

Great Western Railway.

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REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING JULY 31, 1858;

WITH

STATEMENTS OF ACCOUNTS,

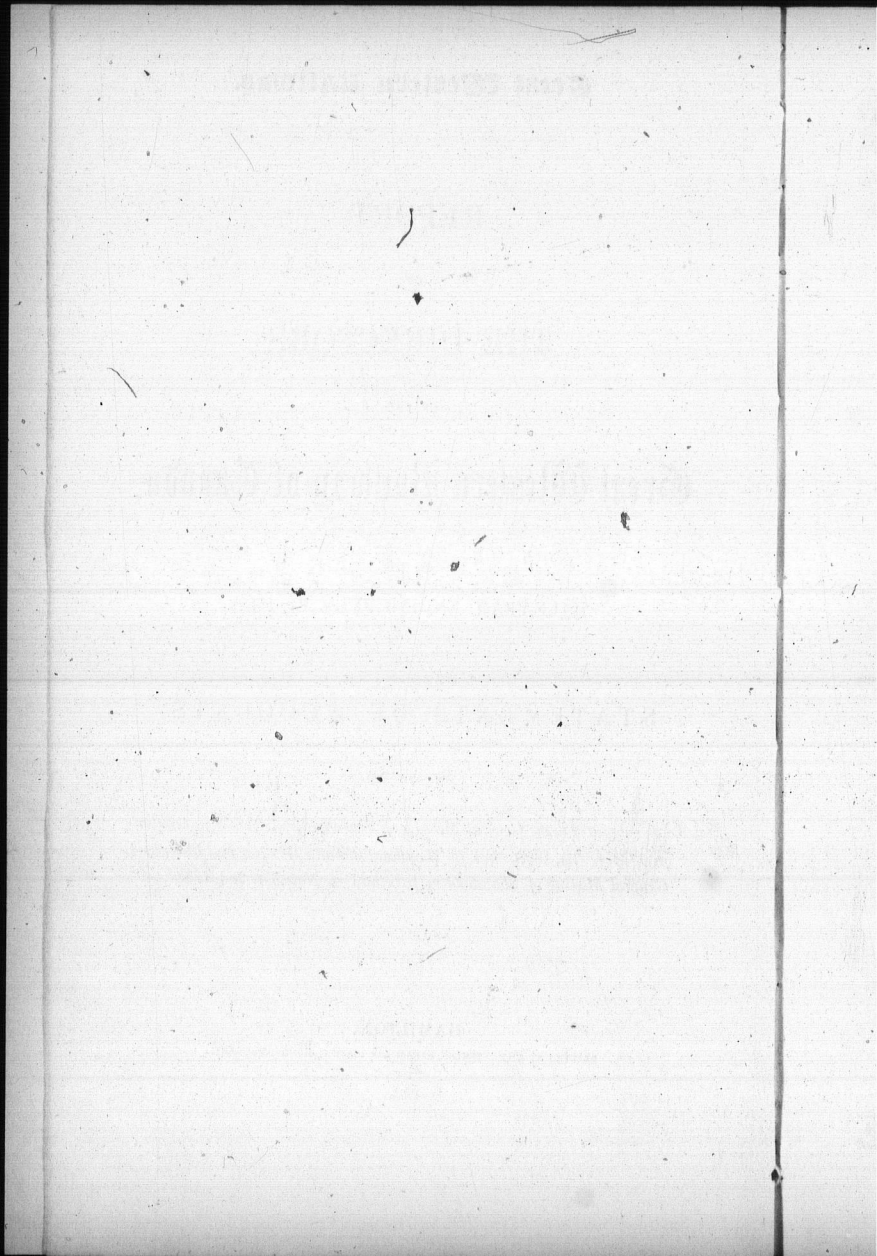
&c., &c., &c.

*To be submitted to the General Meeting of Shareholders to be held in London,
on October 7th, 1858, and in Hamilton, Canada West, at an Adjourned
General Meeting of Shareholders, to be held on November 2nd, 1858.*

HAMILTON:

PRINTED AT THE "TIMES" STEAM JOB OFFICE, HUGHSON-STREET.

1858.



Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1858.

President.

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

Vice President.

JOHN YOUNG, Esq., Hamilton, Canada West.

Managing Director.

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

Financial Director.

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

Canadian Board.

JOHN YOUNG, Esq., *Chairman*, Hamilton, Canada West.

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

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

RICHARD JUSON, Esq., ditto.

HENRY C. R. BECHER, Esq., London, Canada West.

FREDERICK W. GATES, Esq., Hamilton, Canada West.

WILLIAM DICKSON, Esq., Galt, Canada West.

Ex-officio Director.

GEORGE H. MILLS, Esq., Mayor of Hamilton, Canada West.

English Board.

ROBERT GILL, Esq., *Chairman*, Apps Court, Surrey.

JOHN MILLIGAN LAWS, *Rear-Admiral*, Binfield.

Berks, and Army and Navy Club, London.

WILLIAM GOVAN, Esq., South Park, Hillhead, Glasgow.

THOMAS CULLEN, Esq., 8, Devonshire Street, Portland

Place, London.

Bankers.

THE COMMERCIAL BANK OF CANADA.

THE CLINTON BANK OF BUFFALO.

THE MICHIGAN INSURANCE BANK, Detroit.

THE MERCHANTS' BANK, New York.

THE LONDON JOINT STOCK BANK, London, England.

Company's Offices in Canada.

HAMILTON, CANADA WEST.

SECRETARY,—W. C. STEPHENS. Esq.

THE GREAT WESTERN ACCOUNT

Dr. *Capital Account showing the Receipts and Expenditure of*

Half-year ended 31st Jan., 1868.	\$	c.	RECEIPTS.	\$	c.
			To ORIGINAL SHARE ACCOUNT—		
			For amount received on 91,599 original shares at £20 10s. sterling or £25 currency, equal to \$100 per share	9,159,900	00
			To NEW SHARE ACCOUNT—		
			For amount of 1st, 2nd, 3rd and 4th calls on 78,101 new shares, say £18 sterling or £15 17s. currency per share, equal to \$63 40c. per Share on these calls	\$4,951,603	40
			Less amount of arrears on 3rd and 4th calls	132,661	15
				\$4,818,942	25
			For amount received in anticipation of future calls on new shares ...	76,066	00
				4,895,068	25
			<u>\$13,919,733</u>	<u>\$14,054,908</u>	<u>25</u>
			To PERPETUAL 5 PER CENT DEBENTURE STOCK—		
			For amount received on this account		58,448 67
			To BOND ACCOUNT—		
			Bonds at 6 per cent, con- vertible,..... due 1876	\$635,000	00
			Do. do. due 1873	195,000	00
				830,000	00
			Bonds at 6 per cent, non- convertible.... due 1857	4,000	00
			Do. do. due 1862	66,500	00
			Do. do. due 1873	2,171,000	00
			Do. do. due 1860	134,806	67
			Do. do. due 1862	20,926	67
			Do. do. due 1864	334,340	00
				2,727,673	34
			Do. at 5 1/2 per cent. nonconvertible, due 1877	2,061,520	00
			Do. at 5 per cent. do. due 1881	4,966	67
				5,623,960	01
			To GOVERNMENT LOAN, as per last half- year's report	3,755,555	18
			Less 1st instalment paid off on 1st July, 1858	867,114	45
				2,798,440	73

(Memo.—Balance to be paid off by three equal instalments.)

NOTE.—On account of the \$362,014 83 expenditure for
the Galt and Guelph Railway, the Company holds
the following securities:—

Galt and Guelph Railway Co.'s Bond	for \$32,000 00
Do. do.	for 63,057 82
Do. do.	for 38,498 78
Do. do.	for 163,584 23
	<u>\$332,170 83</u>

\$21,828,648 54

142,776 43

\$21,971,424 97

To Balance carried to account No. 4.....

\$22,535,757 66

322,504 60

\$22,568,262 16

RAILWAY COMPANY OF CANADA.

No. 1.

the Company on Capital Account to 31st July, 1858.

Cr.

Half-year ended 31st July, 1858.	c.	EXPENDITURE.	Half-year ended 31st July, 1858.
\$	c.		\$
		BY COST OF GREAT WESTERN MAIN LINE, HAMILTON AND TORONTO LINE, AND GALT BRANCH, &c., as follows —	
488,000	47	Interest on Shares, Bonds, Government Loan, &c., during construction	486,430 54
13,078,438	57	Land Works, Bridges, Permanent Way, and all incidental Charges	13,206,605 36
1,200,184	58	Stations, Warehouses, Wharves, &c.	1,241,623 05
501,599	12	Workshops and Machinery, including Fixed Engines.....	502,639 07
		ROLLING STOCK, viz. —	
1,461,325	78	Locomotive Engines and Tenders.....	\$1,461,472 93
1,665,489	38	Passenger, Goods and other Cars.....	1,666,489 38
		<hr/>	3,127,962 31
12,306	68	Electric Telegraph	12,618 90
237,592	48	Steamers "Canada" and "America"	237,592 48
180,033	92	Ferry Steamers for crossing Detroit River.....	184,115 41
		GENERAL CHARGES, viz. —	
64,063	92	Law Expenses	\$64,981 69
400,102	98	Engineering Expenses.....	404,914 99
77,663	50	Salaries	80,589 47
180,585	30	Agency Charges on Sale of Bonds and Shares	180,585 30
12,175	92	Police Force	12,175 92
2,774	28	Insurance and Taxes.....	2,774 28
23,092	77	Advertising, Stationery and Printing.....	23,364 70
12,565	80	Office Furniture	12,565 80
51,193	00	Travelling and Incidental Expenses	52,177 99
		<hr/>	\$64,120 14
40,000	00	Payments to Sir Allan McNab.....	40,000 00
\$19,719,198	45		\$19,908,667 26
9,578	97	By expenditure on account of Double Track	9,578 97
\$19,728,777	42	TOTAL PAYMENTS to 31st July, 1858, on account of Great Western Line proper.....	\$19,913,246 23
		(Expenditure during the Half-year to 31st July, 1858, \$184,468 51.)	
		BY EXPENDITURE on account of Branch Lines, &c., viz.—	
		ON THE SARNIA BRANCH—	
1,435,701	82	Works Bridges, Permanent Way, and all Incidental Expenses	\$1,610,148 90
40,674	18	Right of Way and Land.....	40,674 18
29,092	40	Extra Land purchased	29,092 40
		Rolling Stock, viz: Engines	
26,000	00	and Tenders.....	\$27,424 31
157,200	00	Passenger and Goods Cars	170,721 07
		<hr/>	196,145 38
		TOTAL EXPENDITURE to 31st July, 1858, ON SARNIA BRANCH ACCOUNT.....	\$1,578,060 86
		ON THE GALT AND GUELPH RAILWAY—	
440,171	23	Land, Works, Bridges, Permanent Way, and all Incidental Expenses	\$442,014 83
		Less: Amount of Provincial Bonds received from the Galt and Guelph Railway Co., on account of Works, said Bonds having been accepted by the Government in part payment of Loan to the Great Western Railway Co., at par \$20,000 currency, or.....	80,000 00
		<hr/>	362,014 83
		By Detroit and Milwaukee Railway Co. "Loan Account"	2,240,075 69
113,807	92	Amount advanced on this account to 31st July, 1858....	704,940 24
\$21,971,424	97		\$22,858,262 16

THE GREAT WESTERN
ACCOUNT

Dr.

Revenue Account of the Great Western Railway

Half year ended 31st July, 1857,	RECEIPTS.	Half-year ended 31st July, 1858.
\$ c.		\$ c.
794,041 04	To amount received for the carriage of 276,914½ Pas- sengers	605,366 91
49,042 43	Ditto ditto Parcels and Mails.....	38,335 64
449,702 65	Ditto ditto Freight and Live Stock	388,282 03
1,292,786 12	Ditto ditto Rents.....	1,031,984 48
3,840 83		7,790 21
<p><i>NOTE.</i>—The above Traffic Receipts are exclusive of those of the Galt and Guelph Railway, for which see Account H.</p>		
\$1,296,626 95		\$1,039,774 69

RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada for the half-year ending 31st July, 1858.

Cr.

Half-yr. ended 31st July, 1857.	Per Cent on Gross Receipts.	EXPENSES.	Half-yr. ended 31st July, 1858.	Per Cent on Gross Receipts.
			\$	c.
111,508	90	BY MAINTENANCE & RENEWAL OF WAY, VIZ.—		
31,104	87	Cost of Maintenance of Way..	\$78,777	47
		Cost of Renewal of Bridges, Rails, Sleepers, Fences, &c...	23,419	07
				7.58
142,613	77			
255,273	62	Per Abstract A	102,196	54
		Locomotive Power		9.83
		Repairs and Renewals of Pas- senger and Freight Cars ...	216,388	27
44,567	33	do. B		20.81
133,953	78	do. C	35,950	26
112,754	63	do. D	112,643	87
32,607	60	do. E	88,504	55
		do. F	35,342	52
		General Charges ...		3.40
721,770	43	Total Ordinary Working Expenses...	591,026	01
				56.84
		ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.		
387	61	By Taxes ...	\$7,523	29
3,458	82	Insurance...	4,306	82
		Suspension Bridge Rent, for half-year ...	22,500	00
22,500	00	Damages and Compensations for accidents in former Half- years ...		2.16
19,761	85			
			34,637	11
767,573	61	Total Revenue Expenditure ...	625,663	12
528,748	34	Balance carried to net Revenue No. 3 account ...	414,111	57
\$ 1,296,626	86		\$ 1,039,774	69

THE GREAT WESTERN

ACCOUNT

Net Revenue Account

Dr.			\$	c.
1858.				
July 31.	To half-year's interest on Government Loan, paid 1st July, 1858		113,544	20
	“ Interest on bonds, bank loans, &c., after deducting interest received, per Abstract G		45,858	82
	“ Balance carried down		299,540	35
			<u>\$458,943</u>	<u>37</u>
1858.			\$	c.
July 31.	To proposed dividend at the rate of 4 per cent. per annum on			
	91,599 old shares	\$182,787	28	
	78,101 new shares	98,824	62	
			<u>281,611</u>	<u>90</u>
	Surplus to be carried to next half-year		17,928	45
			<u>\$299,540</u>	<u>35</u>

THE GREAT WESTERN

ACCOUNT

General Balance Sheet

Dr.			\$	c.
	Balance of Net Revenue for General Dividend, as per Account No. 3		299,540	35
	Bonds payable		97,471	35
	Galt and Guelph Railway Company's securities on account of amount expended on that Branch		332,170	83
	Insurance Fund Account		11,876	77
	Balance due to Bankers and Contractors, and sundry accounts of the half-year not paid on 31st July, 1858 (Less amount of general Engineering per centages reserved)		1,453,150	60
			<u>\$2,194,209</u>	<u>90</u>

RAILWAY COMPANY OF CANADA.

No. 3.

to July 31, 1858.

	Cr.	
	\$	c.
1858.		
Feb. 1 By surplus of Net Revenue brought forward from half-year ended January 31, 1858.....	44,831	80
July 31. " Balance from Revenue Account, [No. 2] for the half-year to date	414,111	57
	\$458,943 37	
1858.		
July 31: By balance applicable to dividend brought down	299,540	35
	\$299,540 35	

RAILWAY COMPANY OF CANADA.

No. 4.

to July 31, 1858.

	Cr.	
	\$	c.
Balance from Capital Account No. 1.....	322,504	50
Amounts out-standing and due to the Company on Traffic Account.....	243,894	11
General Stores on hand, 31st July, 1858.....	290,516	63
Fuel	220,950	85
Mechanical " " "	96,123	30
Stationery " " "	5,712	20
Rails Stock Account, Rails on hand 31st July, 1858.	\$78,029	87
In transit from Eng and at 31st July, 1858,	135,994	13
	214,024 00	
Steamers' coal on hand 31st July, 1-58	4,644	52
Steam Ferry " "	6,357	00
Bills receivable	737	50
Municipal and other bonds	400,538	83
Detroit and Milwaukee Railway Stock and interest	198,900	00
Balances in Bankers' hands, loans, interest, and other amounts due to Company.....	189,306	46
	\$2,194,209 90	

RAILWAY COMPANY OF CANADA

Half
31st

1'
75
13
5
5
1

\$111
31

\$142

Half
31st

28
9
91
6

1'
9
4
1

149,1

39,1

60,0

248,0

1,
1,
3,

\$255,5

1st P

27 95
37 36
47 12
57 14
67 47

78 23

GREAT WESTERN RAILWAY OF CANADA.

Abstracts referred to in the Revenue Statement for the Half-year ended July 31st, 1858.

ABSTRACT A.

Half-year ended 31st July, 1857.	MAINTENANCE OF WAY.		Half-year ended 31st July, 1858.
\$ c.			\$ c.
17,315 37	Repairs of Bridges and Culverts	8,141 80	
73,185 25	Platelayers' Wages, and Extra Work on Way	51,710 77	
13,110 07	Repairs of Stations, Sidings, Fences, &c.	11,703 28	
1,745 78	Approaches	982 18	
2,488 62	Repairs of Buildings	1,975 17	
2,327 70	Engineering, Superintendence, &c.	2,823 24	
1,124 40	Repairs of Signals	849 07	
211 71	Small Stores	591 98	
<u>\$111,508 90</u>	Total Cost of Maintenance		<u>78,777 47</u>
31,104 87	Renewals of Bridges, Rails, Sleepers, Fences, &c.		23,419 07
<u>\$142,613 77</u>	Total Charge		<u>\$102,196 54</u>

ABSTRACT B.

Half-year ended 31st July, 1857.	LOCOMOTIVE POWER.		Half-year ended 31st July, 1858.
\$ c.			\$ c.
	Transit Expenses:		
28,250 72	Wages of Enginemmen and Firemen	23,998 25	
9,217 67	Wages of Laborers and Cleaners	8,365 00	
91,847 88	Fuel	75,161 07	
6,629 18	Oil	4,046 42	
875 97	Tallow	855 28	
1,787 93	Small Stores, including Signal Lamps, Waste, &c.	1,252 04	
9,100 69	Pumping Engines to supply Water	5,787 35	
470 30	Salaries of Foremen and Clerks	406 89	
993 48	Salary of Locomotive Engineer	1,126 56	
<u>149,173 82</u>			<u>125,998 66</u>
	Repairs of Engines:		
39,300 92	Material and Fuel	32,858 10	
60,060 20	Wages	52,114 01	
<u>248,534 94</u>			<u>84,972 11</u>
	Sundries:		
1,404 25	Lighting Shops	1,402 80	
1,489 10	Maintenance of Turntables	1,202 09	
3,845 23	Maintenance of Tanks and Pumps	2,512 61	
			<u>5,417 50</u>
<u>\$255,273 62</u>			<u>\$216,388 27</u>
	\$0.425 Cost per Train mile run	\$0.405	
	\$0.335 Cost per Traffic Engine mile run	\$0.312	

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run 1st Feb. to 31st July, 1857.		Miles run, 1st Feb. to 31st July, 1858.
342,192	By Passenger Engines	277,926
255,268	By Freight Engines	255,964
<u>597,460</u>	Total Train miles earning Revenue	<u>533,890</u>
164,494	By Pilot and Shunting Engines	168,678
<u>761,944</u>	Total Traffic Engine miles run	<u>692,563</u>
95,937	By Construction Engines	81,893
40,579	By Wood Engines	22,623
<u>901,460</u>	Gross Engine miles run	<u>797,079</u>

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st July, 1857.		Half-year ended 31st July, 1868.
	REPAIRS AND RENEWALS OF CARS.	
	Passenger Cars :	
\$ 8,854 78	Materials.....	\$ 6,641 67
10,804 07	Wages.....	13,425 02
751 45	Salaries of Superintendents, Foremen and Clerks....	972 80
20,410 30		21,042 49
	Merchandise, Cars, &c. :	
10,567 75	Materials.....	5,769 94
12,375 68	Wages.....	8,820 64
863* 65	Salaries of Superintendents, Foremen and Clerks....	617 29
44,217 38		14,907 77
349 95	Lights.....	
\$44,567 33		\$35,950 26
Showing a Cost of \$0.074	per Train Mile run	Showing a Cost of \$0.067
		per Train Mile run.

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Feb. to 31st July, 1857.		Miles run, 1st Feb. to 31st July, 1868.
1,027,836	Of 1st Class Cars.....	855,933
458,451	2nd Class Cars.....	302,192
934,580	Post-Office, Express, Baggage and Conductors' Cars.....	801,146
3,453,311	Freight, Platform and Cattle Cars.....	4,163,076
5,874,278		6,122,845
213,136	Wood Cars.....	248,853
1,682,952	Gravel Cars.....	1,310,288
7,675,406		7,681,986
	Total.....	Total.....

ABSTRACT D.

Half-year ended 31st July, 1857.		Half-year ended 31st July, 1868.
	COACHING TRANSIT EXPENSES.	
16,788 83	Wages of Booking Clerks and Station Masters.....	16,199 83
14,344 40	" " Porters.....	10,393 13
22,970 75	" " Conductors, Baggage-men and Brakesmen.....	19,164 16
1,306 22	" " Policemen.....	2,304 96
4,531 62	" " Switchmen.....	5,226 07
5,549 45	" " Watchmen at Level Road Crossings.....	4,671 15
758 83	Clothing.....	157 00
7,905 30	Oil and Tallow.....	3,393 21
1,178 07	Compensation for Damages.....	3,495 09
867 48	Cattle killed on Track by Trains.....	175 12
1,290 38	Lamps and Signals.....	1,361 37
	Lights and Fuel for Stations and Passenger Cars, and Cleaning of same.....	11,765 27
12,734 03	Stationery, Advertising and Printing.....	1,636 77
2,781 48	Office Expenses.....	358 20
496 25	Small Stores.....	1,556 52
2,186 30	Traveling and Incidental Expenses.....	1,039 73
2,063 60	Expenses of Ferry across the Detroit River.....	11,957 04
13,880 82	Expenses of Advertising and Agency in the United States.....	12,444 24
16,560 07	Expenses of Telegraph.....	4,879 52
5,159 90		
\$133,953 78		\$112,643 87

Equal to 15.57 per cent.
on
Coaching Traffic Receipts.

Equal to 17.49 per cent.
on
Coaching Traffic Receipts.

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended
31st July, 1857.

Half-year ended
31st July, 1858.

MERCHANDISE TRANSIT EXPENSES.

\$ c.		\$ c.
25,199 70	Wages of Clerks, Conductors, and Brakemen.....	22,330 88
42,317 52	Porters	30,448 05
4,766 38	Switchmen	5,203 50
3,690 45	Watchmen at Level Road Crossings.....	2,794 53
2,951 47	Light, Lamps, Fuel, and Signals.....	5,020 21
3,673 90	Oil and Tallow	1,530 46
	Clothing.....	20 00
2,606 35	Small Stores, including Tail Ropes, &c.	2,715 97
2,500 00	Rents.....	2,500 00
6,126 83	Compensation for damages.....	2,886 24
1,023 48	Cattle killed on Track by Trains.....	175 88
2,654 90	Travelling and Incidental Expenses.....	906 10
2,014 35	Stationery, Advertising, and Printing.....	1,833 31
432 95	Office Expenses.....	314 84
3,487 63	Expenses of Telegraph.....	2,919 39
9,207 00	Expenses of Ferry across the Detroit River.....	6,907 33
68 87	Expenses of Horse for Shunting.....	23 06
<u>\$112,754 53</u>		<u>\$88,504 55</u>
Equal to 25.07 per cent. on Merchandise Traffic receipts.		Equal to 22.79 per cent. on Merchandise Traffic Receipts.

ABSTRACT F.

Half-year ended
31st July, 1857.

Half-year ended
31st July, 1858.

GENERAL CHARGES.

\$ c.		\$ c.
17,513 24	Head Offices in London and Hamilton.....	19,090 00
4,029 47	Stationery, Advertising, and Printing.....	2,389 20
1,234 53	Postages and Stamps.....	1,355 63
830 80	Fuel and Lights.....	625 46
1,947 40	Incidental Expenses.....	3,453 40
" "	Discount on Bank Notes, a d cost of Exchange.....	2,305 30
180 00	Furniture, &c.....	524 73
124 93	Store Keepers' Office Expenses.....	344 85
271 90	Travelling Expenses.....	312 97
1,941 23	Law charges.....	911 26
5,733 33	Directors' Remuneration.....	4,966 67
800 00	Auditors' and Vice-President's ditto.....	" "
<u>34,107 03</u>		<u>36,178 97</u>
1,499 53	Less Transfer Fees.....	836 45
<u>\$32,607 50</u>		<u>\$35,342 52</u>
Equal to 2.51 per cent. on Total Revenue.		Equal to 2.40 per cent. on Total Revenue.

GREAT WESTERN

ABSTRACT INTEREST ON BONDS, BANK LOANS,

Dr.	RECEIPTS.	\$	c.
Sundry Interests and Discounts.....		15 057	05
Interest on Municipal Bonds.....		1 710	00
Do. on sums expended on Sarnia Branch.....		49 304	81
Do. on Detroit and Milwaukee Stock (Sale of Steam Boats).....		6 741	00
Do. &c., on Loan to Detroit and Milwaukee Railway Company.....		20 588	60
Balance as per Net Revenue Account, No. 3.....		45 858	82
		\$139,260	28

THE GALT AND

ACCOUNT

The Galt and Guelph Railway Company (Working Account)

Dr.	EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.	
1858.		
July 31. To Maintenance and Renewal of Way during the half-year ended this day—		
	\$	c.
Cost of Maintenance.....	3 120	01
Cost of Renewal of Rails, Sleepers, &c.....	152	58
“ Locomotive Power.....		3,272 59
“ Use of Passenger, Freight, and other Cars.....		2,596 61
“ Coaching and Merchandise Transit Expenses.....		245 70
“ General Charges.....		4,296 87
		1,200 00
“ Taxes.....		\$11,910 87
		42 36
		11,953 23
1858.		
August 1. To Balance brought down.....		\$3,903 61

RAILWAY OF CANADA,

G.

DISCOUNTS, &c., to 31st JULY, 1858.

	EXPENDITURE.		Cr.	
		\$	c.	
Sundry Discounts, Interest and Exchange, and Commission on Sale of Bonds.....		5,837	32	
Interest on Outstanding Bonds payable in England.....		124,833	74	
Do. paid on Overdrawn Account at Bank.....		4,527	42	
Do. on Bank Loans, &c.....		4,061	80	
		<u>\$139,260</u>	<u>28</u>	

GUELPH RAILWAY.

H.

In Account with the Great Western Railway Company of Canada.

RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.		Cr.	
1858.		\$	c.
July 31. By amount received during the Half-year ended this day for carriage of—			
Passengers.....		3,983	79
Mails and Sundries.....		1,044	99
Freight and Live Stock.....		<u>3,020</u>	<u>84</u>
" Balance.....		\$8,049	61
		<u>3,903</u>	<u>61</u>
		<u>\$11,953</u>	<u>23</u>

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

With Passenger and Freight Trains.....	9,695	miles.
Piloting and Shunting.....	2,032	"
Total.....	<u>11,727</u>	Engine Miles.

RAILWAY OF CANADA

INDUSTRY OF THE CANADIAN RAILWAY

CANADIAN RAILWAY

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REPORT

OF THE DIRECTORS OF THE

Great Western Railway Company of Canada.

THE system of currency adopted in keeping the public accounts of the Province having been changed by Act of Parliament, on the 1st of January last, and the alteration having been concurred in almost universally by the Banks and the mercantile community, the Accounts of this Company have been kept in accordance with the new system, and accordingly are now and will henceforward be published in Dollars and Cents, in place of Halifax Currency as formerly.

In giving the usual statement of the Company's powers of raising money, it is necessary to premise that the arrangement concluded last year with the Government of Canada for the re-payment of the Provincial Loan, rendered it necessary to apply to Parliament for authority to carry out the agreement, and for the required addition to the Company's power of raising capital.

Advantage was taken of the opportunity to secure some desirable provisions in regard to the Bonded Debt of the Company, rendered necessary by the removal of the prior lien of the Government Loan, to authorise the conversion of the Shares into Consolidated Stock, and to make provision (if hereafter thought desirable) for the changing of the present terminable bonded debt into a guaranteed perpetual debenture stock, and for several other matters of importance.

A Bill to effect these objects was accordingly introduced early in the late Session, and, without any substantial alteration, became Law on 16th Aug., 1858.

The total amount of Share Capital which this Company is now authorised to raise is \$25,800,000, as follows:—

	Shares.	
By the Great Western Act.....	8 Vic., c. 86, of March 29, 1845	60,000 \$6,000,000
" Ditto	16 Vic., c. 99, of April 22, 1853	20,000 2,000,000
" Ditto	18 & 19 Vic., c. 176, of May 19, 1855	60,000 6,000,000
" Hamilton & Toronto Act.....	16 Vic., c. 44, of Nov. 10, 1852	18,000 1,800,000
" Sarnia Act.....	10 Vic., c. 101, of April 22, 1853	20,000 2,000,000
"		
" Great Western Amendment Act, 22 Vic., c. 116, of 16 Aug. 1858	178,000	\$17,800,000
		8,000,000
Total.....		<u>\$25,800,000</u>

The total amount received on Capital Account to 31st July, 1858, was, as per Account No. 1, as follows:

Share Capital	\$14,054,908 25c
Perpetual Five per Cent. Debenture Stock	58,448 67
Convertible Bonds	830,000 00
Non-Convertible Bonds	4,793,960 01
Government Loan (balance)	2,798,440 73
	<u>\$22,535,757 66c</u>

The total expenditure to the same date was as follows:

On Account of the Great Western proper--comprising the Main Line, Galt Branch, and the Hamilton and Toronto Line, in all 279 miles..	\$19,913,246 23c
On the Sarnia Branch (50 miles), not yet completed.....	1,878,060 86
On Galt and Guelph Line (15 miles)	362,014 83
Detroit and Milwaukee Railway Company, in part of Loan voted at the general meeting of the Proprietors of the Great Western Railway, held in England 8th Oct., and Canada 2nd Nov., 1857	704,940 24
Gross Total.....	<u>\$22,858,262 16c</u>

The arrangement concluded with the Government of Canada last year, and confirmed by the Shareholders in England on 8th October, 1857, in regard to the liquidation of the Provincial Loan, was carried out by the payment on the 1st July last, as agreed on, of \$957,114 45c. This leaves the amount \$2,798,440 73c. to be paid off, in three equal half-yearly instalments.

In the last Report, it was proposed to raise the amount required to liquidate the Government Loan, by the issue of Perpetual debentures, bearing interest at the rate of 5 per cent. per annum, with the option of conversion into the ordinary shares of the Company at any time prior to 1863. The meeting of Proprietors, held in London in April last, was of opinion that the Bonds might be taken up without the option of conversion being attached to them, and a resolution to that effect was passed.

The state of the money market and other causes, however, interfered with the successful carrying out of this plan. It has, therefore, become necessary to revert to the original proposal; and notice has been given that the Company is prepared to issue Perpetual 5 per cent. Bonds, with the option of conversion into shares at any time prior to August 1st, 1863; and also to issue a further amount of 5½ per cent. twenty years Bonds, without such option.

The Proprietors of the new shares have also lately been offered the privilege of paying up at once, the amount uncalled, and allowing the shares, when paid in full, to rank as old dividend-bearing shares.

With reference to the Dividend which it is now proposed to pay, the Directors have to explain, that since the date of the last Report the claims paid on account of the Desjardins accident amount to \$38,727 23c. This sum the Directors have deferred bringing to the debit of the Revenue of the present

half-year, believing that the coming half-year will be better able to bear the charge. In this case the net Revenue will allow a dividend to be declared at the rate of 4 per cent. per annum for the half-year, carrying over a surplus of \$17,928 45c. But should the Proprietors prefer that this \$38,727 23c. be brought as a charge against the present half-year, the net revenue will then permit of a Dividend at the rate of 3½ per cent. per annum for the half-year, and leave a surplus of \$14,402 71c.

The Directors recommend the former of these plans, but leave the decision in the hands of the Proprietors.

The balance of the revenue account, available for dividend, after deducting interest upon loans and all other fixed charges, therefore amounts to \$299,540 35c

Out of which the Directors recommend the payment of a dividend for the half-year, at the rate of 4 per cent. per annum on the Share Capital, which will absorb..... 281,611 90

And leave to the credit of the current
Half-year \$ 17,928 45c

The traffic during the last half-year, compared with the corresponding six months of 1857, exhibits a decrease of \$256,852 26c., equal to 19.80 per cent.

The average weekly earnings have amounted to \$39,691 71c., which is equal to \$142 26c., per mile per week.

The main line has earned \$157 54c., per mile per week. The Toronto Line \$83 25c. The Galt Branch \$37 49c.; and the Guelph Extension \$20 64c.

The actual working expenses, exclusive of renewals, have been \$567,606 94c. against \$690,665

56c. for the corresponding period of 1857, being a reduction of \$123,058 62c., or 17.81 per cent.

The miles run by trains have been 533,890, or a reduction of 63,560 miles as against 1857; and, notwithstanding this diminution in the number of miles run, the cost per train per mile has been reduced.

The following Table shows the traffic receipts and working expenses for the last six half-years :

	HALF-YEARS ENDING					
	Jan. 31, 1856.	July 31, 1856.	Jan. 31, 1857.	July 31, 1857.	Jan. 31, 1858.	July 31, 1858.
Miles run by Trains.....	Miles. 519,611½	Miles. 608,901½	Miles. 617,704½	Miles. 697,450½	Miles. 597,309	Miles. 533,890
Total Traffic Receipts.....	dols. 1,327,047	dols. 1,423,004	dols. 1,575,622	dols. 1,296,627	dols. 1,246,529	dols. 1,039,774
Maintenance of Way, including Renewals.....	\$124,017	164,743	151,423	142,614	97,707	102,196
Locomotive Power.....	202,972	426,306	247,129	255,273	244,825	216,388
Repairs and Renewals of Cars, Coaching and Goods Transit Expenses.....	43,194	53,971	45,738	44,567	40,634	36,960
General Charges.....	238,670	275,065	255,989	246,708	230,575	201,149
	40,215	43,890	37,082	32,008	35,219	35,343
Taxes and Insurance.....	653,168	769,575	767,361	721,770	649,260	591,026
Suspension Bridge Rent.....	9,303	9,439	10,274	3,846	11,663	12,137
	22,552	22,500	22,832	22,500	22,500	22,500
Total.....Dols.	685,023	801,564	800,467	748,116	683,423	625,663

The working expenses, exclusive of the cost of renewal of permanent way, for the same periods, will compare as follows :

	Jan. 31, 1856.	July 31, 1856.	Jan. 31, 1857.	July 31, 1857.	Jan. 31, 1858.	July 31, 1858.
Working Expenses, including Taxation and Insurance, but exclusive of Renewals.....	dols. 654,379	dols. 770,284	dols. 742,464	dols. 694,512	dols. 660,923	dols. 579,744
Per Train Mile.....	dol. c. 1 26	dol. c. 1 27	dol. c. 1 20	dol. c. 1 16	dol. c. 1 10	dol. c. 1 08
Per cent. on Receipts.....	49½	54	47	53½	53	55½

And the following Tables will afford a general review of the Company's operations since the line was opened :

RECEIPTS—HALF-YEARS ENDING

	1854. July 31.	1855. Jan. 31.	1855. July 31.	1856. Jan. 31.	1856. July 31.	1857. Jan. 31.	1857. July 31.	1858. Jan. 31.	1858. July 31.
Local Passengers.....	Dollars. 213,696	Dollars. 248,124	Dollars. 251,788	Dollars. 344,377	Dollars. 368,344	Dollars. 409,693	Dollars. 317,380	Dollars. 311,701	Dollars. 221,331
Through ditto.....	234,896	290,528	392,124	464,016	423,200	540,908	476,660	455,929	394,035
Local Goods.....	75,864	145,396	163,876	245,497	262,828	280,417	171,941	164,879	157,123
Through ditto.....	44,908	49,604	119,376	138,664	216,328	182,092	187,117	183,023	136,739
Live stock.....	4,904	10,328	29,916	85,913	98,228	130,740	82,988	78,802	92,434
Parcels and Sundries.....	4,532	6,904	10,492	12,076	12,580	12,360	23,793	12,440	7,672
Mails and Express Goods.....	21,620	27,988	29,200	28,924	36,396	34,112	32,908	33,414	32,640
Rents.....	—	3,268	2,000	7,580	5,100	5,200	3,840	6,341	7,790
Gross Revenue.....	600,420	782,140	998,772	1,327,047	1,423,004	1,575,522	1,296,627	1,246,529	1,039,774
Number of Miles run—									
Passengers.....	163,062	226,457	230,030	287,180	327,107	350,543	342,192	322,847	277,926
Goods.....	72,131	146,229	182,972	232,431	276,794	267,161	255,258	274,462	255,964
Total.....	235,193	372,686	413,002	519,611	603,901	617,704	597,450	597,309	533,890

EXPENDITURE—HALF YEARS ENDING

	1854. July 31.	1855. Jan. 31.	1855. July 31.	1856. Jan. 31.	1856. July 31.	1857. Jan. 31.	1857. July 31.	1858. Jan. 31.	1858. July 31.
Maintenance of Way, Works, and Stations.....	dols. 55,480	dols. 57,996	dols. 86,776	dols. 124,017	dols. 164,743	dols. 151,423	dols. 142,614	dols. 97,707	dols. 102,196
Locomotive Power.....	63,036	105,912	125,232	202,072	226,306	247,129	255,273	244,825	216,388
Repairs and Renewals of Cars Coaching and Goods Transit Expenses.....	21,348	36,408	40,396	48,194	58,971	46,738	44,567	40,634	35,950
General Charges, Law, &c.....	102,104	173,268	179,344	238,670	275,665	285,989	246,708	230,875	201,149
	22,504	28,232	39,156	40,215	43,890	37,082	32,608	35,219	35,343
Total Working Expenses.....	264,472	401,816	470,904	653,168	769,575	767,361	721,770	649,260	591,026
Interest on Loans, &c.....	166,664	182,592	200,332	235,552	200,180	211,692	170,500	186,656	168,951
Taxes and Insurance.....	4,768	8,008	6,996	9,303	9,489	10,274	3,846	11,663	12,137
Suspension Bridge Rent.....	..	..	9,348	22,552	22,500	22,832	22,500	22,500	22,500
Compensation for Accidents in former years.....	..	..	29,196	11,816	11,396	..	19,760	..	..
Government Loan Sinking Fund.....	14,600	36,500	45,000	51,100	56,212	56,336	..	..	..
Loss upon Steamers "Canada" and "America"	..	..	..	59,660	26,020	..	..	..	..
Total Expenditure.....	450,504	628,916	761,776	1,043,151	1,095,372	1,068,495	938,376	870,079	784,614
Dividend per cent. per ann....	6 per cent.	6 per cent.	8 per cent.	8 per cent.	8 per cent.	9 per cent.	6 per cent.	5 1/2 per cent.	4 per cent.
Amount carried forward.....	1,831	460	8,703	1,464	32,221	18,300	273,116	44,832	17,928.45

The maintenance of the Permanent Way has cost during the last half-year \$78,777 47c., which is a reduction of \$32,731 43c., or \$117 per mile, as compared with the corresponding half-year of 1857.

The gradual completion of the ballasting of the line, and of a thorough system of drainage, have mainly contributed to the reduction, which has been effected in this department during the last two years. The Report from the Company's Engineer is satisfactory, as regards the present condition of the line and works.

The charge by the Locomotive Department amounts to \$216,388 27c., or a reduction of \$38,885 25c., as compared with the corresponding period of 1857.

The cost per traffic engine mile has also been reduced from \$0,335 to \$0,312, although the total number of miles run by traffic engines has been diminished from 761,944 to 692,563, or a reduction of 69,381.

The number of Engines remains the same as stated in the last report, and the whole are in a satisfactory condition. The same remark applies to the whole of the Rolling Stock.

About the beginning of the last half-year, a change was made in the management of the Locomotive Department, which promises to be productive of even greater saving in future.

The charge by the Car Department has amounted to \$35,950 26c., being less by \$8,617 07c. than that for the corresponding period of 1857. The charge per mile per train is \$0.067 as against \$0,074.

In all the other departments, important reductions of expenditure have also been made, so that, although the mileage of trains has been diminished by 63,560, or upwards of 10 per cent., the cost per mile per train has been reduced from \$1.16 to \$1.08; and this marked reduction, in the cost of working,

affords the assurance that, when a revival of the business of the country generally, permits of an increase in the receipts, there will be a large proportionate gain of net revenue.

In common with all other Railways on the Continent of America, this Company has had to submit, during the last year, to a large falling off in its traffic receipts, the causes of which have been sufficiently explained in former reports, but a careful comparison shows that the receipts of this line have not suffered to the same extent as many others.

It is confidently hoped that the crisis through which commerce in Canada is now passing, will be productive of a sounder and more healthy system of business than existed prior to the panic of last year ; and it is, at all events, consoling to reflect, that this Company will meet the gradual return of more prosperous times, prepared to conduct, economically, any amount of business that may be offered.

Any speculation as to the amount of business during the current half-year would be of but little value ; but the traffic of the Railway must improve with a revival of the general trade of the country.

The Amended Act, obtained during the late Session of the Provincial Parliament, and before referred to, met with serious obstructions from some of the parties interested in the projected Southern Canada Line ; but the opposition was only productive of delay, the Act being passed almost precisely in the shape in which it was introduced.

By reference to the Account No. 1, it will be seen that the expenditure on Capital Account for the open Lines was, during the past half-year, \$184,468 81c. It is expected that the few works and buildings, still unfinished, will be completed during the current six months, and that, in the next Report, the Directors may be able to state that there will be but little

further expenditure necessary on the Lines now opened for traffic.

The outlay on the Sarnia Branch, to the 31st of July last, amounted to \$1,878,060 86c. The track-laying and ballasting are now being proceeded with, and it is expected that the Line will be opened for traffic by the close of the present year.

The expenditure on account of the Galt and Guelph Railway Company now amounts to \$362,014 83c.; that account having been relieved during the last six months, by the realization at par of \$80,000 of the securities held by the Great Western Company, the balance being secured by a first mortgage on the Line and Works. The working of that Line during the last six months has resulted in a loss of \$3,903 61c., but the Main Line has received from this Branch, traffic worth more than equivalent to the loss now stated.

The advance of \$750,000, or £150,000 sterling, authorized by the Proprietors in October, 1857, to secure the opening of the Detroit and Milwaukee Railway, has not been quite expended, but the entire Line was opened through to Lake Michigan on the 6th September, 1858. Considerable progress has been made towards relieving that Company from its financial difficulties. The local traffic, although falling short of our anticipations, owing to the great depression of business, promises well. No through traffic of importance has yet been carried; but now, that the Line is opened throughout, your Directors believe that it will soon secure a remunerative and increasing traffic, which will materially benefit the receipts of the Great Western Railway. The providing of proper station and terminal accommodation and rolling stock—the ballasting, fencing and finishing of the Line, and the payment of the deferred claims on the Detroit and Milwaukee Company, must now,

as stated in the last Report, be provided for. Further assistance from this Company will be necessary for these purposes ; and, after full consideration of the value of the connexion to the Great Western Railway, as likely largely to add to the amount of its through traffic, the Directors have decided on recommending the Shareholders to authorize a further loan of £100,000 sterling, on terms similar to those of the former loan.

From the programme furnished by our representatives in Canada, of the mode in which they purposed carrying out the views of the Proprietors, in making the former advance, the Directors hoped it might not have been necessary, at this time at least, to ask for the present advance, but the pressure of the times injuriously affected the receipts of the Detroit and Milwaukee Line during the last six or eight months, and resources from revenue, fairly calculated on to be applied in finishing and stocking the Line, were consequently greatly diminished. However, the Directors are happy in being able to state that all difficulties have been surmounted by the energy and exertions of the Executive in Canada, and the entire Line, as already stated, was opened throughout to Lake Michigan on the 6th September last, thus realising, almost to a day, the promise held out in the last Report, and bringing this Line into immediate communication with upwards of 1,300 miles of Railway, centering in Milwaukee.

Recent accounts have shown a marked progress in the Detroit and Milwaukee traffic receipts, which augur well for the future ; and the Directors, after carefully considering its financial position, and the prospect of the advantage which the Great Western Railway must speedily derive from the connexion, now, since the Line has been opened throughout,

have no hesitation in proposing the adoption of the course recommended above.

Although in such transactions pecuniary gain, in interest, on the money so advanced, should never be the motive of action, yet your Directors have been careful to secure a corresponding rate to the advantage conferred on the Detroit and Milwaukee Company in making such advances.

The total cost of the Detroit and Milwaukee, when finished, with a fair amount of rolling stock, will not be more than \$43,000 per mile, or £8,600 sterling; and, supposing the traffic, before the end of another year, to amount to £24 per mile a week—our present estimate—this Railway should yield upwards of 6 per cent. on its Share Capital, after paying interest on the whole of its Bonded Debt.

Signed on behalf of the Board of Directors in
Canada.

JOHN YOUNG,
Vice-President,
and Chairman of the Canadian Board.

HAMILTON, *Sept.*, 1858.

LOCOMOTIVE ENGINEER'S REPORT.

GREAT WESTERN RAILWAY.

LOCOMOTIVE DEPARTMENT,

Hamilton, 13th August, 1858.

SIR,—I respectfully submit to yourself and the Board the following Report of our operations during the half-year ending July 31st; and for greater clearness, the principal subjects are considered under distinct sections.

SECTION 1.—General repairs and maintenance. 41 Engines have received heavy "thorough" repairs, and 10 others have undergone that medium repair which occupies a fortnight in its execution. The number of engines at present under heavy repair is 17, under slight repair 8.

SECTION 2.—Fireboxes, boilers and tubes. One new boiler and firebox (for "Erie" engine), one new firebox ("Detroit" engine), 5 new tube sheets, 2 sets new tubes, and 4 sets of tubes, supplied with new copper ends, also sundry very heavy repairs to other fireboxes, constitute our principal repairs to this section; and as many of our fireboxes and boilers (principally American) are considerably worn, I am making a machine to test them by hydraulic pressure, at regular stated periods, in order to avoid accidents.

SECTION 3.—Wheels and axles. 12 large wrought and 4 large cast driving and trailing wheels, 2 wrought tender wheels, 79 chilled truck and tender wheels, 3 crank and 28 straight axles have been supplied. The wrought wheels replace a similar number of broken cast-iron ones, and the straight axles are either in lieu of those actually broken in working or which have been otherwise unfit to run. Several breakages of axles under the American engines and tenders have occurred, even after the winter broke up, and it will therefore be strictly necessary that the whole of these old and weak axles should be gradually renewed.

SECTION 4.—Tyres. 43 tyres of best Lowmoor make, have been supplied, and as many of the other tyres now in use are too thin to be safe in running, during the coming winter the expenditure on this section will continue to be very heavy.

SECTION 5.—Coupling-rods and Crank-pins. The vast number of failures in these important articles have been a constant source of great expense in repairs and of delays and derangements of traffic, beside the serious risk in each case of the engine and train being thrown off the track. To remedy these evils we have made and supplied 13 sets of new and stronger coupling-rods to Slaughter's, Stephenson's, and Fairbairn's engines; we have also forged and partly completed 17 other sets for the same engines,

the whole being made from the best Lowmoor iron. In addition to the above, we have also supplied 64 new and stronger crank-pins, and all those requiring to be renewed will be shortly completed. I confidently hope that these new rods and crank-pins will reduce the future breakages to a very small proportion of their former amount.

SECTION 6.—Springs. The breakages of springs and their appendages have been very considerable, and have caused many vexatious delays to trains. The utter confusion and complication which exists in this section, owing to the springs for several years past having been altered at will by the various foremen at London, Windsor, &c., have hitherto prevented our making much progress in reforming these important articles; but the matter is now receiving my most earnest attention.

SECTION 7.—Trucks. A new truck with strong axles has been supplied to the "Elk" engine, to replace the old one, which was worn out; and I beg to take this opportunity of stating, that after the most careful consideration and observation, I have concluded that a truck is an indispensable article to a quick running passenger engine, in order to prevent the "pounding" and rapid destruction of the track, and I should therefore strongly recommend its application to Fairbairn's and Stephenson's passenger engines, which when so completed will be equal, if not superior, to any engines upon this continent. I have hitherto been greatly averse to such a change, on account of the contingent expense, and because the old wheels were likely to be thrown aside as useless, but I now perceive that such wheels would come into full use, for converting the present heavy 4-wheeled Birkenhead and Stephenson's tenders into 6-wheeled ones, and for replacing similar-sized wheels under the "Amoskeag" tenders, which are now rapidly wearing out, and for both of which purposes we should have been compelled to make, or purchase new ones.

SECTION 8.—Fuel. This very important item has received my most anxious attention, and I am happy to state that during the past three months a marked and permanent reduction in the quantity consumed per mile has been effected, and I have every reason to expect a still further reduction. The duty performed by wood as fuel for the three weeks ending July 31st, 1857, and 1858, is as follows:—

	JULY 31st, 1857.		JULY 31st, 1858.	
	Miles per Cord.		Miles per Cord.	
Passenger Engines	44.2	average	51.8	average
Freight	27.6	37.1	33.0	43.5

showing an increase of duty amounting to 17.3 per cent.; and it must be borne in mind that although the present revenue is nearly equal to July, 1857, we are working the traffic with five fewer freight engines than were running at that time, and after allowing for 69,000 miles extra running in 1857, the total net saving in fuel for the past six months amounts to \$10,023. You are aware that experiments are being tried with coal as fuel, but there are so many preliminary difficulties to be overcome, and the experiments are so few and recent, that I cannot yet pronounce any decided opinion, and shall only state that the prospects are favourable, and that no effort will be wanting on my part to realize any attainable benefit to the Company.

SECTION 9.—Condition of shops, tools, &c. The greater part of the improvements required to put the Hamilton works into full working order

have been completed. The steam hammer, tyre furnaces, stores, and copper-smiths' shop are complete; and the tanks, plates, and crane for fixing and blocking the tyres are also erected; and but little remains to complete the blocking machinery. The rebuilding of the old engine shed brought down here from the Falls is being rapidly proceeded with, and in a few weeks our tenders will be housed. The travelling steam crane for large lathes, &c., and the few remaining improvements, are in a very forward state; the furnace for steam hammer is not yet commenced, but every exertion will be made to have it ready before winter.

SECTION 10.—The expenses of working and repairs. The working or running expenses have, by the economy in fuel, been reduced 1.39 cents per mile, and the expenses for repairs are less by 1.01 cents per mile; every effort consistent with a due regard to the full efficiency of the stock will be made to obtain further reductions in each item of outlay.

I am very happy and thankful to state that we have passed through the half-year without any serious accident; also, that, with the exceptions before mentioned, our trains have kept very good time; the engines generally are in a good and improved condition, but a considerable amount of work remains to be done before that sound and efficient condition is attained which I consider to be essential upon a well-conducted railway.

The repairs and alterations to the Norris engines for the Sarnia branch are fast progressing, and will be completed by the time required.

I am, Sir,

Yours very respectfully,

(Signed)

RICHARD EATON,

LOCOMOTIVE SUPERINTENDENT.

C. J. BRYDGES, Esq.,

MANAGING DIRECTOR.

N.B.—All the amounts mentioned in the foregoing Report are in Dollars and Cents, except when specially stated to be otherwise.

*** The Exchange is taken at 9½ per Cent. premium. The Pound currency is equal to 4 Dollars.*

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GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 1.

Statement of Monthly Traffic for the Half-year ended 31st July, 1858.

TRAFFIC BY PASSENGER TRAINS.							
MONTHS.	Local Passengers.	Foreign Passengers.	Emigrants.	Mails and Exp. Freight	Sundries.	TOTAL.	
	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	
February	27,958 42	29,458 53	1,534 25	5,053 05	514 63	64,513 91	
March....	38,384 70	56,321 22	5,913 00	5,923 39	999 05	107,541 47	
April.....	43,680 28	79,463 57	8,983 75	5,636 05	1,402 36	139,166 01	
May.....	39,506 94	65,588 01	6,725 12	5,760 18	1,207 66	118,787 93	
June.....	37,620 00	64,217 94	5,642 43	5,291 70	1,217 58	113,989 97	
July.....	38,108 08	56,516 61	3,727 71	5,857 43	2,192 94	106,402 78	
	225,258 43	351,566 00	32,526 27	33,521 84	7,834 54	650,707 08	
Less Tra'c G. & Guelph	3,927 14	56 20	0 45	882 01	162 98	5,023 78	
Total G. W. R. Traffic.	221,331 29	351,509 80	32,525 82	32,639 83	7,671 56	645,678 30	
<i>Comparative Statement of Totals for the Half-years ended 31st July, 1858 and 1857.</i>							
Hf.-y'r '58	221,331 29	351,509 80	32,525 82	32,639 83	7,671 56	645,678 30	
do. '57	317,330 34	430,092 14	46,568 54	32,910 63	16,131 80	843,033 46	
Increase..	.....	.....	.....	.....	.....	.....
Decrease..	96,049 05	78,582 34	14,042 72	270 80	8,460 24	197,405 15	
TRAFFIC BY FREIGHT TRAINS.							
MONTHS.	Local Freight.	Foreign Freight.	Local Live St'ck	Foreign Live St'ck	Storage & Wharfage	Total.	GRAND TOTAL.
	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.
February.	23 913 12	31,211 50	1,153 27	11,443 89	86 97	67,313 56	132,837 78
March....	32,188 59	49,005 49	1,849 32	15,965 79	116 21	99,125 40	206,666 57
April.....	35,253 81	31,961 68	2,491 66	16,787 36	437 77	86,932 28	226,098 29
May.....	20,539 97	11,451 83	2,094 88	18,951 97	716 40	53,755 05	112,542 98
June.....	20,439 74	6,689 87	1,862 27	12,335 61	821 79	41,849 28	155,539 25
July.....	23,985 91	6,385 22	1,783 01	6,112 59	1,579 40	39,846 13	146,248 92
	156,321 15	136,705 59	10,939 52	51,602 21	3,758 54	389,327 01	1,040,034 10
Less Tra'c G. & Guelph	2,883 39		107 29		30 16	3,020 84	3,049 62
Total G. W. R. Traffic.	153,437 76	136,705 59	10,832 23	51,602 21	3,728 38	386,306 17	1,031,984 48
<i>Comparative Statement of Totals for the Half-years ended 31st July, 1858 and 1857.</i>							
Hf.-y'r '58	153,437 76	136,705 59	10,832 23	51,602 21	3,728 38	386,306 17	1,031,984 48
do. '57	171,939 96	187,115 25	14,223 86	63,764 54	7,659 04	449,702 66	1,292,786 12
Increase...	.....	.....	.....	12,837 67	.....	.....	.....
Decrease..	18,502 20	50,409 66	3,391 63	.....	3,930 66	63,396 49	200,801 64

GREAT WESTERN RAILWAY

AUDIT OFFICE—

*A Comparative Statement showing the Earnings at each Station from
ended 31st July,*

STATIONS.	PASSENGERS AND SUNDRIES.		FREIGHT AND SUNDRIES.	
	1863.	1857.	1863.	1857.
	dollars c.	dollars c.	dollars c.	dollars c.
Suspension Bridge	188,851 25	251,046 86½	72,272 00½	164,181 38
Thorold	1,690 02½	1,328 98½	689 98	666 01
St. Catharines.....	8,062 85½	10,142 55½	1,434 84	1,872 38
Jordan	636 79	568 15	30 16	115 17
Beausville	943 53	1,106 79½	147 42	140 97
Grimsby	1,296 49½	2,104 38	426 06	381 67
Ontario	378 46	593 94½	27 19	48 28
Hamilton	64,261 38½	100,699 32½	16,092 65	19,521 59
Wharf.....	.....	.....	10,512 71	15,848 52½
Waterdown	664 78½	706 29	379 47	847 32
Wellington Square	1,256 92½	1,718 95	254 45	655 32
Broue	1,526 69	2,183 28½	254 43	414 32
Oakville	2,707 67½	4,300 67½	429 03	607 74
Port Credit	1,853 60½	2,730 07	155 66	420 03
Mimico	542 86½	638 40½	43 27	19 44
Toronto	42,623 78½	60,630 36½	12,461 10	17,100 19
Dundas	3,344 65	4,726 68½	2,457 96	3,664 70
Flamboro'	519 29	706 46	418 34	1,614 91
Capeyton	466 75½	686 39½	1,520 34	1,256 67
Lynden	632 83½	1,041 13	1,971 41	3,391 17½
Harrisburg	2,049 35½	2,936 12	392 67	1,940 40
Branchton	649 00	322 37½	467 13	.....
Galt	4,225 31	7,336 87½	7,971 25	10,151 22
Preston	2,984 93	6,259 89½	3,880 13	6,532 37
Newhope	454 90½	.....	2,266 90	.....
Guelph	4,875 43½	.....	6,069 91	.....
Paris	29,219 75½	27,478 93½	23,478 75	15,060 80½
Princeton	1,455 23	2,288 79½	435 94	973 86
Arnolds	272 06½	192 25	679 22	969 55
Eastwood	285 27½	622 25	623 96	486 99
Woodstock	7,743 92	10,940 86½	6,259 31	5,682 53
Beachville	1,083 86½	1,776 76	1,520 05	877 43
Ingersoll	7,3779 77	11,669 48½	6,514 21	3,483 77
Edwardsburgh	816 87½	1,431 92	20 45	127 68
Wainbno	186 67½	105 05	45 89	.....
London	27,323 31½	41,271 07	25,330 52	17,630 30
Konoka	2,185 22½	3,385 46½	437 82	400 14
Mt. Brydges	2,028 00	3,478 91½	3,513 31	2,155 14
Longwood	752 40½	1,321 08	2,066 17	2,320 65
Glencoe	1,164 83½	1,646 36	3,676 40	1,253 70
Newbury	3,204 46½	5,021 23½	3,299 99	1,655 68
Bohswell	822 40½	1,714 79	1,613 48	205 64
Thamesville	1,172 95	1,130 79½	683 97	77 71
Vosburg .....	.....	29 37½	.....	.....
Chatham	8,042 85	12,474 27½	2,318 31	3,229 67
Baptiste Creek.....	126 18½	199 91½	25 33	33 71
Belle River	1,069 46½	1,471 41	101 79	216 08
Tecumseh	15 87½	20 62½	.....	.....
Windsor	183,554 41	215,407 33½	74,684 73½	68,684 88½
Mails and Express Freight.	33,521 84	32,910 63½	.....	.....
Less Galt & Guelph Traffic.	\$650,707 09½ 5,028 78	.....	296,785 28 2,913 55	.....
Total G. W. R'y Traffic.. \$	645,678 30½	843,083 46	293,871 73	366,714 25½

COMPANY OF CANADA.

STATEMENT No. 2.

Passengers, Freight and Live Stock Traffic, forwarded for the Half-years
1858 and 1857.

LIVE STOCK.				TOTAL.			
1858.		1857.		1858.		1857.	
dollars	c.	dollars	c.	dollars	c.	dollars	c.
1,299	04	2,609	83½	262,422	31½	417,838	13½
6	25	17	00	2,286	26½	2,411	99½
91	69	83	83	9,679	38½	12,099	26½
19	58	....	....	856	52	973	32
3	60	2	62	1,094	55	1,250	38½
34	19	9	05	1,755	74½	2,505	10
....	....	....	....	405	65	642	22½
314	27	582	16	80,668	30½	120,803	06½
4	00	49	64	10,516	71	16,897	16½
13	59	6	84	957	84½	1,560	45
25	62	18	00	1,636	99½	2,392	27
19	10	14	29	1,809	12	2,611	89½
69	15	40	32	3,205	86½	4,943	63½
47	50	13	70	2,056	76½	3,163	80
11	11	....	....	597	23½	567	84½
668	03	1,387	84	55,742	91½	79,118	39½
2	85	217	72	5,805	46	8,609	10½
6	88	11	25	944	51	2,332	62
26	00	....	....	2,003	09½	1,842	06½
3	75	2	10	2,507	99½	4,334	40½
21	75	70	50	2,463	67½	4,397	02
....	....	....	....	1,116	13	322	37½
231	35	79	47	12,427	91	17,537	56½
169	99	87	21	7,025	05	128,69	47½
97	75	....	....	2,819	45½	....	....
566	02½	....	....	11,511	37½	....	....
263	30	226	62	49,666	80½	43,367	55
62	03	20	76	1,993	25	3,288	52½
....	....	....	....	851	28½	1,162	80
....	....	....	....	609	29½	1,109	24
237	11	602	85	14,230	34	17,126	24½
67	12	8	15	2,671	03½	2,662	34
650	99	267	41	14,544	97	15,310	66½
....	....	....	....	837	32½	1,559	50
....	....	....	....	231	96½	105	05
4,369	26	1,927	00	57,019	09½	60,928	37
569	14	206	94	3,182	18½	3,992	53½
121	63	149	80	5,662	99	5,783	85½
8	54	44	12	2,827	11½	3,685	85
426	25	96	47	5,167	45½	2,996	53
294	27	545	61	6,798	71½	7,222	52½
42	35	28	50	2,378	23½	1,948	83
75	12	48	62	1,882	04	1,227	12½
....	....	....	....	....	....	29	37½
896	55	662	36	11,266	71	16,356	30½
....	....	....	....	126	43½	233	62½
....	....	....	....	1,171	26½	1,687	44
....	....	....	....	15	87½	20	62½
90,760	94	72,970	79	338,900	08½	347,063	01
....	....	....	....	33,521	84	32,910	63½
92,541	73½	....	....	1,040,034	10	....	....
107	29	....	....	8,049	62	....	....
92,434	44½	82,968	40½	1,031,984	48	1,292,786	12

GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 3.

A Comparative Statement showing the number of Passengers Outwards and Inwards, at each Station, for the Half-years ended 31st July, 1858 and 1857.

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1858.	1857.	1858.	1857.
Suspension Bridge	47,002	72,045	36,913½	49,084½
Thorold	1,542½	2,168½	1,779	1,935
St. Catharines	7,518½	10,047	7,891½	11,379½
Jordan	990	1,715½	898½	1,684
Beamsville	1,353	1,722	1,220½	1,671
Grimsby	1,838	2,779	1,891	2,705
Ontario	669	870	659	809
Hamilton	38,491½	56,763½	37,233½	54,792½
Waterdown	1,231	1,338	1,218½	1,186
Wellington Square	2,335	3,167½	2,304½	3,133
Ernie	2,397	3,374	2,409	3,384½
Oakville	4,015½	6,487	3,976	6,711½
Port Credit	3,195	4,474½	3,141	4,738
Mimico	2,013½	1,936½	1,550½	2,171
Toronto	32,426	50,557	30,732½	41,932
Dundas	6,191	7,269½	5,170	6,501½
Flamboro	753	995½	710	1,040½
Copetown	719½	987	626	945
Lynden	767	1,775½	694	1,700½
Harrisburgh	2,643	4,394½	2,593½	4,298½
Branchton	1,010½	756½	916	673½
Galt	5,616	8,297½	5,346	8,064
Preston	2,904½	5,541½	2,917	6,495½
Newhope	961	.....	844	.....
Guelph	3,323½	.....	3,863½	.....
Paris	16,460½	19,887	14,890½	20,881
Princeton	1,771	2,881	1,830	2,914½
Arnolds	509½	303	384½	287½
Eastwood	469½	992	384	1,173
Woodstock	8,446	11,719½	8,493	11,881
Beachville	1,652½	2,989	1,569	2,723
Ingersoll	7,494½	11,397½	7,593½	11,244
Edwardsburgh	1,364	2,554½	1,249	2,575
Waukena	231	216	194	188
London	16,830	27,292½	17,370	27,373½
Komoka	2,455	4,362	2,427	4,550
Mt. Brydges	2,435½	4,302½	2,509½	4,376½
Longwood	1,162	1,879	1,065	1,808
Glencoe	1,115	1,554	978	1,445½
Newbury	2,880	4,596½	2,913½	4,665
Bothwell	1,104	2,372½	994½	2,398½
Thamesville	1,043	1,139	1,053	1,030
Vosburg	.....	27	8	42
Chatham	2,998	6,885½	4,203	7,030
Baptiste Creek	163½	219½	204	360
Belle River	1,066½	2,021½	987½	1,862½
Tecumseh	30	9	48	.....
Windsor	32,760	44,909½	47,723½	76,549
Totals	276,914½	403,991½	276,914½	408,991½

GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 4.

A Comparative Statement showing the number of Tons of Freight, Outwards and Inwards, at each Station, for the Half-years ended 31st July, 1858 and 1857.

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1858.	1857.	1858.	1857.
Suspension Bridge	13,004	26,253	19,455	10,711
Thorold	172	205	384	825
St. Catharines	286	433	1,168	1,431
Jordan	1	19	8	5
Beamsville	27	63	91	100
Grimsby	445	203	73	240
Ontario	9	4	32	15
Hamilton	4,154	6,776	5,239	7,763
Waterdown	4,227	4,766	17,676	10,649
Wellington Square	236	329	91	960
Bronte	103	155	1,625	256
Oakville	88	139	341	254
Port Credit	102	172	283	350
Mimico	64	92	167	236
Toronto	4	12	7	100
Dundas	2,317	3,510	9,584	5,239
Flamboro'	953	1,424	2,013	2,265
Copetown	413	1,159	52	110
Lynden	922	848	15	11
Harrisburgh	1,496	2,618	13	125
Branchton	244	325	73	109
Galt	315	..	19	..
Preston	3,497	4,657	1,306	2,549
Newhope	1,777	2,619	417	3,364
Guelph	1,021	..	312	..
Paris	2,485	..	1,113	..
Princeton	8,648	5,990	6,573	6,229
Arnolds	351	664	74	163
Eastwood	585	951	5	..
Woodstock	509	416	26	75
Beechville	2,867	2,397	687	1,189
Ingersoll	655	350	161	276
Edwardsburgh	3,263	1,970	587	1,290
Waubuno	16	118	15	56
London	32	..	19	37
Komoka	8,534	5,360	6,124	8,297
Mt. Brydges	149	113	1,533	633
Longwood	1,768	975	427	817
Glencoe	971	973	37	109
Newbury	1,485	560	150	183
Bothwell	1,227	666	368	489
Thamesville	599	67	88	327
Vosburg	324	9	211	94
Chatham	445	775	867	913
Baptiste Creek .....	..	9	8	9
Belle River	16	62	165	100
Windsor	21,503	11,291	12,844	22,052
Totals	92,312	91,307	92,312	91,307

GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 5.

A Comparative Statement showing the Number of Head of Live Stock forwarded from each Station for the Half-years ended 31st July, 1858 and 1857.

STATIONS.	DESCRIPTION OF LIVE STOCK.					Total No. of Head	
	Horses.	Cattle	Calves.	Sheep.	Pigs	1858.	1857.
Suspension Bridge..	179	17	8	229	...	428	808
Thorold	3	..	..	..	..	3	9
St. Catharines ..	16	24	8	..	..	43	77
Jordan .....	..	7	..	14	5	26	...
Beamsville .....	..	1	1	..	..	2	3
Grimsby	19	8	..	9	..	31	16
Ontario .....	..	..	..	..	..	..	..
Hamilton	49	134	..	178	1	357	915
Hamilton Wharf ..	..	1	..	..	..	2	9
Waterdown	2	1	..	..	..	3	6
Wellington Square	5	2	1	..	..	8	19
Bronte	1	7	..	80	..	36	32
Oakville	11	1	1	18	..	31	14
Port Credit	2	31	..	..	..	33	17
Mimico	2	2	..	..	..	4	..
Toronto	93	92	1	91	1	278	518
Dundas .....	..	..	..	..	..	1	76
Flamboro'	1	1	..	..	..	2	1
Copetown	5	..	..	..	..	5	..
Lynden	1	..	..	..	..	1	2
Harrisburgh .....	..	17	..	..	..	17	85
Galt .....	..	146	1	671	..	818	234
Preston .....	..	50	..	8	..	60	22
Newhope .....	..	56	..	..	57	113	..
Guelph	7	266	..	23	..	396	..
Paris	15	131	..	137	..	333	104
Princeton	10	2	..	10	..	22	6
Woodstock	15	111	33	106	..	265	719
Beachville	2	9	..	171	1	183	2
Ingersoll	20	443	51	272	34	820	303
Edwardsburgh ..	..	..	..	..	..	..	..
Waubuno .....	..	..	..	..	..	..	..
London	74	1,974	24	696	697	3,365	1,948
Komoka	7	237	8	261	..	513	147
Mount Brydges....	15	6	..	9	50	110	463
Longwood	1	2	..	..	..	3	53
Glencoe	3	197	66	..	150	406	129
Newbury	6	100	..	100	140	346	585
Bothwell .....	..	20	..	..	..	20	12
Thamesville	4	19	12	100	..	135	40
Chatham	46	171	1	489	127	834	690
Belle River .....	..	..	..	..	..	..	..
Baptiste Creek ..	..	..	..	..	..	..	..
Windsor	99	27,345	12	5,608	50,132	63,196	112,366
Totals.....	714	31,616	219	9,275	51,427	98,251	120,399

Comparative Statement of Totals for the Half-years ended 31st July, 1858 and 1857.

Half-year, 1858.	714	31,616	219	9,275	51,427	98,251	..
Ditto 1857.	1,355	18,357	67	12,417	87,703	120,399	..
Increase .....	..	12,759	152	..	..	..	..
Decrease	641	..	..	3,142	36,276	27,148	..

GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 6.

A Comparative Statement showing the Number of Head of Live Stock received at each Station for the Half-years ended 31st July, 1858 and 1857.

STATIONS.	DESCRIPTION OF LIVE STOCK.					Total No. of Head.	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1858.	1857.
Suspension Bridge.	104	18,227	93	4,954	31,761	55,139	79,543
Thorold	2	27	..	..	..	29	25
St. Catharines	13	84	..	3	..	100	23
Jordan .....	..	..	..	..	..	..	..
Beamsville .....	..	..	..	..	..	..	2
Grimsby	1	2	..	..	..	3	134
Ontario .....	..	..	..	..	2	2	..
Hamilton	47	477	40	986	1	1,551	3,142
" Wharf .....	..	..	..	..	..	..	1
Waterdown .....	..	..	..	..	..	..	17
Wellington Square.	..	4	..	..	..	4	20
Bronte .....	..	1	..	..	1	1	30
Oakville .....	..	2	..	..	..	..	14
Port Credit	2	2	..	..	..	4	23
Mimico .....	..	..	..	..	..	..	..
Toronto	49	1,285	27	1,486	..	2,847	5,244
Dundas	1	1	..	1	..	3	655
Flamboro' .....	..	2	3	..	..	5	14
Copetown	1	..	..	..	..	1	2
Lynden	1	..	..	..	..	1	6
Harrisburg .....	..	9	..	26	..	35	2
Galt	4	13	..	..	..	17	18
Preston	4	1	1	..	..	6	94
Newhope .....	..	..	..	..	..	..	..
Guelph	3	..	..	..	..	..	..
Paris	49	11,388	9	..	18,618	32,552	29,048
Princeton .....	..	..	..	..	..	..	20
Woodstock	6	10	..	27	..	43	99
Beachville	1	2	..	2	1	6	91
Ingersoll	11	9	1	14	5	40	63
Edwardsburgh	1	..	..	..	..	1	..
Waubano	2	..	..	..	..	2	..
London	57	32	39	122	71	321	936
Komoka	1	3	1	..	..	5	44
Mt. Brydges	3	5	..	..	..	8	24
Longwood .....	..	..	..	..	..	..	13
Glencoe	3	5	..	10	..	18	4
Newbury	10	15	..	..	..	25	24
Bothwell .....	..	..	..	..	..	..	5
Thamesville	2	5	1	..	..	8	..
Chatham	8	1	..	10	..	19	49
Belle River .....	..	..	..	..	2	2	..
Baptiste Creek .....	..	..	..	..	..	..	3
Windsor	223	5	4	46	..	333	962
Totals.....	714	31,616	219	9,275	51,427	93,251	120,399

<i>Comparative Statement of Totals for the Half-years ended 31st July, 1858 & 1857.</i>							
Half-year, 1858....	714	31,616	219	9,275	51,427	93,251	....
Do. 1857....	1,355	18,887	67	12,417	87,703	120,399	....
Increase .....	..	12,759	155	..	..	..	..
Decrease	641	..	..	3,142	36,276	27,148	..

GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 7.

A Statement showing the Number of Passengers conveyed Monthly for the Half-year ended 31st July, 1858.

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Emig'ts.	Total.	
February	12,361½	2,893	15,254½	12,314½	2,651	684	16,149½	31,404
March	16,787	4,417½	21,204½	17,367½	5,488	2,205½	25,061½	46,265½
April	17,786	5,556½	23,342½	18,968	8,087	3,801	30,856½	54,193½
May	17,159½	5,385½	22,545½	17,428½	6,408	3,409	27,245½	49,790½
June	15,999	6,456½	22,455½	16,282½	5,336	3,341½	24,960½	47,415½
July	17,660	6,291	23,951	17,428	4,143½	2,323	23,894½	47,845½
Totals	97,753	31,000	128,753	100,284	32,113½	15,764	148,161½	276,914½

Comparative Statement of Totals for the Half-years ended 31st July, 1858 and 1857.

Half-year, 1858....	97,753	31,000	128,753	100,284	32,113½	15,764	148,161½	276,914½
Do. 1857....	143,406½	40,220½	183,626	143,834	50,480½	26,946	220,365½	403,991½
Increase .....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease	45,652½	9,220½	54,873	43,550	18,372	10,282	72,204	127,077

GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 8.

A Statement showing the Number of Tons conveyed Monthly for the Half-year ended 31st July, 1858.

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Total.	
February	5,631	5,723	11,354	2,195	1,509	3,704	15,058
March	8,547	8,204	16,751	2,661	3,699	6,360	23,011
April	10,007	4,404	14,411	2,523	3,324	5,847	20,258
May	5,307	1,215	6,522	3,693	1,560	5,253	12,075
June	5,082	737	5,819	3,613	1,164	4,777	10,596
July	6,198	667	6,865	3,602	847	4,449	11,314
Totals	40,776	20,950	61,722	18,287	12,303	30,590	92,312

Comparative Statement of Totals for the Half-years ended 31st July, 1858 and 1857.

Half-year, 1858	40,772	20,950	61,722	18,287	12,303	30,590	92,312
Do. 1857	37,791	4,977	42,768	26,255	22,284	48,539	91,307
Increase	2,981	15,972	18,954	.....	.....	.....	1,005
Decrease .....	.....	.....	.....	7,968	9,981	17,949	.....

GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 9.

A Statement showing the Earnings of Trains from Passenger Traffic, as per the Undermentioned particulars, for the Half-year ended 31st July, 1888.

GOING EAST.

DESCRIPTION OF TRAINS.	AVERAGE EARNINGS PER TRIP.			Total Average Earnings per Trip per Mile.
	LOCAL.	FOREIGN.	TOTAL.	
	dollars. c.	dollars. c.	dollars. c.	dollars. c.
Morning Express,	226 87	280 60	507 37	2 01
Day Express,	218 55	349 83	567 88	1 96
Night Mail,	145 26	324 25	469 51	1 76
Accommodation,	200 89	34 55	235 44	1 27
Mixed,	17 76	.. ..	17 76	16½

GOING WEST.

DESCRIPTION OF TRAINS.	AVERAGE EARNINGS PER TRIP.			Total Average Earnings per Trip per Mile.
	LOCAL.	FOREIGN.	TOTAL.	
	dollars. c.	dollars. c.	dollars. c.	dollars. c.
Morning Express,	245 35	246 58	491 93	1 79
Day Express,	227 97	403 42	631 39	2 36½
Night Mail,	116 67	443 28	559 96	2 10
Accommodation,	155 03	14 31	169 34	0 91
Mixed,	28 84	.. ..	28 84	0 36
Emigrant, .....	.. ..	.. ..	201 67	0 88

GREAT WESTERN RAILWAY

AUDIT OFFICE—

General Traffic Statement for

DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for Each.		Mileage of Each.				
				dol.	d.	dol.	c.			
BY PASSENGER TRAINS.	Passenger	Local	196,372	....	223,904	42	....	7,565,849	.....
	"	Excurs't	1,665	....	1,354	01½	....	51,716	.....
	"	Foreign	63,113½	....	351,568	00	....	12,411,345½	.....
	"	Emigr's	15,764	....	82,528	27	....	3,062,097½	.....
				276,914½	14,740	54	23,131,005½
		Mails	Local	5,706	48
		"	Foreign.
				14,740	54
				5,706	48
				20,447	02
		Exp. Frt	Local	7,131	76
		"	Foreign.	5,943	06
				13,074	82
		Sundries	Local	4,545	18
		"	Foreign.	3,289	36
			....	....	....	....	7,834	54	....
	Passenger Totals	.....	276,914½	....	....	650,707	03½	....	23,131,005½
BY FREIGHT TRAINS.	Merc'ise	Local ...	59,059	....	155,477	66½	....	3,898,175½	.....
	"	Foreign.	33,253	....	136,550	82	....	6,845,518	.....
				92,312	292,028	48	10,745,693½
	Vehicles	Local ...	281	....	843	49	....	19,354½	.....
	"	Foreign	22	....	154	77	....	4,820	.....
				303	998	26	24,175½
	Horses ...	Local ...	458	....	1,962	28	....	50,831½	.....
	"	Foreign.	256	....	1,553	15	....	56,023	.....
				714	3,520	43	106,854½
	Cattle ...	Local ...	4,379	....	7,260	46	....	482,669	.....
	"	Foreign.	27,237	....	55,154	94	....	5,446,904½	.....
				31,616	62,415	40	5,968,774½
	Calves ...	Local ...	205	....	139	20	....	19,599	.....
	"	Foreign.	14	....	23	40	....	2,700½	.....
				219	167	60	22,299½
Sheep ...	Local ...	3,637	....	1,106	37	....	330,914½	.....	
"	Foreign.	5,638	....	2,123	96	....	1,177,380½	.....	
			9,275	....	....	3,230	33	1,508,294½	.....
Pigs	Local ...	1,297	....	471	21	....	156,611	.....	
"	Foreign.	50,130	....	22,736	76½	....	10,072,412	.....	
			51,427	....	....	23,207	97½	10,229,023	.....
Sundries	Local .	....	....	....	3,724	89	....	.....	.....
"	Foreign.	....	....	....	33	65	....	.....	.....
			....	....	....	3,758	54	.....	.....
	Freight Totals	.....	....	....	....	399,327	01½	....	23,546,415½
	Local Traffic Totals	.....	....	....	....	422,661	47½	....	.....
	Foreign "	.....	....	....	....	617,972	62½	....	.....
	Grand Totals for Half-year	1,040,034	10	
	Less Galt and Guelph Branch.	8,049	62	
	G. W. R. Grand Totals	1,031,984	48	

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for

COMPANY OF CANADA.

STATEMENT No. 10.

Half-year ended 31st July, 1858.

Main Line Earnings.		Toronto Br'ch Earnings		Harrisburg and Galt Branch Earnings.		Galt and Guelph Branch Earnings.	
For 229 Mls.	Per Mile.	For 38 Mls.	Per Mile.	For 12 Mls.	Per Mile.	For 15 Mls.	Per Mile.
dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.
162,958 45	711 60½	52,019 44	1,368 93½	5,006 58	417 21½	3,919 95	261 33
1,103 20½	4 81½	234 61	6 17½	9 01	75	7 19	47½
341,314 18½	1,490 45½	10,100 47½	265 80	95 14	7 92½	56 20	3 74½
31,185 54	136 18	1,334 11	35 10½	6 17	51½	45	03
11,462 90½	50 05½	1,931 94½	50 84	598 11	49 84½	747 68	49 84½
5,706 45	24 91½	.....	.....	.....	.....	.....	.....
6,190. 49	27 03½	673 10	17 71½	133 84	11 15½	134 33	8 95½
5,943 06	25 95	.....	.....	.....	.....	.....	.....
3,294 46	14 38½	942 82	24 81	144 92	12 07½	162 98	10 86½
3,239 36	14 36½	.....	.....	.....	.....	.....	.....
672,448 03½	2,499 76½	67,236 50	1,769 37½	5,993 77	499 47½	5,028 78	335 24½
138,474 12	604 69	8,612 36	226 64	5,521 25	460 10½	2,869 93	191 32½
131,618 51	574 75½	4,932 31	129 79½	.....	.....	.....	.....
693 85	3 03	121 76	3 20½	14 42	1 20	13 46	59½
154 77	67½	.....	.....	.....	.....	.....	.....
1,737 87	7 54½	222 64	5 85½	5 33	44½	6 34	42½
1,568 15	6 80½	.....	.....	.....	.....	.....	.....
6,234 25	27 22½	516 88	21 49½	114 38	9 53	94 95	6 33
55,154 94	240 85	.....	.....	.....	.....	.....	.....
127 75	55½	10 82	28½	68	04½	05	00½
28 40	12½	.....	.....	.....	.....	.....	.....
870 01	3 79½	206 84	5 44½	28 23	2 35½	1 29	06½
2,123 96	9 27½	.....	.....	.....	.....	.....	.....
460 83	2 01	37	01	5 35	44½	4 66	31
22,736 76½	99 23½	.....	.....	.....	.....	.....	.....
3,533 07	15 64½	96 29	2 53½	15 37	1 28	30 16	2 01
33 65	14½	.....	.....	.....	.....	.....	.....
365,530 99½	1,596 40½	15,020 27	395 26½	5,704 91	475 40	3,020 84	201 38½
337,181 26	1,472 39½	65,889 87½	1,733 93½	11,597 37	966 43½	7,992 97	532 55½
600,847 77	2,623 77½	16,366 59½	430 70½	101 31	8 44	56 65	3 77½
938,029 03	4,096 16½	82,256 77	2,164 63½	11,698 68	974 87½	8,049 62	536 63½

ch.

1,006½

1,006½

6,983½

4,176½

6,854½

3,774½

2,299½

3,294½

10,023

16,416½

GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 12.

Statement of the General Traffic Earnings for the Half-year ended 31st July, 1858.

MONTHS.	Main Line. 229 miles.	Toronto Branch. 38 miles.	Galt Branch. 12 miles.	Guelph Branch. 15 miles.	Totals. 294 miles.	Monthly Totals.
	dollars c.	dollars c.	dollars c.	dollars c.	dollars c.	dollars c.
FEBRUARY.						
Local Passengers...	22,918 54	7,233 00	864 57	727 25	31,743 36	
Do. Merchandise	22,270 94	1,707 56	750 44	429 53	25,168 47	
Thro' Passengers...	31,909 65	1,152 63½	8 50	4 77	33,075 55½	
Do. Merchandise	41,569 33½	1,091 06		..	42,660 39½	
MARCH.	118,668 46½	11,184 25½	1,623 51	1,161 55	132,637 78	132,637 78
Local Passengers...	30,771 50	10,120 65	1,046 08	929 86½	42,868 39½	
Do. Merchandise	30,059 13	2,439 65	1,097 24	559 10	34,154 12	
Thro' Passengers...	62,952 55	1,669 25	13 84	7 44	64,673 08	
Do. Merchandise	63,419 80	1,551 48	..	..	64,971 28	
APRIL.	187,232 98	15,780 33	2,157 16	1,496 40½	206,668 87½	206,668 87½
Local Passengers	35,543 22	10,731 13	1,063 44	842 26	48,180 05	
Do. Merchandise	34,668 23	1,942 51	1,052 65	501 80	38,165 20	
Thro' Passengers..	88,522 58	2,127 39	24 19	11 80	90,985 96	
Do. Merchandise	47,110 76	1,656 32	..	..	48,767 08	
MAY.	206,144 80	16,457 35	2,140 28	1,355 56	226,098 29	226,098 29
Local Passengers...	33,004 71½	9,295 49½	963 76	808 36½	44,072 33½	
Do. Merchandise	21,157 35	1,127 64	722 51	328 14	23,335 64	
Thro' Passengers...	72,586 09½	2,098 18	20 11	11 21	74,715 59½	
Do. Merchandise	30,028 93	390 48	..	..	30,419 41	
JUNE.	156,777 08	12,911 79½	1,706 38	1,147 71½	172,542 98	172,542 98
Local Passengers...	30,964 65½	9,083 27½	993 67	803 49½	41,845 09½	
Do. Merchandise	19,934 17½	1,287 51	1,009 63	692 49	22,823 80½	
Thro' Passengers...	69,896 57½	2,217 65	17 47	13 18	72,144 57½	
Do. Merchandise	18,900 93	124 55	..	..	19,025 48	
JULY.	139,696 33½	12,712 96½	2,020 77	1,409 16½	155,839 25½	155,839 25½
Local Passengers...	31,806 78	9,338 06	960 94	560 90	42,966 68	
Do. Merchandise	24,082 01½	1,584 09	1,072 44	609 78	27,348 32½	
Thro' Passengers...	61,241 17½	2,169 48	17 20	8 25	63,436 10½	
Do. Merchandise	12,379 39	118 42	..	..	12,497 81	
	129,509 36	13,210 05	2,050 58	1,478 83	146,248 92	146,248 92
Total	938,029 03	82,256 77	11,698 68	8,049 62	1,040,034 10	1,040,034 10
			Less Galt and Guelph Traffic		8,049 62	
			Total Traffic G. W. Railway			\$1,031,984 48

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