. 6s., leaving a balance of £11,000. 6s. to be carried to the credit of the current half-year.

4. The loss incurred on the conversion of American Funds during the half-year, amounts to the sum of £73,316. 17s. 11d.; this includes the conversion of \$242,158. 44c. of American money brought over from the previous half-year, and there remained on January 31st, 1866, a balance of \$114,557. 72c. in American Funds unconverted, or a reduction of \$127,600.

During the past half-year the aggregate American Funds converted exceeded by \$442,045. 25c. the amount converted during the previous half-year, and by \$357,293. 75c. that in the corresponding half-year.

The price of gold has ranged from 148 $\frac{1}{2}$  to 137 $\frac{1}{2}$ . The average cost of the gold purchased has been 144 $\frac{1}{2}$ .

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

Half-year.	RECEIPTS.				EXPENSES.		
	Passengers, Mails and Sundries.	Freight and Live Stock.	Rents.	Total.	Including Taxes, Insurance and Suspension- bridge Rent.	For Contingent Expenses	Reserve
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Jan., 1864	129,684 7 3	171,328 19 10	621 1 9	301,634 8 19	135,878 16 0		45'06
July, 1864	125,281 12 6	189,081 0 0	577 6 8	314,939 19 2	140,188 10 3		44'51
Jan., 1865	184,125 8 9	157,873 19 7	730 2 6	312,729 10 10	137,437 6 2		43'06
July, 1865	139,820 19 1	144,028 8 0	716 0 6	294,565 7 7	132,486 12 3		46'56
Jan., 1866	205,131 1 9	181,071 5 7	836 18 9	387,039 6 1	146,938 5 8		37'97

6. The gross receipts for the six months ending January 31st, 1866, were £387,039. 6s. 1d., against £312,729. 10s. 10d. for the corresponding half-year of 1865, being an increase of 22 $\frac{1}{2}$  per cent. In the aggregate, the passenger receipts for the half-year just ended show an increase of £51,005. 13s., the freight and live-stock receipts an increase of £23,197. 6s., and rents an increase of £106. 16s. 3d.; being a total increase of £74,309. 15s. 3d., as compared with the corresponding half-year ending January, 31st, 1865.

The working expenses are 37.97 per cent. as compared with 43.95 per cent. for the corresponding half-year, showing a reduction of about 6 per cent.

Thus the additional gross traffic of £74,309. 15s. 3d. has been earned at an increased cost for working expenses of only £9,500. 19s. 6d.

7. The new Station at Toronto has been opened for public use.
8. The traffic to and from Bothwell on the Main Line has greatly increased, consequent upon the progressive development of the numerous petroleum oil wells in that and in the Enniskillen oil districts. The Directors are strongly urged to construct the projected Branch Line, for which Legislative powers were granted in May, 1863.
9. In the matter of the Commercial Bank, notice of new trial in Canada has been given by the Bank; but there is a prospect of an equitable adjustment being arrived at without further litigation.
10. The accounts shew that during the last half-year the cost of re-rolling Rails at the Company's Rolling Mill has been reduced to \$22½ per ton. The production since the opening of the mill on the 1st August, 1864, has been 5,689 tons, at an average cost of \$24 per ton. The price formerly paid by the Company at Toronto was \$26½ per ton, exclusive of the cost of haulage from Hamilton to Toronto, which averaged \$1½ per ton, making the total cost \$28 per ton. The Company has thus saved \$4 per ton on 5,689 tons re-rolled since



the erection of their own mill, being a total saving of \$22,756 in the last eighteen months.

11. The Directors are glad to report that the Railway Bridge over the Hudson River at Albany, connecting the New York Central with the Hudson River and Western of Massachusetts Railroads has been completed. The opening for traffic of this bridge it is hoped, will obviate in future the impediments which have periodically arisen in the transportation of through traffic to the sea-board, in consequence of the ferry boats being unable to ply through the ice during the winter. The narrow-gauge track about to be laid down on the Great Western Main Line will thus have an increased value as a through route.

12. The gross earnings of the Detroit and Milwaukee Railroad for the year ending December 31, 1865, were £347,616. 17s., and the working expenses amounted to £205,633. 14s. 1d., leaving a net revenue of £141,983. 2s. 11d.; of this surplus, the sum of £83,741. 4s. 6d. was absorbed in the payment of interest on all description of mortgage bonds of the Company.

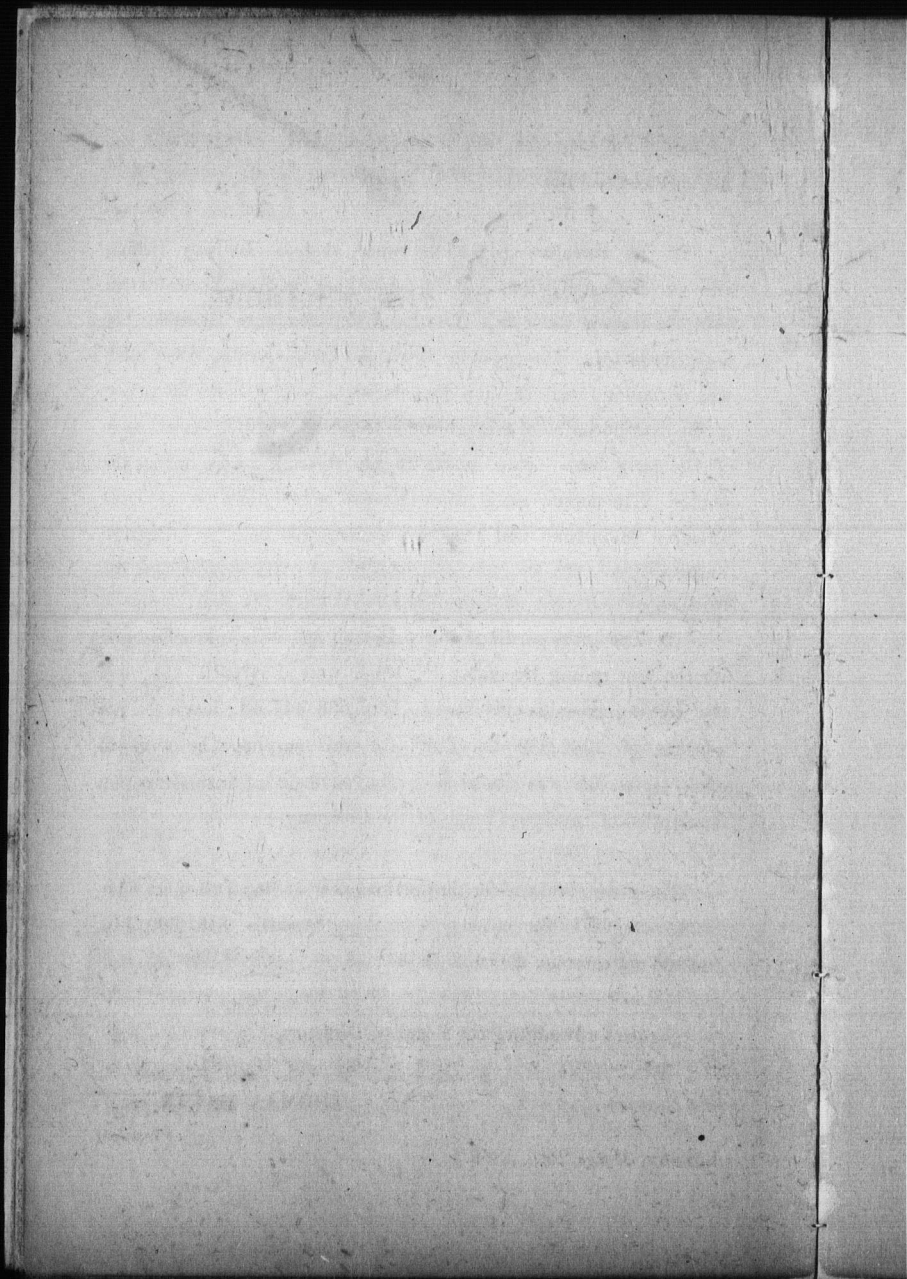
The gross earnings for the previous year ending December 31st, 1864, were £271,932. 1s. 4d., the working expenses, £181,799. 14s., and the net revenue, £90,132. 7s. 4d.

Signed on behalf of the Board of Directors,

THOMAS DAKIN,

*President.*

LONDON, *March 26th*, 1866.



## REPORT OF THE ENGINEER.

ENGINEERING DEPARTMENT,  
GREAT WESTERN RAILWAY, HAMILTON,  
CANADA WEST,

20th February, 1866.

THOS. SWINYARD, Esq.,  
*General Manager.*

DEAR SIR,—I beg to hand you my Report upon the operations of this department for the half-year ended 31st January last :—

The entire expenditure during the half-year chargeable to Revenue	£	s.	d.
amount to ... ..	43,765	4	7
As compared for the corresponding half-year of 1865, with ... ..	49,899	1	1

The following new works were executed during the past half-year, forming a charge to capital account.

	£	s.	d.
<i>Superstructure Account.</i> —Laying down new sidings at Paris, Bothwell, Glencoe, and Watford, including cost of grading, works, ballasting, spikes, ties, &c. ... ..	663	11	2
<i>Bridging Account.</i> —Proportion chargeable to capital of the cost of rebuilding in stone the timber viaduct, near St. George, and the wooden bridge over the River Thames at Thamesville ... ..	3,488	10	2
<i>Building Account.</i> —Erecting new station, buildings, and oil platform at Bothwell ... ..	£539	4	3
New buildings for mechanical department at Hamilton ... ..	308	2	2
	£847	6	5
10-ton crane erected at Hamilton, and 15-ton traversing cranes at Dundas and Sarnia ... ..	310	5	6
	1,157	11	11
<i>Rolling Mill Account.</i> —Cost of two puddling furnaces ... ..	505	5	3
<i>Wharfing Account.</i> —Slip Dock at Windsor, for car ferry boat, in course of construction ... ..	3,002	19	6
<i>New Car Ferry Boat at Windsor.</i> —Expenditure during half-year ... ..	14,026	18	3
<i>Water Service in Hamilton.</i> —Station yard, for the protection of the buildings from fire, final payment of same ... ..	566	4	2
Carried forward ... ..	23,411	0	5

Brought forward	£23,411	0	5
<i>Toronto Esplanade.</i> —Expenditure on account of sidings in connection with new station and planking same	140	13	11
Cost of 12 tons of rails used for same	123	5	9
Expenditure on account of new passenger and freight station at foot of Yonge-street	3,884	13	2
		4,148	12 11
<i>Rail Account.</i> —Cost of rails for new sidings at Paris, Bothwell, Glencoe, and Watford, 62 tons	636	19	9
Cost of fishing 6 miles of permanent way	431	10	2
		1,068	9 11
<i>Third Rail Account.</i> —Cost of switches and crossing points, manufactured for the proposed narrow gauge track	303	14	2
		£28,931	17 5

The additional Sidings, Platforms, and Buildings described in the above account, constructed during the past half-year, were found to be absolutely necessary for the proper discharge of the freight traffic at the various Stations named.

The two puddling furnaces in the Rolling Mill were erected for the purpose of manufacturing puddle bars on the spot in preference to importing them from England. The old cast-iron wheels, unfit for further service, are thus converted into wrought-iron, whereby a considerable saving is effected. The working of these furnaces has already proved very successful.

The Slip Dock at Windsor for the new car Ferry Boat will be completed in about three months.

The work upon the hull of the Ferry Boat has been somewhat retarded during the late very cold weather, but it will be ready for launching when the river is free from ice; and the whole of the machinery and upper works will be completed in the course of the current half-year.

The new Passenger and Freight Station on the Toronto Esplanade is now finished, and is to be opened for public use on the 5th March. In accordance with an agreement entered into with the Grand Trunk and Northern Railway Companies, several Sidings have still to be laid down in connection with the joint tracks upon the Esplanade, in order to secure the full benefit of the Esplanade Extension. These Sidings will all be finished in the course of the current half-year.

#### MAINTENANCE OF WAY.

	£	s.	d.
Repairs of Bridges and Culverts	1,936	12	1
Platelayers' Wages and Extra Work on Way	12,561	2	3
Repairs of Station Sidings	1,302	4	3
" of Buildings and Wharves	2,152	10	5
" of Signals	312	2	1
" of Road and Bridge Approaches	223	9	9
" of Fences	1,534	2	4
Engineering, Superintendence, &c.	677	19	3
	£20,700	2	5

The charge for maintenance of way during the corresponding half-year ended 31st January, 1865, was £18,759. 8s. 8d. The increased cost during the past half-year, arises chiefly from the high rate of wages now paid, it having been found necessary during last autumn to raise the wages of all classes of out-door labourers, so as to prevent the best of them from leaving us, either for the United States or for the Oil District of Canada, where high wages continue to be paid.

#### RENEWALS OF RAILS, SLEEPERS, AND BRIDGES.

In the renewal of the permanent way and bridges a sum of £23,065. 2s. 2d. has been expended during the past half-year, as compared with £31,139. 12s. 5d. in the corresponding half-year ending 31st January, 1865.

The following are the details of the renewal expenditure:—

*1,761½ tons of rail re-rolled at the Company's Rolling Mill	... ..	£8,169	5	3
342 tons representing loss in weight of stock by re-rolling	... ..	1,690	13	8
71,205 lbs. of spikes	... ..			
58,119 lbs. of plates, bolts, and nuts	... ..			
2,802 lbs. of chairs for switches	... ..	1,080	13	4
Sundry small stores in connection with track	... ..			
38,767 white oak sleepers, cost on delivery	... ..	2,538	3	2
Labour relaying rails, sleepers, &c.	... ..	3,191	19	2
Engine service and fuel used in the carriage of old and new rails to and from Rolling Mill, and in distribution of rails and sleepers along the line	... ..	1,379	7	5
Renewals of Bridges in stone and iron—proportion chargeable to renewals	... ..	1,595	12	11
Ditto, rebuilt in wood and stone in original manner—charged in full	... ..	3,850	17	5
		<u>£23,496</u>	<u>12</u>	<u>4</u>
Deduct cost of fish-jointing six miles of track charged to capital account	... ..	431	10	2
		<u>£23,065</u>	<u>2</u>	<u>2</u>

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

Expended during the half-year ended 31 July, 1861	... ..	£25,517	16	8
Ditto 31 January, 1862	... ..	27,442	15	4
Ditto 31 July, 1862	... ..	35,222	4	7
Ditto 31 January, 1863	... ..	36,368	8	1
Ditto 31 July, 1863	... ..	34,991	7	10
Ditto 31 January, 1864	... ..	35,457	8	9
Ditto 31 July, 1864	... ..	31,263	11	6
Ditto 31 January, 1865	... ..	31,139	12	5
Ditto 31 July, 1865	... ..	26,317	7	0
Ditto 31 January, 1866	... ..	23,065	2	2
		<u>£306,785</u>	<u>14</u>	<u>4</u>
Total estimated sum required for the renewal of the line	... ..	331,279	2	2
Balance to be expended during the current half-year	... ..	<u>£24,493</u>	<u>7</u>	<u>10</u>

\* The cost of re-rolling is increased by a sum of £2,157. 2s. 4d., arising from the coal, firebrick, freclay, sand, oil, and waste having been purchased in the United States and charged in American currency in the account.

## RAILS STOCK.

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

1396½ tons of rails	£12,789 18 0
144 „ of pig iron	680 11 0
112 „ of puddled bars	920 11 0
540 „ of scrap	1,898 5 4
Improved value of rails at Mill in process of re-rolling	450 0 0
<u>2192½ tons</u>	<u>£16,739 5 4</u>

## GALT AND GUELPH RAILWAY.

Maintenance of way	£389 7 5
Renewals of rails, sleepers, and fences	269 13 6
Watchmen at crossing	20 13 11
	<u>£679 14 10</u>

The cost of maintenance, renewals, &c., during the corresponding six months last year amounted to £689. 15s. 1d.

I am, dear Sir,

Yours faithfully,

GEORGE LOWE REID,  
*Engineer.*

## REPORT OF THE LOCOMOTIVE AND CAR SUPERINTENDENT.

GREAT WESTERN RAILWAY,  
MECHANICAL DEPARTMENT,  
HAMILTON, 21st February, 1866.

DEAR SIR,—Below I beg to submit to you the usual half-yearly statement being for the half-year ending 31st January, 1866, of the condition of the Stock under my charge, and also a brief review of the general operations in the department.

### LOCOMOTIVE SECTION.

*Stock of Engines.*—Our Stock of Engines remains the same as by last report; namely—

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

—  
Total ... 94 Engines,  
—

All of which are in general good order.

*Renewals and Repairs.*—During the half-year the sixth Engine of the small Schenectady class was rebuilt with a new boiler complete, and is now at work. Twenty-six Engines received heavy repairs, and eleven Engines received light repairs.

Considerable improvement was made to the stock generally by the substitution in many cases of steel tyres and axles for the old iron ones, and other important repairs.

*Expenses.*—The following table shows the comparative expenses of the Locomotive Section for seven corresponding half-years.

The charge for renewals during the past half-year amounts to £4,109. 11s. 9d.

	HALF-YEARS ENDING 31ST JANUARY.						
	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Total Locomotive Expenses .....	£28,980	£40,619	£40,935	£43,719	£30,207	£37,858	£30,288
Per Centage on Earnings .....	18.76	18.07	15.17	18.81	18.00	19.10	10.13
Number of cords of Fuel for Engines	17,816½	15,693	15,778	17,067½	15,760	15,051½	16,624
Total Cost of Fuel for Engines ....	£10,766	£10,267	£10,214	£10,992	£9,221	£8,660	£9,299
Cost of Fuel per Engine Mile .....	8.90d.	8.86d.	8.66d.	8.64d.	8.66d.	8.64d.	8.86d.
Ditto Train ditto.....	4.47d.	5.86d.	8.49d.	8.60d.	8.26d.	8.25d.	8.16d.

*Pumping Engines, Tanks, &c.*—Owing to the severity of the frost in January great difficulty was experienced at several of the principal watering Stations. The apparatus is all in general efficient condition. Extensive repairs and renewals are in hand.

*Turntables.*—Extensive renewals were executed on these. They are in good and efficient order.

#### CAR SECTION.

*Stock of Cars.*—Our Car stock is the same in numbers as heretofore, embracing the following:—

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

Total ... 1,522 Cars.

The Stock is in good working order.

*Renewals and Repairs.*—The renewal of the entire Stock is being rapidly proceeded with, the number completed during the half-year being in excess of any corresponding period.

#### FERRY BOATS.

The Boilers for the new Car Ferry Boat were commenced, and are in a forward condition.

Extensive repairs were executed on the starboard boiler of the "Union," and both that boat and the "Transit" were kept in good running order.

Yours respectfully,

THOMAS SWINYARD, Esq.,  
*General Manager.*

S. SHARP.



## GREAT WESTERN RAILWAY OF CANADA.

Statement of General Traffic Earnings for the Half-year ended  
31st January, 1866.

MONTHS.	Main Line, 229 miles.	Toronto Branch, 88 miles.	Galt Branch, 12 miles.	Guelph Branch, 15 miles.	Sarnia Branch, 51 miles.	Total, 345 miles.	Monthly Totals.	Sterling.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	£ s. d.
<b>AUGUST.</b>								
Local Passengers...	46,550 99½	9,289 69	1,128 11½	1,092 97½	3,289 95	61,351 73		
Do. Merchandise.	33,197 21	1,931 30	828 24	624 06	2,178 85	38,759 66		
Foreign Passenger	111,664 15	1,667 62	3 90	4 18	150 73	113,390 68		
Do. Merchandise.	78,181 91	...	...	...	65 56	78,247 47		
	269,594 26½	12,788 61	1,960 25½	1,721 21½	5,685 09	291,749 44	291,749 44	50,948 10 3½
<b>SEPTEMBER.</b>								
Local Passengers...	64,477 90½	11,401 30	1,288 24	1,185 34½	6,076 69	84,429 38		
Do. Merchandise.	54,296 55	2,629 17	1,693 42	1,417 25	2,735 26	62,761 65		
Foreign Passenger	124,819 33	1,708 55	8 48	7 67	169 40	126,713 43		
Do. Merchandise.	86,947 22	31 70	...	...	36 36	87,015 28		
	330,530 90½	15,770 72	2,990 14	2,610 29½	9,017 71	360,919 74	360,919 74	74,161 11 9½
<b>OCTOBER.</b>								
Local Passengers...	47,215 95½	10,671 35	1,191 70	1,101 94½	4,596 72	64,777 70		
Do. Merchandise.	73,396 35	4,223 01	2,640 82	2,167 47	3,401 83	85,828 48		
Foreign Passenger	125,075 09	2,083 78	9 42	7 36	135 68	127,261 33		
Do. Merchandise.	113,536 47	...	...	...	53 90	113,590 37		
	359,222 89½	16,928 14	3,841 94	3,276 77½	8,188 13	391,457 88	391,457 88	80,436 10 11½
<b>NOVEMBER.</b>								
Local Passengers...	46,895 02	9,784 77	1,046 61	1,060 97	5,888 62	64,175 99		
Do. Merchandise.	54,814 80	3,637 09	1,830 85	1,505 54	2,509 63	64,297 91		
Foreign Passenger	100,496 27	2,068 95	2 04	1 13	154 48	102,722 87		
Do. Merchandise.	106,699 48	172 96	...	...	163 64	107,026 08		
	308,905 57	15,963 77	2,879 50	2,567 64	8,206 97	338,222 85	338,222 85	69,497 16 11
<b>DECEMBER.</b>								
Local Passengers...	44,891 85½	9,767 16	1,039 51½	1,040 27	5,029 89	61,768 69		
Do. Merchandise.	36,973 83	4,767 77	1,116 11	927 01	2,878 29	46,663 01		
Foreign Passenger	74,520 38	2,377 26	3 71	3 79	126 70	77,031 84		
Do. Merchandise.	76,651 78	199 70	...	...	83 53	76,931 01		
	231,037 84½	17,111 89	2,159 33½	1,971 07	8,118 41	260,398 55	260,398 55	53,506 11 0½
<b>JANUARY.</b>								
Local Passengers...	40,551 62	8,678 57	952 39½	941 57½	4,722 07	55,846 23		
Do. Merchandise.	38,019 36	4,025 78	1,408 42	1,362 26	2,385 67	47,196 49		
Foreign Passenger	63,445 61	1,703 21	10 26	12 83	123 00	65,294 91		
Do. Merchandise.	82,795 16	75 92	...	...	24 66	82,895 74		
	224,811 75	14,483 48	2,368 07½	2,316 60½	7,255 40	251,233 87	251,233 87	51,623 5 10½
<b>Total .....</b>	\$ 1,724,103 23	92,746 61	16,197 25	14,463 63	46,471 11	1,893,981 83	1,893,981 83	389,174 6 10½
							14,463 63	2,971 19 7
								Total Traffic, Great Western Railway proper .....
							1,879,518 20	386,202 7 3½

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

## THE GREAT WESTERN

General Traffic Statement for

DESCRIPTION OF TRAFFIC.	Number or Quantity of Each.	Amount for Each.		Mileage of Each.	Main Line Earnings.		
					For 229 Miles.	Per Mile.	
		dol. c.	dol. c.		dol. c.	dol. c.	
BY PASSENGER TRAINS.	Passengers Local .....	268,054	384,165 75	10,908,602	248,114 88	1,083 47	
	" Excursionist .....	51,743	29,936 12	3,354,333	24,004 02	107 44	
	" Foreign .....	95,874	558,607 14	19,757,830	546,421 53	2,388 12	
	" Emigrants .....	5,337	11,368 88	5,059,892	11,160 36	48 73	
	Mails Local .....	421,072	18,687 90	934,077 87	11,009 98	48 08	
	" Foreign .....		5,779 87		5,779 87	25 24	
	Exp's. Fr't. Local .....		6,920 75	24,467 77	5,094 66	22 24	
	" Foreign .....		36,545 72		36,545 72	159 58	
	Sundries Local .....		2,639 22	43,466 47	1,759 74	7 68	
	" Foreign .....		113 35		113 35	49	
				2,752 57			
	Passenger Totals .....			1,004,764 68		890,604 11	3,889 10
	BY FREIGHT TRAINS.	Mercandise Local .....	136,206	291,471 44	8,553,046	232,985 51	1,017 40
		" Foreign .....	59,674	347,886 67	13,670,140	346,997 66	1,515 27
		Vehicles Local .....	152	692 60	620,367 11	22,923,196	404 28
" Foreign .....		20	207 80		4,580	207 80	90
Horses Local .....		1,596	4,302 85	900 40	13,662	3,701 41	16 10
" Foreign .....		173	1,357 90		39,617	1,357 90	5 93
Cattle Local .....		31,826	38,913 03	5,660 75	195,716	34,285 19	150 15
" Foreign .....		50,238	119,358 69		11,508,357	119,358 69	531 21
Calves Local .....		437	160 95	1,013 95	118,909	144 34	63
" Foreign .....		322	853 00			853 00	3 72
Sheep Local .....		53,398	12,254 61		5,860,070	11,800 32	51 53
" Foreign .....		90,254	26,254 36		20,696,166	26,254 36	114 64
Pigs Local .....		16,411	4,496 46	38,506 96	36,528,526	4,102 64	17 91
" Foreign .....		92,141	46,791 54		1,689,579	48,782 63	213 02
Sundries Local .....		108,962	2,215 26	53,288 00	21,066,143	22,755,722	2,073 41
" Foreign .....						9 05	
			2,215 26				
Freight Totals .....			889,217 15		833,499 12	3,639 73	
Local Traffic Totals .....			736,856 92		580,270 33	2,533 93	
Foreign " " .....			1,157,124 91		1,143,832 85	4,994 90	
Grand Totals for Half-year. ...			1,893,981 83		1,724,103 23	7,528 83	
Less Galt and Guelph Traffic ...			14,463 63				
Total G. W. R. Traffic .....			\$ 1,879,518 20				

## RAILWAY OF CANADA.

Half-year ending 31st January, 1865.

Toronto Branch Earnings.		Harrisburgh and Galt Branch Earnings.		Galt and Guelph Branch Earnings.		Sarnia Branch Earnings.		Total Average Earnings Per Mile for Month.
For 88 Miles.	Per Mile.	For 12 Miles.	Per Mile.	For 15 Miles.	Per Mile.	For 51 Miles.	Per Mile.	
dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.
53,210 11	1,400 28	5,570 77	464 23	5,199 65	346 64	22,070 32	432 75	
2,024 74	53 28	214 62	17 88	102 34	6 82	2,990 40	58 63	
11,964 31	296 43	31 07	2 39	33 10	2 20	857 13	16 80	
195 06	5 13	6 74	58	3 86	25	2 86	05	
2,351 81	61 89	726 28	60 52	907 86	60 52	3,691 97	72 39	
48 08	...	...	...	...	...	...	...	
25 24	...	...	...	...	...	...	...	
1,459 18	38 40	98 44	8 20	58 38	3 89	210 09	4 12	
22 24	...	...	...	...	...	...	...	
159 58	...	...	...	...	...	...	...	
547 00	14 39	36 47	3 04	154 85	10 32	141 16	2 76	
7 68	...	...	...	...	...	...	...	
49	...	...	...	...	...	...	...	
71,052 21	1,869 79	6,684 39	557 03	6,460 04	430 67	29,963 93	587 52	2,912 36
18,028 35	490 22	8,079 90	673 32	6,376 44	438 43	15,201 24	298 06	
471 86	12 40	...	...	...	...	417 65	8 19	
68 82	1 79	10 02	83	10 95	73	109 08	2 13	
456 70	12 01	65 64	5 47	41 94	2 79	37 16	72	
1,637 43	43 09	1077 70	89 80	1,267 05	84 47	545 66	10 70	
9 09	24	1 79	15	2 17	14	3 56	07	
98 23	2 58	182 49	15 20	29 46	1 96	144 11	2 82	
207 15	5 45	90 12	7 51	75 58	5 03	20 97	41	
8 92	23	...	...	...	...	...	...	
108 85	2 86	5 20	43	...	...	27 50	54	
21,094 40	570 90	9,512 86	792 73	8,003 59	533 57	16,507 18	323 67	2,577 44
80,506 98	2,126 49	16,159 44	1,346 62	14,426 67	961 77	45,193 47	886 14	
11,939 65	314 20	37 81	3 15	36 96	2 46	1,277 64	25 05	
92,746 61	2,440 70	16,197 25	1,349 77	14,463 63	964 24	46,471 11	911 19	5,469 80



# GREAT WESTERN RAILWAY OF CANADA.

## At a General Meeting of Shareholders

OF THE

### GREAT WESTERN RAILWAY OF CANADA,

*Held at the London Tavern, Bishopsgate Street, London, on  
Wednesday, 4th April, 1866, at 12 o'clock,*

MR. ALDERMAN DAKIN in the Chair.

The Secretary read the following Advertisement calling the Meeting :—

**G**REAT WESTERN RAILWAY OF CANADA.—Notice is hereby given, that the Half-yearly Meeting of Shareholders is appointed to be held on Wednesday, April 4th, 1866, at the London Tavern, Bishopsgate Street, London, England, at Twelve o'clock precisely, for the purpose of submitting a report and general statement of accounts for the half-year ending 31st January last; and for the transaction of other business.

And Notice is further given, that the Books kept at this office for the Registration of Shares will be Closed on and from March 21st, to the day of meeting, both days inclusive, and transfers cannot be received between those dates.

By Order,  
BRACKSTONE BAKER, Secretary.

126, Gresham House, Old Broad Street,  
London, February 7, 1866.

The Minutes of the General Meeting of Shareholders held in London, on 11th October, 1865, were read and approved.

The Report and Accounts for the half-year ending 31st January, 1866, were taken as read.

It was proposed by the CHAIRMAN seconded by Mr. F. S. HEAD, and resolved unanimously—

“That the Report and Accounts for the Half-year ending 31st January, 1866, this day submitted, be received and adopted, and that a Dividend at the rate of 5 per cent. per annum, free of Income Tax, be payable in London on 20th April, 1866.”

It was proposed by the CHAIRMAN, seconded by Mr. THOMAS FAULCONER, and resolved—

“That this Meeting approve of the proposal of the Board to arrange terms with the Commercial Bank of Canada with the view to avoid the necessity for a further prosecution of the pending legal proceedings, and hereby authorize the Board to make such arrangements as to the security held by the Company for the advance of £250,000 and interest, to the Detroit and Milwaukee Company as they may deem expedient, and as will enable the latter Company to give security to the Commercial Bank for the settlement of its claim on the Detroit and Milwaukee Railroad.”

It was proposed by Dr. DEARLE, seconded by Mr. J. W. N. BENTLEY, and resolved unaniously—

—“That a cordial vote of thanks be given to the Chairman for his conduct in the chair, and to himself and colleagues for their attention to the interests of the Company.”

It was proposed by Mr. J. W. N. BENTLEY, seconded by Mr. J. HARRISON, and resolved—

“That the thanks of the Meeting be also given to the Secretary and the Staff of the London Office.”

The Meeting then separated.

A true extract.

BRACKSTONE BAKER, SECRETARY.

126, Gresham House, Old Broad Street,  
London, 4th April, 1866.