PROCEEDINGS

OF THE

THIRD ANNUAL GENERAL MEETING

OF THE

SHAREHOLDERS

OF THE

Grand Trunk Railway Company of Canada

HELD AT

TORONTO, THE 10TH NOVEMBER, 1856,

WITH THE REPORTS OF

THE BOARD OF DIRECTORS,
THE ENGINEER IN CHIEF,
SUPPLEMENTAL AGREEMENT WITH THE CONTRACTORS,
AND THE ACCOUNTS FOR THE YEAR ENDING 30TH JUNE.

Montreal:
JAMES POTTS, PRINTER, HERALD OFFICE, NOTRE DAME STREET.

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DIRECTORS IN LONDON.

THOMAS BARING, Esq., M.P.
GEORGE CARR GLYN, Esq., M.P.
H. WOLLASTON BLAKE, Esq.
KIRKMAN D. HODGSON, Esq.
WM. CHAPMAN, Esq.

DIRECTORS IN CANADA.

Hon. JOHN ROSS, *President.*
BENJ. HOLMES, Esq., *Vice-President.*

Hon. ROBERT SPENCE.
" F. LEMIEUX.
" WILLIAM CAYLEY.
" Col. TACHE.
" PETER McGILL.
JAMES BEATY, Esq.
GEORGE CRAWFORD, Esq., M.P.P.
THOS. G. RIDOUT, Esq.
E. F. WHITTEMORE, Esq.
JOHN ROSE, Esq., Q.C.

SECRETARY IN LONDON.

SIR C. P. RONEY.

ENGINEER IN CHIEF.

ALEXANDER M. ROSS, Esq.

GENERAL MANAGER.

S. P. BIDDER, Esq.

ASSISTANT SECRETARY IN CANADA.

JOHN M. GRANT.

CHIEF ACCOUNTANT.

W. H. A. DAVIES, Esq.

AUDITORS.

HUGH ALLAN, Esq.
WILLIAM WORKMAN, Esq.
TANCRED BOUTHILLIER, Esq.

GRAND TRUNK RAILWAY COMPANY OF CANADA.

On Monday, at noon, the Third Annual General Meeting of the Stockholders in this Company was held at the Ontario Hall, Toronto, the President, the Honble. JOHN ROSS, occupying the chair.

The Chairman having called upon the Secretary to read the advertisement convening the meeting,

Mr. J. M. GRANT, Assistant Secretary, proceeded to read the Report of the Directors, as follows:—

The Directors of the Grand Trunk Railway beg to submit to the Stockholders of the Company their third annual report upon its present state and future prospects.

The several sections of the railway that were in operation at the date of the Directors' Second Annual Report, are in excellent working order, and are capable of carrying the traffic presented for conveyance on them, with safety and expedition.

The section from Montreal to Brockville, 125 miles, was opened for traffic on the 19th of November, 1855; that from Quebec to St. Thomas, 40 miles, was completed on the 3rd December last; the length from Toronto, West to Guelph, 63 miles, was opened on the 1st July of the present year; from Toronto, East to Oshawa, 32 miles, on the 11th August; and the Directors have now the pleasure of informing the Shareholders that the length between Brockville and Oshawa, 178 miles, was opened for traffic on the 27th of last month. This was at a period much earlier than originally fixed in the contracts with Messrs. Peto, Brassey, Betts and Jackson, thereby reflecting great credit on the energy of these gentlemen under untoward circumstances.

The completion of the length from Guelph to Stratford, 27 miles, took place at the same time as the opening between Brockville and Oshawa.

The Grand Trunk Railway is now a continuous line from St. Thomas, below Quebec, and from Portland in the East to Stratford in the West, with two exceptions only, namely, the connexion through Toronto of the sections East and West of that city, and the Victoria Bridge. The former will be completed early in the spring of next year.

The only unfinished work between these points will then be the Victoria Bridge. Upon this subject the Directors beg to state, that in co-operation with their colleagues in London they have, since the last annual meeting of the shareholders, called in Mr. R. Stephenson, Mr. Brunel, Mr. Edwin Clarke, and Mr. A. M. Ross, to report to them as to the possibility of effecting a saving in the cost of constructing this great work, and especially in reference to certain suggestions and remarks made by Mr. Liddell, C.E., contained in a letter to Mr. McCalmont, who, the Directors regret to learn, has resigned his seat at the London Board. These reports have satisfied the Directors that, having due regard to the solidity and permanence of the structure, no material reduction in the outlay can be effected. At the same time, certain modifications have been recommended, by which some saving may be obtained in the masonry and the approaches. Good progress has been made in the construction of this work during this season, and at its close, by the end of the present month of November, nine piers will be completed. The south abutment will also be finished to tube level, and the north abutment to the same height, for about one-half its length; the remainder to within two or at most three courses of the

same level. The north approach is brought up to within five or six feet above water level, although not to its full width on the up-stream side. Preparations for next year's operations are proceeding in the procuring and dressing of stone to a large amount, so as to ensure the advancement of four additional piers on the south side, and six additional piers on the north side, most of which, it is to be hoped, will be completed next year. Iron for several of the tubes will reach this country as early in the ensuing spring as the navigation will permit. Workshops and other necessary appliances are being constructed adjoining the Company's premises at Point Saint Charles, where it is proposed to erect them. The landing wharf, at the east side of the Victoria Bridge, designed to afford the necessary accommodation to connect the railway immediately with the St. Lawrence, is now nearly completed; so that by the opening of the navigation next year, the freight cars can be brought upon the barge now building for the purpose from one section to the other without unloading.

As regards the extension of the railway to the west of Stratford, the Directors have to announce that, in the last session of Parliament, an act was passed authorizing a separate company to construct a line from St. Marys to London. At the present time the Directors are not in a position to state more than that negociations have been opened with a view of obtaining the transfer of the charter of this company to the Grand Trunk Railway Company.

Since the date of the last Report the whole of the capital represented by the "A" shares and debentures has been called up. Its total amount at the present date is £3,582,400; of this sum £3,488,660 has been received, leaving a balance of arrears unpaid of £93,740. These amounts are in Sterling.

It is now proposed to forfeit the 2,822 shares upon which the third call remains unpaid, and resolutions for this purpose will be submitted to the meeting.

The calls on the several classes of shares issued by the Company having been all made, it is expedient to convert them into stock, and the sanction of the Shareholders is requested for this arrangement.

It will no doubt be recollected that in the early part of the present year it was found necessary to make application to the Government and to Parliament to obtain further relief and assistance for the Company, and in consequence the Act xix and xx Vic. cap. cxi., was passed.

The Directors are of opinion that although the Act may not offer all the benefits desired, it affords relief to the Company, not only by postponing the first charge of the Government in the manner and to the extent specified in the Act of last session, but as giving to the Province a direct interest in the prosperity of the undertaking as a Shareholder. It likewise evinces the strong desire of the Government and Legislature of Canada to promote the interests of the Company. The Directors therefore recommend its adoption by the Shareholders, leaving them to urge, if found desirable and expedient, such modifications upon the Government as may facilitate them in carrying out its provisions, and which, circumstances and measures necessary for the development of the traffic may require.

This Act has rendered necessary some modifications in the contract for the construction of the Victoria Bridge. These have been embodied in an additional agreement with Messrs. Peto, Brassey, Betts and Jackson, the terms of which have been settled between the Company and these gentlemen by Mr. T. M. Weguelin, the Governor of the Bank of England. The outline of the agreement will be read, and a resolution for its approval and confirmation will be submitted to the meeting.

The Directors consider it as a fair and equitable compromise between the Contractors and the Company. The money liability of the bridge is at once reduced to the extent of a quarter of a million sterling, equivalent to $1,250,000, and it remains subject to still further reduction in the event of any further modification of design. The forcing on the market of "B" shares, and the consequent depression of the stock,

are prevented and the active prosecution and early completion of the bridge, by which alone, as the Directors believe, the through traffic between the North-Western States of America and the Atlantic Sea-board will be effectually promoted and secured.

The additional outlay on the Atlantic and St. Lawrence Railway has involved an increased rental of £8000, making a total of £74,000 Sterling per annum, for which the sanction of the Shareholders is requested.

The capital accounts presented to the meeting show that the expenditure under that head to the 30th June, 1856, amounts to £8,693,080 11s 7d Currency, of which

£1,879,043 2s 7d was on account of the Portland and Montreal Section,
3,687,213 15s 3d for work between Montreal and Toronto,
1,361,858 3s 0d for work between Toronto and Stratford,
942,775 3s 0d for work between Quebec and Richmond,
419,312 0s 0d for work between Quebec and St. Thomas,
402,778 6s 9d for work on Victoria Bridge.

The Directors beg to refer the Shareholders to the report of Mr. A. M. Ross, the Chief Engineer.

The London Board has made a preliminary arrangement with the Great Western Company for the conjoint construction of the branch from London to Sarnia, and also for a traffic arrangement between the two Companies. This preliminary arrangement has not yet been brought under the consideration of the General Board, and the Directors are not prepared at the present stage to offer an opinion in reference to it.

The complete success of the steamers of the Canada Ocean Steamship Company in their past seasons running between Liverpool and Quebec, warrants the Directors in looking forward to the most satisfactory results in the foreign traffic, now that a European "Through" booking arrangement with this company has been made both for passengers and freight, via the St. Lawrence, for the great West.

The Directors regret much the Revenue accounts for the year ending 30th June last, present unsatisfactory results, but they are of the same character with those which have attended the partial opening of undertakings even the most successful when completed. They are still of opinion, however, that improved prospects are not remote, and that as soon as the unbroken communication from the great West to the Atlantic has been effected, the traffic on the line affording the unparalleled facilities of communication which it does ought to be renumerative to the shareholders.

But the Directors whilst deeply regretting as shareholders the present depreciated value of the stock, and the hitherto unremunerative character of the undertaking cannot but feel the very great advantages the complete railway system afforded by the Grand Trunk Railway has conferred upon this Province, and they are gratified to know that these manifest and manifold benefits are thoroughly appreciated by the people of the Province at large.

The Directors, in conclusion, beg to inform the shareholders that several important alterations in the management of the Company are in contemplation, and it is satisfactory to learn, that the Provincial Government is inclined to assent to such modifications of the Acts of Incorporation as the Company may apply for, and as may be thought necessary to ensure the required changes.

Mr. A. M. Ross, the Chief Engineer of the Company, having addressed a letter to the President, stating that it would be satisfactory to him, and to his assistants of the engineering staff, if an experienced engineer, not hitherto connected with the company, were appointed to inspect the railway before its acceptance from the contractors, the Board are happy to state that the contractors at once acquiesced in the suggestion, and the Directors recommend that it be carried out at the proper time.

In accordance with the terms of the amalgamation agreement, a ballot has taken place amongst the Directors, by which the seats at the Canada Board of the Hon Mr. McGill, and Messrs Crawford and Whittemore, and at the London Board of Mr. William Chapman, have been declared vacant.

These gentlemen are eligible for re-election, and offer themselves for re-election accordingly.

The capital and revenue accounts for the twelve months ending the 30th of June last, are herewith submitted.

[Signed,] JOHN ROSS,
President.
JOHN M. GRANT.
Assist. Secretary.

The Report having been unanimously adopted, the President proposed, and the Vice President seconded the following resolutions: which were unanimously carried.

"That the Report of the Directors and statement of accounts now submitted to the meeting be received and adopted, and that the Directors be requested to take the necessary steps for carrying into effect the several matters therein referred to in such manner as they shall think expedient.

"That the A shares represented by Provisional Certificates numbered 193, 194, 280, 281, 352, 570, 571, 614, 616, 713, 715, 839, 871, 1,104, 1,113, 1,300, 1,301, 1,444, 1473, 1509, 1 519, 1 538, 1,539, 1,543, 1,544, 1,575, 1,576, 1,648, 1,652, 1,664, 2,104, 2,107, 2,152, 2,153, 2,335, 3,145, 3,149, 3157, 3,159, 3,200, 3,238, 3,239, 3,269, 3,274, 3 334, 3,544, 3,545, 3,548, 3,549, on which the first call of £2 10s. per share became due on the sixth day of February, 1854, and is still unpaid. The A shares represented by Provisional Certificates numbered 1,402, 3,041, 3,259; and the A shares numbered 34,241, 34,256, 63,865, 63,872, 70,017, 70,088, on which the second call of £2 10s per share became due on the seventh day of June, 1854, and is still unpaid. And the A shares numbered 21,273, 21,464, 42,545, 42,576, 47,753, 47,952, 54,459, 54,848, 55,409, 55,568, 66,385, 66,528, 67,617, 67,640, 69,729, 69,752, on which the third call of £2 10s per share became due on the 8th day of October, 1854, and is still unpaid; be, and the same are hereby declared to be forfeited; and that the Directors be, and they are hereby authorized to sell and dispose of the same by Public Auction or private contract, in such manner and on such terms as they shall think expedient."

"That the Hon. Mr McGill and Messrs. Crawford and Whittemore, of the Canada Board, and Mr. W. Chapman, of the London Board, be re elected Directors of the Company; and that Mr. W. Workman be elected Auditor of the Company."

"That the Company accept the Act of the last session of the Provincial Parliament of Canada, leaving the Directors to urge such modifications thereof upon the Government of Canada as they consider expedient.

"That the sum of two millions of preferential capital, authorised by the said Act, be raised by the issue there under of preferential bonds of the Company to that amount. Bonds to be for not less than £100 sterling, and to bear interest at 6 per cent., and to be repayable in 25 years,—such bonds to be offered in the first instance to the Shareholders upon such terms and conditions as the Directors may from time to time determine, and in proportion, as far as practicable, to their respective shares; and any remaining or not taken up by the Shareholders, to be sold by the Directors, in such manner and at such prices as they shall from time to time determine."

"That the additional agreement with the English contractors, dated 20th August, 1856, be and the same is approved.

"That the further agreement with the Atlantic and St. Lawrence Railway Company, dated the 10th day of February, 1855, under which additional shares of that company, to the extent of £140,938 7s. 1d. have been issued to the Grand Trunk Railway Company, be and the same is hereby approved."

"That so many of the shares in the Company as have been converted into sterling, and have been fully paid up, whether consisting of shares of the Quebec and Richmond, Toronto and Guelph, St. Lawrence and Atlantic, or of any of the other companies which were united with and amalgamated with the Grand Trunk Railway Company of Canada, or of the 'A' or 'B' issue of shares of the Amalgamated company, be and the same are hereby converted and consolidated into a general capital stock, to be called "the Consolidated Stock of the Grand Trunk Railway Company of Canada," and that such stock be divided amongst the several classes of shareholders in the Company, according to their respective interests therein, and be transferable and transmissible in any sums or parts, not being fractional parts of a pound."

In submitting these resolutions, the President mentioned that Mr. Ponton had resigned his seat at the Canadian Board of Directors, with the view that Mr. Ridout, Cashier of the Bank of Upper Canada, should be elected in his stead. It was not Mr. Ponton's turn to retire, but having an idea that Mr. Ridout, from his position, would be of greater service to the Company than himself in its present embarrassed position, he had voluntarily resigned in his favor.

Mr. Crawford proposed that a vote of thanks be given to Mr. Ponton for his very disinterested conduct in retiring in favor of Mr. Ridout. Unanimously carried.

The regular business of the Annual Meeting being disposed of, the meeting was made Special, and the following Resolution was carried:—

"That the Resolution of the Directors, dated the 20th day of August, 1856, for increasing, under the authority of the Grand Trunk Railway Act, 1854, the capital of the Company by the sum of £500,000, be, and the same is hereby approved; and that the Directors be, and they are hereby authorised to raise that sum, or so much thereof as may be required from time to time for the purposes of the Company, by Bonds of the Company, to be called 'C' Bonds, and that each Bond be for £100 sterling, and bear interest at the rate of £6 per cent and be repayable in 25 years, and that such Bonds be issued by the Directors upon such terms and conditions and at such premium or discount, and to such persons as they shall from time to time direct and determine."

A vote of thanks to the Chairman terminated the proceedings.

ENGINEER'S REPORT.

MONTREAL, 6th November, 1856.

GENTLEMEN,—

The important section from Brockville to Toronto (208 miles) you are aware was opened to the public on the 27th of last month, and with the exception of the Trent Valley embankments, which are large and important, extending (with the cutting on the Western side) to about five miles, is, in every respect, in good working order.

These exceptions are carefully progressing to perfect completion, and I believe a few weeks more will render them as completely finished as all other portions of the Line.

Of more than 30 Stations embraced within the Section in question, two only were incomplete: that at Cobourg, the most important. These are advancing to completion, and will, I hope, be finished by the end of this month.

Besides the 35 Road Stations provided for in the contract, 15 more have been found requisite, all of which have been provided of a character suited to their respective requirements, and in the most economical manner. Some of these, however, were of an importànce to demand side lines and freight sheds, and where such were found necessary they have been provided.

I believe, by the end of the month, every material requisite in this respect will be completed.

From my present returns, I believe the amount of ten per cent. sidings, often referred to, will not be exceeded.

Block Plans of all the Stations, shewing the accommodations provided at each, are in course of preparation. which, with the usual authenticated returns, will form an appendix to a future report, embracing a final statement of this particular branch of the work, as completed, from which an analysis can readily be formed of what was intended, as compared with what has been actually provided.

As regards Locomotive Engine Sheds, the contract provides for these at Montreal, Kingston and Toronto only, which would make their distances from 170 to 180 miles apart—a provision totally inadequate under the most favoured circumstances.

To meet the proper requirements of so important an element in the working of the line for through traffic, as well as the special wants of local trade, two intermediate Engine Sheds or Stables, as they are usually called, have been provided between Montreal and Kingston—one at Cornwall and one at Brockville—making about 60 mile distances. Between Kingston and Toronto two more have been erected, one at Belleville and one at Cobourg, making about 55 mile distances. These are furnished with the necessary wells and pumping engines for supplying water, and where this element is not found upon the spot, it is conveyed from the nearest accessible stream.

The terminal passenger Stations at Montreal and Toronto are not, as you are aware, yet provided, excepting that at Toronto a good permanent Station, with every convenience, is built at the Don, at the east end of the Town, which will serve present purposes until the Esplanade is so far completed, as to admit of a City Central building being erected suited for every requirement.

An extensive goods shed and Engine Stable have also been found necessary at the Don Station, which are provided.

At Montreal, the passenger accommodation required there for the present is provided for, by the appropriation of one end of the goods shed partitioned off for the purpose, which will amply suffice for the next three years, until the thorough-fare is complete over the river by means of the Victoria Bridge, when a building for passengers exclusively will be required: the proper site for which has been reserved with the road approach already formed.

The various other buildings connected with this establishment, referred to in my previous reports, have been designed to meet the requirements of all the amalgamated lines, of which Montreal is the centre, and so far exceed that originally contemplated for the section between Montreal and Toronto as to have more than absorbed the proportion of the Contract amount reserved, viz.: £45,000.

These buildings are now so nearly finished that I expect to be able finally to ascertain their cost by the first of next month.

The Shops are also amply furnished with all the Machinery Engines and tools necessary for their purposes.

The Western Section—Toronto and Stratford, about 90 miles is so nearly completed to Stratford that the Contractors have arranged to hand it over to the Company on the 17th instant; the whole line having been opened for traffic for the last three weeks has got into a good and solid state.

Some additional stations have also been provided upon this Section, as well as Engine accommodation.

The whole of the Rolling Stock due to the entire length to Sarnia, has been delivered, and this, I hope and believe, will be found *insufficient* for the growing wants of even the 90 miles in operation.

The sidings provided upon this section are in the same ratio as those between Montreal and Toronto. The grading is completed to St. Marys, 10 miles beyond Stratford, and the land purchased and paid for all the way to Sarnia.

On the 1st of last month, a disastrous rain storm of unusual magnitude caused considerable damage to the Railway, embankments and bridges in the Vicinity of Gorham on the PORTLAND line: one large Bridge of 150 feet span over the Peabody River, together with four others of lesser note, within a distance of 12 miles in that mountainous District were swept clean away in a few hours; and in so sudden a manner did the mountain torrents rush down that a passenger train, in progress at the time was overtaken between two of the fallen Bridges only 3 miles a part, and could neither advance nor retreat: this happened within six miles of Gorham, where assistance was readily obtained, and the passengers after four hours delay were enabled to proceed: temporary provision for the uninterrupted passage of the Trains was effected within four days, and nothing has occurred since to impede their progress.

In the meantime I nave directed the immediate reparation of these structures, and in a manner which will render them permanent and proof against any similar disaster in future, to effect which will entail an outlay of at least five or six thousand pounds.

No other portion of the line in operation, exceeding 500 miles at the time of this occurrence, suffered in the smallest degree from the storm in question, the effects of which were generally felt throughout the country.

On the 28th ultimo a fire occurred at Longueuil in a wooden building used as an iron store, which was confined to the building, and got under in about forty minutes—damage to stores about £300; the value of the building was about £200.

The hurricane of last night [the 4th inst.,] laid waste the long wooden freight store at Longueuil, completely demolishing the fabric down to the floor. This temporary erection it will be necessary to re-construct, to do which will require an outlay of about £1000, as nearly as can be at present ascertained.

Special attention has been directed to the various points requiring snow defences on the line opened last year. These requisites are being provided, and I believe they will prove efficacious; their extent is necessarily considerable, and altogether will involve an outlay of from £2000 to £2,500.

VICTORIA BRIDGE.

This structure has made good progress this season, and at its close, by the end of the present month of November, nine piers will be completed. The South abutment will also be finished to tube level, and the North abutment to the same height for about one-half its length, the remainder to within two or at most three courses of the same level; the North approach is brought up to 5 or 6 feet above the winter water level, although not to its full width on the up-stream side.

Preparations for next years operations are proceeding, in the procuring and dressing of stone too large amount, so as to ensure the advancement of four additional piers on the South side, and six additional piers on the North side, most of which we hope to complete next year. Iron for several of the tubes will reach us as early in the ensuing Spring as the navigation will permit.

Work Shops and other necessary appliances are being constructed adjoining the Company's premises at Point St. Charles, where it is proposed to erect the iron tubing.

The Landing Wharf on the East side of the Victoria Bridge, designed to afford the necessary accommodation to connect the Railway immediately with the Saint Lawrence, is now nearly completed, so that by the opening of the navigation next year the Freight Cars can be transported upon the Barge now building for that purpose, from one section to the other without unloading—thus avoiding transhipment at the St. Lawrence.

And I am, Gentlemen,

Yours respectfully,

ALEXR. M. ROSS,

Engineer.

To the Directors of the
Grand Trunk Railway Company.

SUPPLEMENTARY AGREEMENT.

LONDON, 20th August, 1856.

Heads of Additional Agreement between the Grand Trunk Railway Company of Canada, hereinafter called the Company, and Sir Samuel Morton Peto, Bart., Thomas Brassey, Edward Ladd Betts, and William Jackson, Esquires, hereinafter called the Contractors.

THE Canadian Legislature having passed an Act called the Relief Act, authorizing the raising of two millions of money, by Bonds having a preferential security on the Grand Trunk undertaking, and the application of the proceeds of such Bonds to various works, including eight hundred thousand pounds to the completion of the Victoria Bridge; and having provided that on the raising of such sum of two millions, the lien of the Province shall rank as to interest with that of the Company's Bondholders, and that the Government will advance for five years the interest on the Provincial Debentures issued to the Company, and will accept payment for such advances in share capital of the Company, has rendered expedient certain modifications in the existing engagements between the Company and the Contractors, which modifications have been discussed between the Contractors and the Directors of the Company, and have been agreed upon, subject to the approval of the Shareholders, and to the raising of the monies required by the Relief Act, and are hereinafter mentioned:

1. The agreement of the sixteenth May, one thousand eight hundred and fifty-six, to be cancelled, and the original agreements and the supplemental agreement of twenty-third July, one thousand eight hundred and fifty-five, to be modified so far as they are expressly altered by this agreement, but except as so altered to remain valid and binding, and not to be prejudiced thereby.

2. The contract for the Victoria Bridge, which was originally for one million four hundred thousand pounds, with a power to the Engineer to increase the amount to the extent of one hundred thousand pounds, to be reduced in consideration of payment to the extent of six hundred and fifty thousand pounds being made in cash instead of in B Shares and Bonds to the sum of one million two hundred and fifty thousand pounds.

3. The following is the present pecuniary position of the Victoria Bridge contract:—

Contract sum as reduced	£1,250,000
Works certified	323,530
Balance of contract	**£926,470**

The works certified have been or are to be paid for as follows:			£323,530
In cash already paid	£214,957	10	
In B Bonds delivered	15,000	0	
In B Shares, £12 10s paid, delivered.	15,000	0	
In writing up B Shares, so as to make them £25 paid, delivered	19,462	10	
Reserve in the hands of the Company, to be paid by writing up B £12 10s Shares, so as to make them £25 paid, such Shares to be deposited with the Company	25,000	0	
July certificate, to be paid by writing up B Shares £12 10s paid, so as to make them £25 paid	34,110	0	323,530

4. The balance of the Victoria Bridge contract, instead of being paid in B Shares and Bonds, as provided by the agreement of July, one thousand eight hundred and fifty-five, is to be paid as follows:

In cash	£650,000
In B Bonds	69,100
In writing up B Shares on which £12 10s previously credited	207,370
	£926,470

5. By the supplemental agreement of July, one thousand eight hundred and fifty five, it was estimated that the Contractors, in order to complete the works, would receive thirty-two thousand B Shares, with twelve pounds ten shillings paid up, making the sum of four hundred thousand pounds; and it was provided that no calls should be made on such shares until after the first May, one thousand eight hundred and fifty-seven. The foregoing provisions for payments in respect of the Bridge Contract, by writing up twelve pounds ten shillings B Shares, amount to two hundred and eighty-five thousand nine hundred and forty-two pounds ten shillings, made up as follows:—

Amount debited to Contractors by writing up £12 10s per Share on 1557 B Shares, in respect of works on the Bridge executed in 1855..	£19,462	10
Reserve to be paid in same manner	25,000	0
July certificate to be paid in same manner	34,110	0
Amount to be written up in like manner, in respect of works to be done on the Bridge	207,370	0
	£285,942	10
Leaving to be called up in respect of the £400,000 of B £12 10s Shares, estimated as to be paid to the Contractors	£114,057	10
	£400,000	0

Which sum of one hundred and fourteen thousand and fifty-seven pounds ten shillings, instead of being called up in money, is to be written up in respect of additional works

or additional Rolling Stock or materials, which works or stock or materials, to this extent, the Contractors hereby undertake to execute and supply, if required and ordered by the Company, at any time prior to the completion of the Bridge, at prices to be determined, in the event of difference, by Mr. Robert Stephenson, whose decision shall be binding on both parties; and in case the Company do not require and order such additional works, stock or materials, prior to the completion of the Bridge, they are to receive back from the Contractors four thousand five hundred and sixty-two B Shares, with twelve pounds ten shillings paid, to be cancelled, and will write up twelve pounds ten shillings on the remaining four thousand five hundred and sixty-two B Shares, so as to make up the before-mentioned sum of one hundred and fourteen thousand and fifty-seven pounds ten shillings.

6. Each future payment in respect of the Bridge to be made in the proportions of Cash B Bonds and writing up B Shares, which the Cash Bonds and Shares bear to each other.

7. The Company abandon the reference to Mr. Stephenson provided for by agreement of July, one thousand eight hundred and fifty-five, as to the liability of the Contractors to pay interest on the amount from time to time expended on the Bridge.

8. This arrangement to be subject to the approval of the Shareholders to whose sanction it is to be submitted at the ensuing meeting in London, and also at the general meeting in Canada; and to be also subject to the raising of the monies required to be raised by the Relief Act, and to the obtaining, if considered needful, of additional Parliamentary authority to carry it out.

(Signed)
On behalf of the Company,

THOMAS BARING,
GEO. CARR GLYN,
H. WOLLASTON BLAKE,
BENJ. HOLMES,
JOHN ROSS,
WILLIAM CHAPMAN,
ALLAN N. MacNAB,
KIRKMAN D. HODGSON.

S. MORTON PETO,
THOMAS BRASSEY,
EDWD. L. BETTS,
W. JACKSON.

GRAND TRUNK RAILWAY COMPANY.

GENERAL STATEMENT

OF

PASSENGER AND TRAFFIC ACCOUNTS,

TOGETHER WITH

CAPITAL AND REVENUE ACCOUNTS

FOR THE

YEAR ENDING 30th JUNE, 1856.

GRAND TRUNK RAILWAY.

AUDIT OFFICE.

Statement showing the Number of Passengers and Tons of Freight, Inwards and Outwards, at each Station, for the year ending 30th June, 1856.

	STATIONS.	No. of Passengers.		Tons of Freight.	
		INWARDS.	OUTWARDS	INWARDS.	OUTWARDS
Portland District.	Portland	69262	62961	104483	53308⅜
	Falmouth	1968	1945	395	17⅞
	Cumberland, ...	1898	1986	233⅛	56⅝
	Yarmouth	9233½	9103	4360	1117¾
	Yarmouth Junction, ...	2018	2334½	3379	429¼
	North Yarmouth, ...	2674½	2868	555½	592¼
	Pownal, ...	961½	1030	170	1166¼
	New Gloucester....	2320	2252½	709¼	2215½
	Cobb's Bridge, ...	434	523	40¼	1358⅞
	Danville Junction, ...	38026½	42296	36450¼	22050⅞
	Hotel Road, ...	1094	1194	181¾	346⅞
	Empire Road, ...	1468	1617	522	4987⅛
	Mechanic Falls,....	4765	6097	2963	5184½
	Oxford, ...	1805	1883	509¾	3992
	South Paris, ...	8639½	9305	4478⅛	4241¾
	North Paris, ...	970	812	388⅞	933½
	Bryant's Pond, ...	2157	2249	764½	1406⅞
	Locke's Mills, ...	910	866	266¾	418⅛
	Bethel, ...	2755	2605	1940¾	2482¼
	West Bethel, ...	484	439	181¼	780
	* Gilead, ...	* 24			
	Shelburne, ...	400	429	190¼	261¼
	Gorham, ...	3089½	2329	4618½	4053⅜
	Berlin Falls, ...	1393	1621	763	11268½
	West Milan, ...	554	461	233½	1740½
	* Stark, ...	* 8			
	Northumberland, ...	2463	2766½	2608¾	3560⅜
	Stratford Hollow,..	1060	922	258½	3968⅝
	North Stratford, ...	1611	1890	830¾	6574¾
	* Wenlock, ...	* 138			
	Island Pond, ...	5276	5188	7029¼	7657⅞

	STATIONS.	No. of Passengers.		Tons of Freight.	
		INWARDS.	OUTWARDS.	INWARDS.	OUTWARDS.
Montreal District.	* Norton,	* 85			
	Boundary Line,	503	512	134 3/8	4299 5/8
	Coaticooke,	1958	2124	2038 1/8	5787 1/4
	Comptom,	1517	1897	683	2647
	Waterville,	1225	1514	244 1/2	820 1/2
	Lennoxville,	1475	1733	451 3/8	1811 7/8
	Sherbrooke,	9584 1/2	9259	8978 1/8	4770
	Brompton Falls,	1561	2320	1608 1/4	14336 5/8
	Windsor,	639	885	447 3/4	1063 5/8
	Richmond,	8236	8013	4060	2105
	Durham,	1302	716	805 5/8	10889 3/4
	Acton,	2419	2561	1114 1/4	8962 3/4
	Upton,	2249	2344	436 5/8	6738 3/8
	Britannia Mills,	1911	1414	161 3/4	23894 1/4
	St. Hyacinthe,	14442 1/2	14408	6079 3/8	3601 1/2
	* Soixante,	* 532			
	St. Hilaire,	5227 1/2	5484 1/2	4808 7/8	779
	* Bon Mont,	* 450			
	* Charons,	* 29			
	Longueuil,	25711 1/2	26708 1/2	48465	22484
Quebec District.	Danville,	2851 1/2	2596 1/2	1191 3/8	2965 1/2
	Warwick or Harvey's	879	924	836 1/4	1835 3/4
	Nicolet or Arthabaska,	1217	1331	493 7/8	971 1/8
	Stanfold,	2014	1893	1152 7/8	1572 7/8
	Somerset,	2234	2274	1879 7/8	3257 3/4
	Becancour,	1770	2046	811 1/2	7556 5/8
	Methot's Mills,	1200	1440 1/4	2236 5/8	1116 7/8
	Black River,	490	563	405	4989 1/8
	Craig's Road,	1695	1565	908	252
	Chaudiere,	2003	2009	2804 1/2	8324 3/4
	Point Levi,	18003 1/2	18944	24216 3/4	3776 1/4
St. Thomas.	St. Henri,	523	589	339 5/8	5 3/4
	St. Charles,	531	923	118 5/8	95 1/4
	St. Francis,	358	757 1/2	298 1/8	58 1/4
	St. Thomas,	888	1547	326 1/8	85 1/8
Brockville District.	Point Charles,	10812	11342 1/2	6797 7/8	4171 3/4
	* Blue Bonnets,	* 141			
	Point Claire,	1905	1797	60 1/8	148 1/4
	St. Ann's,	1594	1967	74 1/8	22 5/8
	Vaudreuil,	2667	2671	277	398 3/8
	* Cedars,	* 499			
	Coteau Landing,	2319	2083	294	783 1/2
	Lancaster,	2293	2283	413 5/8	496 1/4
	Cornwall	3410	3640	338 1/4	912 3/8
	* Moulinette,	* 302			
	Dickinson's Landing,	1252	1637	156 7/8	137 3/8
	* Aultsville,	* 611			
	Williamsburg,	1894	2178	272 1/4	450 7/8
	Matilda,	1081	1182	126 1/8	351 3/4
	* Edwardsburg,	* 470 1/2			
	Prescott,	5905 1/2	4532	1392	2083 3/4
	* Maitland,	* 297			
	Brockville,	7936 1/2	6653	1752	1982 7/8
	Conductors,	10499	10499		
	Total..	343462 1/2	343462 1/2	309995 1/4	309995 1/4

		Freight.		Passengers.		Freight.
Lumber Firewood,	Tons,	136094 1/2	Foreign,	89151	Foreign,	59632 1/2
General Goods,	Tons,	173991	Local,	254311 1/2	Local,	250362 3/4

(*Signed,*) JAMES HARDMAN, *Auditor.*

From Stations marked thus * Tickets are only issued by Conductors on board the Cars.
Brockville District opened Nov. 19th, 1855. St. Thomas District opened Dec. 3rd, 1355—closed Feb. 12th, 1856—Re-opened April 14th, 1856.

GENERAL PASSENGER STATEMENT FOR THE YEAR ENDING 30th JUNE, 1856.

LOCAL.	From Station to Station,	No.	254311½
	Through to and from Andros'gn & Kennebec Railway	70197½	
	" " Buckfield Railway.. ..	2875	
	" " Boston	6033	
	" " St. John..	318½	
	" " Stages	6293½	
	" " Royal Mail Steamers ..	323	
	" " Great Western Railway ..	996½	
	" " Illinois..	11	
	" " Ottawa and Prescott	1960½	
	" " From Niagara Falls Agency	142½	
FOREIGN.	.. ..	89151	

TOTAL number of Passengers..	343462½
Total number of Miles Travelled..	15146140
Average distance Travelled by each Passenger	44 1-10

Total Passenger Receipts	$409598 62
Average Receipt per Passenger	1 19¼
Average Receipt per Passenger per Mile	02¾

Number of Passengers	Increased	20½	per cent.
Receipts from Passengers	"	31½	"
Total Miles Travelled by Passengers ..	"	49	"
Miles Travelled by each Passenger ..	"	24¼	"
Average Receipt per Passenger.. ..	"	9 7-16	"
Average Receipt per Passenger per Mile,	Decreased	8⅓	"

STATEMENT SHEWING THE DISTANCE TRAVELLED BY PASSENGERS.

TRAVELLING—			under 10 Miles		34640½
"	10 Miles & under		20	..	71407
"	20 "	"	30	..	104321
"	30 "	"	50	..	60696½
"	50 "	"	75	..	18536
"	75 "	"	100	..	12039½
"	100 "	"	150	..	17364
"	150 "	"	200	..	16656
"	200 "	"	250	..	1238
"	250 "	"	300	..	3935
"	300 "	"	350	..	2001½
"	350 "	"	300	..	27½
"	400 "	"	418	..	600

LOCOMOTIVE WORKING FOR THE YEAR ENDING 30th JUNE, 1856.

Total Miles run by Passenger Trains, ...	492794
Do. do. by Freight Trains.	572028
Do. do. by Ballast, Pilot and Snow Ploughs	135980
GRAND TOTAL, ...	1200802

Total Running Expenses,..	$293891 51
Total Repairs	106074 71
	$399966 22 or 33.30 cts. per mile.

Dr. **GENERAL STATEMENT OF CAPITAL ACCOUNT,**

	Expended to 30th June 1855.	Expended for half year ending, 31st December, 1855.	Expended for half year ending 30th June, 1856.	Total Expenditure to 30th June, 1856.
(*See Abstracts.*)	£ s. d.	£ s. d.	£ s. d.	£ s. d.
PRELIMINARY EXPENSES—				
Grand Trunk Railway	2095 18 2	....	....	2095 18 2
Toronto and Guelph do	10537 9 8	....	....	10537 9 8
Toronto and Kingston	1160 19 1	....	....	1160 19 1
Montreal and Kingston	3699 3 5	....	....	3699 3 5
Grand Junction	347 8 10	....	....	347 8 10
A Engineering	54388 7 5	1809 19 2	1060 16 10	57259 3 5
B Works and Permanent Way	1144200 16 1	25272 12 8	3298 11 4	1172772 0 0
C Stations, Buildings and Offices	105450 10 11	18496 10 7	6025 0 11	129972 2 5
D Advertising and Printing	3959 1 5	197 6 6	245 5 11	4401 13 10
E Locomotive Stock	132718 7 3	6472 11 5	2781 9 2	141972 7 10
F Merchandize Car Stock	80623 6 5	11473 19 8	4791 4 3	96888 10 4
G Passenger Car Stock	18912 17 10	2268 16 2	848 12 11	22030 6 11
H Miscellaneous Stock	11441 9 7	1500 0 2	827 2 4	13768 12 1
I General Expenses, Canada	173711 4 8	5215 13 8	6022 18 9	184949 17 1
London	18297 9 1	3112 16 1	4419 5 6	25829 10 8
K Electric Telegraph	4974 6 11	3287 0 11	1430 0 9	9691 8 7
WORKS IN PROGRESS—				
Toronto and Sarnia	1077676 11 8	205530 4 9	76148 14 8	1359355 11 1
Montreal and Toronto	2117923 9 0	921766 2 8	465626 17 0	3505316 8 8
Quebec and ichmond	892991 19 11		30996 8 9	923988 8 8
Quebec and Trois Pistoles	325835 10 0	83555 16 0	9920 14 0	419312 0 0
Victoria Bridge	259175 3 5	102102 13 4	41500 10 0	402778 6 9
Berlin Falls Branch	300 0 0	1354 10 0	1445 10 0	3100 0 0
Extra Works			164056 8 5	164056 8 5
Survey London and Stratford	2502 12 11			2502 12 11
Land and Land Damages	8795 19 9	959 5 0	1076 2 0	10831 6 9
Steam Ferry Boats	20576 15 0	4072 10 2	313 10 9	24962 15 11
	6472296 18 5	1398448 8 11	822835 4 3	8693580 11 7
Balance to Credit of Capital account				208006 12 7
Currency.				8901587 4 2

REVENUE ACCOUNT, FOR THE

EXPENDITURE.	£ s. d.
(*See Abstracts.*)	
L For Locomotive Power	99991 11 2
M Coaching Charges	20957 1 1
N Merchandise do	49622 3 4
O Maintenance of Way and Buildings	78568 7 4
P General Charges	9956 10 4
Q Telegraph Charges	1302 5 7
R Taxes	2088 13 10
Longueuil Ferry Boat	3895 11 1
Quebec do	2460 3 8
Loss and Damage, Compensation, &c	381 13 8
	269224 1 1
Balance to Credit of Revenue Account for year ending 30th June, 1856	25632 16 5
Currency.	294856 17 6

FOR THE YEAR ENDING 30th JUNE, 1856. *Cr.*

	£ s. d.	£ s. d.
By Share Capital, viz:—		
St. Lawrence Shares. Amount received on Shares of the St. Lawrence & Atlantic Railroad Company.....	237987 1 8	
Toronto Shares. Amount received on Shares of the Toronto and Guelph Railroad.....	166859 16 8	
Quebec and Richmond Shares. Amount received on Shares of the Quebec and Richmond Railroad Company.....	352154 2 5	
Grand Trunk Shares. Amount received on the A Issue of Shares	2085077 14 2	
do do do B Issue do	508521 0 10	
		3350599 15 9
By Debentures, viz:—		
Debentures of the City of Montreal, issued to the St. Lawrence and Atlantic Railroad Company.....	125000 0 0	
Debentures of the Atlantic and St. Lawrence Railroad Company issued to the St. Lawrence and Atlantic Railroad Company, for the construction of the Island Pond Division of that Road.....	109500 0 0	
British American Land Company's Bonds.....	25000 0 0	
Montreal Seminary, do	25000 0 0	
Debentures issued by the Quebec and Richmond Railroad Co.	121666 13 4	
Company's Debentures, viz:—		
A Issue £1056723 13 4		
B Issue..... 688998 6 8		
	1745722 0 0	
		2151888 13 4
By Loan from the Governmemt of Canada, viz:—		
Provincial Debentures issued on account of		
St. Lawrence and Atlantic Railroad Company.....	568791 13 4	
Quebec and Richmond Railroad Company.....	304166 13 4	
Grand Trunk Railway.....	2526140 8 5	
		3399098 15 1
Currency.		8901587 4 2

YEAR ENDING 30th JUNE, 1856.

RECEIPTS.	£ s. d.
From Passengers, No. 343,462½.....	101342 2 5
Baggage and Passenger Ferry Receipts	1057 10 7
Mails.....	12558 16 10
Merchandise, Tons 309995¼.....	175169 8 10
Expresses.....	2103 13 6
Car Hire	395 17 6
Rents	2229 7 10
Currency.	294856 17 6

Dr. **GENERAL BALANCES—**

		£	s.	d.
To Cash on hand in England and Canada		50733	2	10
To Bonds on hand viz :—Toronto City	£100000 0 0			
Atlantic and St. Lawrence Railroad Company	29750 0 0			
		129750	0	0
To Atlantic and St. Lawrence Shares held by the Company		171475	0	0
To Bills Receivable on hand		1051	1	3
To Exchange and Commission Accounts		29696	4	10
To Premium on Debenture Accounts		165298	15	4
To Outstanding Traffic Accounts		44341	7	8
To Interest paid to date		656403	3	7
To Balance due by Sundry Individuals		31153	3	0
To Balance at Debit of Atlantic and St. Lawrence Railroad Company		48741	18	4
To Stores on hand	£28670 13 5			
To Fuel on hand	88688 2 7			
		117358	16	0
Currency		1446002	12	10

Details of Expenditure referred

ENGINEERING.—(Abstract A.)

	Half year ending 31st Dec. 1855.			Half year ending 30th June, 1856.			Total expenditure for year ending 30th June, 1856.		
	£	s.	d.	£	s.	d.	£	s.	d.
Salaries and Office Expenses	1544	10	4	667	13	1	2212	3	5
Surveying, &c.	39	6	1	150	0	0	189	6	1
Travelling and Incidental expenses	225	13	5	242	11	10	468	5	3
Instruments and Drawing Materials	0	9	4		11	11	1	1	3
	1809	19	2	1060	16	19	2870	16	0

WORKS AND PERMANENT WAY.—(Abstract B.)

	Half year ending 31st Dec. 1855.			Half year ending 30th June, 1856.			Total Expenditure for year ending 30th June, 1856.		
	£	s.	d.	£	s.	d.	£	s.	d.
Way contracted for	1719	16	7	....	..	..	1719	16	7
Rails, Chairs, &c.	7680	6	6	568	17	3	8249	3	9
Way not contracted for	3111	17	1	876	11	8	3988	8	9
Bridges, Tunnels and Culverts	2563	3	9	540	0	5	3103	4	2
Extra and Additional Works	4713	14	0	333	5	6	5046	19	6
Signals, &c.	1869	14	2	103	13	9	1673	7	11
Ballast and Ballasting	1776	2	7	81	18	9	1858	1	4
Fencing	1211	6	9	602	13	1	1813	19	10
Miscellaneous	626	11	3	191	10	11	818	2	2
	25272	12	8	3298	11	4	28571	4	0

30th JUNE 1856.

Cr.

		£ s. d.
By Balance to credit of Capital Account		208006 12 7
By " " of Revenue Account, viz :—		
Amount at Credit of this Account, 30th June, 1855,	£72755 6 6	
" " "		
For the year ending 30th June, 1856	25632 16 5	
		98388 2 11
By Amount retained from the Contractors as a Reserve Fund		76650 0 0
By Amount retained from the Contractors as Reserve Fund to meet Salaries		62651 7 4
By Bills Payable, outstanding		52566 3 9
By Bills of Exchange, drawn, but not yet matured		85441 11 9
By Amount due to Sundry Individuals		10456 9 0
By Amount due to Contractors		313567 7 0
By Sundry Accounts charged, but not yet paid		34467 16 6
By Premium on Sale of Debentures		76367 10 4
By Loan Account		427439 11 8
	Currency	1446002 12 10

to in the Capital Account.

STATIONS, BUILDINGS AND OFFICES.—(Abstract C.)

	Half year ending 31st Dec. 1855.	Half year ending 30th June, 1856.	Total Expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Temporary Stations	....	90 4 9	90 4 6
Engine Stations	5184 3 3	1179 2 6	6363 5 9
Passenger Stations	4519 7 4	1173 10 1	5692 17 5
Merchandise Stations	532 4 1	340 18 0	873 2 1
Wood and Water Stations	1270 3 6	1154 9 3	2424 12 9
Offices	54 5 5	311 13 5	365 18 10
Wharves and Depot Grounds	6936 7 0	1775 2 11	8711 9 11
	18496 10 7	6025 0 11	24521 11 6

ADVERTISING AND PRINTING.—(Abstract D.)

	Half year ending 31st Dec. 1855.	Half year ending 30th June, 1856.	Total Expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Engineering Department	....	22 18 6	22 18 6
Secretary and Managers' Department	169 9 10	182 5 1	351 14 11
Ticket Department	27 16 8	40 2 4	67 19 0
	197 6 6	245 5 11	442 12 5

LOCOMOTIVE STOCK.—(Abstract E.)

	Half year ending 31st Dec. 1855.	Half year ending 30th June, 1856.	Total Expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Engines	2607 1 10	1606 0 7	4213 2 5
Tenders	15 0	....	15 0
Spare Cars	11 15 8	....	11 15 8
Work Shops	1590 13 4	232 10 10	1823 4 2
Tools and Implements	1944 11 4	772 16 10	2717 8 2
Snow Ploughs	48 12 0	42 13 1	91 5 1
Stationary Engines	57 15 10	29 13 2	87 9 0
Miscellaneous	211 6 5	97 14 8	309 1 1
	6472 11 5	2781 9 2	9254 0 7

MERCHANDISE CARS.—(Abstract F.)

	Half year ending 31st Dec. 1855.	Half year ending 30th June, 1856.	Total Expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Merchandise Cars	3804 2 8	3873 3 8	7677 6 4
Platform Cars	6184 7 5	243 17 6	6428 4 11
Ballast Cars	839 10 0	0 6 0	839 16 0
Car Sheds	4 15 6	0 6 3	5 1 9
Work Shops	13 10 4	168 5 0	181 15 4
Implements and Tools	327 5 11	395 1 7	722 7 6
Miscellaneous	300 7 10	110 4 3	410 12 1
	11473 19 8	4791 4 3	16265 3 11

PASSENGER CAR STOCK.—(Abstract G.)

	Half year ending 31st Dec. 1855.	Half year ending 30th June, 1856.	Total Expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
First Class Cars	384 11 1	336 0 4	720 11 5
Second Class Cars	....	83 3 3	83 3 3
Baggage Cars	1503 6 5	232 5 4	1735 11 9
Passenger Car Sheds	1 11 8	....	1 11 8
Work Shops	2 6 0	54 5 0	56 11 0
Tools and Implements	91 2 1	67 0 5	158 2 6
Miscellaneous	285 18 11	75 18 7	361 17 6
	2268 16 2	848 12 11	3117 9 1

MISCELLANEOUS STOCK.—(Abstract H.)

	Half year ending 31st Dec. 1855.	Half year ending 30th June, 1856.	Total Expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Furniture in General Offices	113 11 10	83 5 1	196 16 11
Furniture, &c. at Stations	499 15 3	680 13 11	1180 9 2
Houses, &c.	886 13 1	63 3 4	949 16 5
	1500 0 2	827 2 4	2327 2 6

GENERAL EXPENSES.—(ABSTRACT I.)

	Half year ending 31st Dec. 1855.	Half year ending 30th June, 1856.	Total Expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Salaries and Office Expenses	2447 5 3	2698 11 1	5145 16 4
Direction	30 7 6	25 0 0	55 7 6
Rent Taxes	195 6 3	167 0 7	362 6 10
Books and Stationery	234 0 10	354 10 6	588 11 4
Insurance	331 1 1	90 14 0	421 15 1
Interest and Commission	165 0 0	....	165 0 0
Lighting	20 18 0	105 5 11	126 3 11
Auditing	....	1 11 6	1 11 6
Law Charges	953 0 1	123 5 6	1076 5 7
Miscellaneous	838 14 8	2456 19 8	3295 14 4
	5215 13 8	6022 18 9	11238 12 5

ELECTRIC TELEGRAPH.—(ABSTRACT K,)

	Half year ending 31st Dec. 1855.	Half year ending 30th June, 1856.	Total Expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Instruments	26 17 3	293 10 1	320 7 4
Repairing Instruments	3 1 4	16 3 10	19 5 2
Line	2885 9 7	707 18 8	3593 8 3
Office Fittings	75 3 10	113 13 7	188 17 5
Batteries	128 13 8	83 6 3	211 19 11
Salaries	150 1 5	162 10 0	312 11 5
Stationery	4 15 9	11 9 4	16 5 1
Incidentals	12 18 1	41 9 0	54 7 1
	3287 0 11	1430 0 9	4717 1 8

Details of Expenditure referred to in the Revenue Account.

LOCOMOTIVE POWER.—(ABSTRACT L.)

	Expenditure for Half year ending 31st Dec. 1855.	Expenditure for Half year ending 30th June, 1856.	Total expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Salaries and Wages	9289 18 2	11187 2 2	20477 0 4
Firewood	23076 4 1	22076 0 0	45152 4 1
Oil, Tallow and Waste	2982 0 0	2006 15 6	4988 15 6
Materials for repairing Engines	2250 14 3	2468 19 3	4719 13 6
Wages for repairing Engines	4599 17 6	5268 3 11	9868 1 5
Repairs to Workshops, Tools, &c.	784 6 8	542 12 7	1326 19 3
Repairs not done by the Company	4217 18 8	6386 0 9	10603 19 5
Lighting	143 5 9	119 13 9	262 19 6
Small Stores	4 17 11	29 4 10	34 2 9
Water	712 7 6	1199 5 3	1911 12 9
Watchmen	....	11 2 6	11 2 6
Miscellaneous	396 1 11	238 18 3	635 0 2
	48457 12 5	51533 18 9	99991 11 2

COACHING CHARGES.—(Abstract M.)

	Expenditure for Half year ending 31st Dec. 1855.			Expenditure for Half year ending 30th June, 1856.			Total expenditure for year ending 30th June, 1856.		
	£	s.	d.	£	s.	d.	£	s.	d.
Salaries, Superintendents, Booking Clerks and Office Expenses	2332	16	4	2756	6	5	5089	2	9
Wages to Conductors and Brakemen	2547	12	2	2485	14	0	5933	6	2
Oil, Tallow and Waste	480	13	7	510	6	10	991	0	5
Materials for Repairing Cars	1812	16	0	1409	5	2	3222	1	2
Wages for Repairing Cars	1333	0	1	1427	1	2	2760	1	3
Repairs to Workshops, Tanks, &c	201	16	9	167	16	4	369	13	1
Repairs not done by the Company	257	17	9	962	3	1	1220	0	10
Compensation	103	19	6	17	18	3	121	17	9
Small Stores	49	1	9	18	5	2	67	6	11
Lighting	85	2	8	58	17	6	144	0	2
Wages to Switchmen	742	3	7	694	18	4	1437	1	11
Miscellaneous	333	4	1	168	4	7	501	8	8
	10280	4	3	10676	16	10	20957	1	1

MERCHANDISE CHARGES.—(Abstract N.)

	Expenditure for Half year ending 31st Dec. 1855.			Expenditure for Half year ending 30th June, 1856.			Total expenditure for year ending 30th June, 1856.		
	£	s.	d.	£	s.	d.	£	s.	d.
Salaries to Superintendents, Clerks and Office Expenses	2773	9	8	3321	2	4	6094	12	0
Wages to Conductors, Brakemen, &c	7173	13	6	7292	12	0	14466	5	6
Oil, Tallow and Waste	1261	18	6	1586	7	11	2848	6	5
Materials for repairing Cars	2928	2	2	2863	12	0	5791	14	2
Wages for repairing Cars	3466	5	5	3597	1	7	7063	7	0
Repairs to Workshops, Cranes, &c	239	19	8	299	19	0	539	18	8
Repairs not done by the Company	3360	0	10	4644	14	11	8004	15	9
Lighting	103	17	10	80	12	7	184	10	5
Compensation	712	5	9	368	19	11	1081	5	8
Small Stores	22	13	10	29	3	11	51	17	9
Wages of Switchmen	1004	8	8	1203	8	8	2207	17	4
Miscellaneous	729	19	5	557	13	3	1287	12	8
	23776	15	3	25845	8	1	49622	3	4

MAINTENANCE OF WAY AND BUILDINGS.—(Abstract O.)

	Expenditure for Half year ending 31st Dec. 1855			Expenditure for Half year ending 30th June, 1856.			Total expenditure for year ending 30th June, 1856.		
	£	s.	d.	£	s.	d.	£	s.	d.
Inspectors, Plate Layers, Wages and Tools	14448	11	10	6667	0	11	21115	12	9
Rails, Chairs, Ties, &c	7583	12	9	6077	13	6	13661	6	3
Ballast and Ballasting	5499	8	9	983	14	8	6483	3	5
Repairs to Stations, &c	1821	17	2	1371	6	4	3193	3	6
Repairs to Bridges, Tunnels, &c	1036	1	1	5219	19	1	6256	0	2
Repairs to House Property	123	5	10	368	4	6	491	10	4
Proportion of Engineer Salaries & Office Expenses	207	3	3	246	8	11	453	12	2
Maintenance contracted for	3696	12	11	20686	17	11	24383	10	10
Small Stores	62	16	4	77	8	10	140	5	2
Lighting	255	3	0	272	6	8	527	9	8
Wages to Switchmen	....			1	4	10	1	4	10
Miscellaneous	784	15	9	1076	12	6	1861	8	3
	35519	8	8	43048	18	8	78568	7	4

GENERAL CHARGES—(Abstract P.)

	Expenditure for Half year ending 31st Dec. 1855.	Expenditure for Half year ending 30th June, 1855.	Total expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Salaries to Officers and Clerks	1797 14 2	2176 10 2	3974 4 4
Advertising, Printing, &c.	931 14 11	739 14 5	1671 9 4
Law Charges for General Business	67 8 6	12 6 8	79 15 2
Insurance	726 14 6	754 10 0	1481 4 6
Storekeepers' Wages, &c.	155 9 5	130 1 3	285 10 8
Travelling Expenses	103 15 10	259 12 1	363 7 11
Miscellaneous	918 13 6	1182 4 11	2100 18 5
	4701 10 10	5254 19 6	9956 10 4

TELEGRAPH CHARGES—(Abstract Q.)

	Expenditure for Half year ending 31st Dec. 1855.	Expenditure for Half year ending 30th June, 1856.	Total expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
Salaries	519 13 8	700 7 8	1220 1 4
Instruments	11 9	....	11 9
Repairs	22 11 10	13 18 0	36 9 10
Office Fittings	14 3 6	11 2 0	25 5 6
Batteries	34 19 4	99 8 5	134 7 9
Incidentals	1 18 11	27 15 4	29 14 3
Stationery	20 15 10	26 16 11	47 12 9
Miscellaneous	....	8 2 5	8 2 5
		887 10 9	1502 5 7
Less this Amount received from the Montreal Telegraph Company, for use of the Line from Quebec to Richmond	....	200 0 0	200 0 0
	614 14 10	687 10 9	1302 5 7

TAXES—(Abstract R.)

	Expenditure for Half year ending 31st Dec. 1855.	Expenditure for Half year ending 30th June, 1856.	Total expenditure for year ending 30th June, 1856.
	£ s. d.	£ s. d.	£ s. d.
School Taxes	129 9 3	51 8 3	180 17 6
Municipal Taxes	1676 17 10	80 1 4	1756 19 2
Road Taxes	63 3 3	87 13 11	150 17 2
	1869 10 4	219 3 6	2088 13 10

W. H. A. DAVIES,
Chief Accountant.

Grand Trunk Railway Company of Canada,
CHIEF ACCOUNTANT'S OFFICE,
Montreal, 12th August, 1856.