

Isaac Buchanan

Great Western Railway

REPORT

OF
THE DIRECTORS

OF THE

Great Western Railway of Canada

FOR THE

HALF-YEAR ENDING JAN. 31, 1858

WITH

STATEMENTS OF ACCOUNTS

&c., &c., &c.

Submitted to the General Meeting of Shareholders held in Toronto on April 7th, 1858, and in Hamilton, Canada West at an Adjourned General Meeting of Shareholders, on May 4th, 1858.

HAMILTON:

PRINTED AT THE "SIBLEY" BOOK AND JOB PRINTING ESTABLISHMENT

1858.

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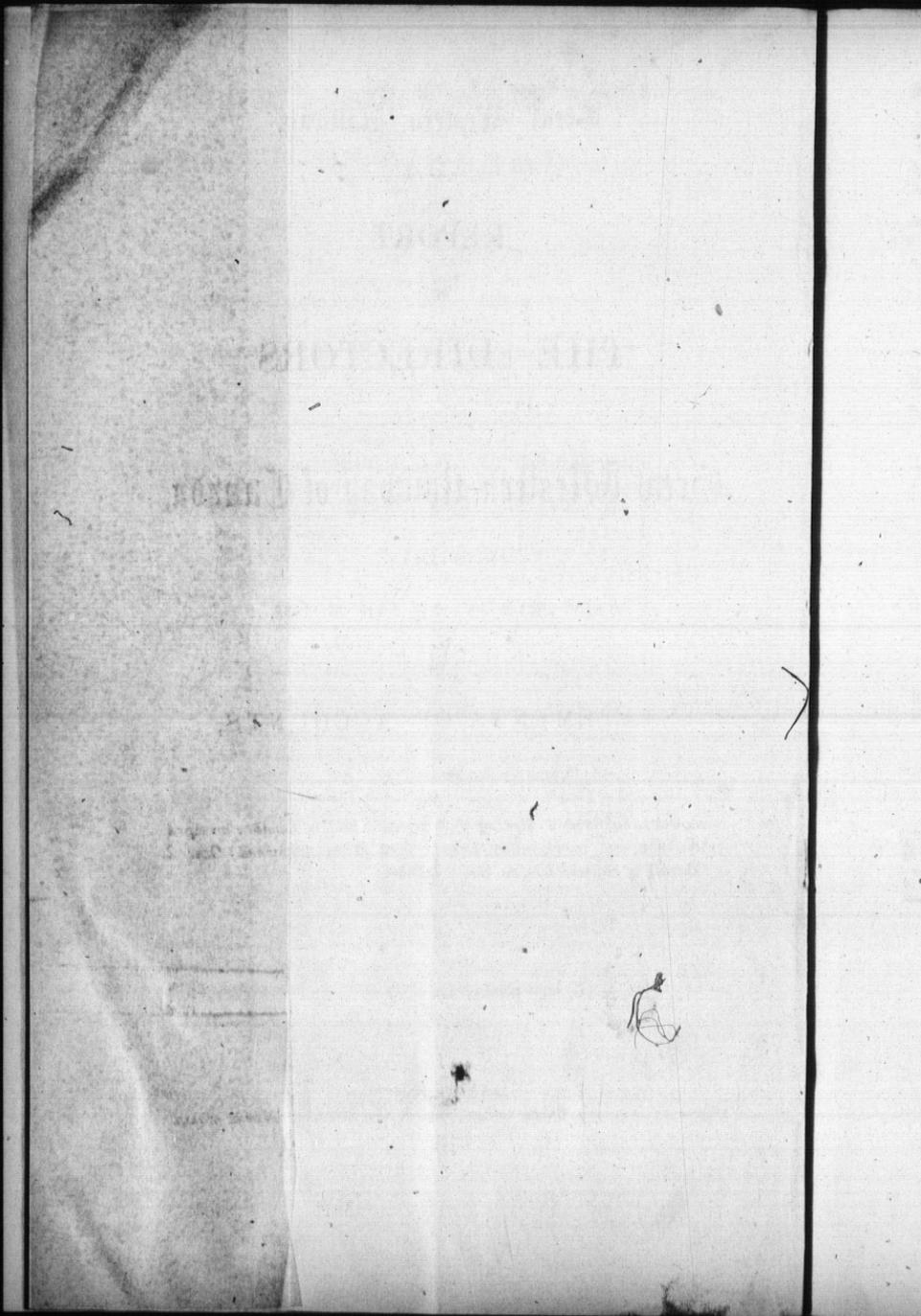
STATEMENTS OF ACCOUNTS,

&c., &c., &c.

Submitted to the General Meeting of Shareholders held in London, on April 7th, 1858, and in Hamilton, Canada West, at an Adjourned General Meeting of Shareholders, on May 4th, 1858.

HAMILTON :

PRINTED AT THE "TIMES" BOOK AND JOB PRINTING ESTABLISHMENT, 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. PECHER, Esq., London, Canada West.

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

WILLIAM DICKSON, Esq., Galt, Canada West.

Ex-officio Director.

GEO. 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.

CANADA—HAMILTON, CANADA WEST.

SECRETARY,—W. C. STEPHENS, Esq.

ENGLAND—126 GRESHAM HOUSE, OLD BROAD-*St.*, London

SECRETARY,—BRACKSTONE BAKER, Esq.

THE GREAT WESTERN
ACCOUNT

Dr. **380** *Capital Account showing the Receipts and Expenditure of*

	RECEIPTS.	Currency £ s. d.
To ORIGINAL SHARE ACCOUNT—		
For Amount received on 91,599 original shares at £20 10s. sterling or £25 currency, per share.....		2,289,975 0 0
To NEW SHARE ACCOUNT—		
For amount of 1st and 2nd Calls received on 78,101 new shares, say £8 sterling, or £9 16s. currency, per share.....		£768,389 16 0
Amount of 3rd and 4th Calls.....	£472,511 1 0	
Less Amount of arrears on these Calls.....	64,467 17 9	
	408,043 3 3	
For Amount received in anticipation of future Calls upon new Shares.....	16,525 7 6	
		1,189,958 6 9
		3,479,933 6 9
To BOND ACCOUNT—		
Bonds at 6 per cent. convertible, due 1876... £168,750 0 0		
do. do. due 1873... 48,750 0 0		
		207,500 0 0
Bonds at 6 per cent. non-convertible, due 1857	1,000 0 0	
do. do. due 1862	16,625 0 0	
do. do. due 1873	542,750 0 0	
		560,375 0 0
do. 5½ per cent. due 1877.....	147,946 13 4	
do. 6 per cent. due 1860.....	33,701 13 4	
do. do. due 1862.....	5,231 13 4	
do. do. due 1864.....	83,585 0 0	
		270,465 0 0
		1,038,340 0 0
To GOVERNMENT LOAN.....		938,888 15 11

NOTE.—On account of the £110,042 16s. 2d. expenditure for the Galt and Guelph Railway this Company holds the following securities:—

40 Provincial Government Bonds of £500 each.....	£20,000 0 0
Galt and Guelph Railway Company's Bond for.....	8,000 0 0
Ditto ditto for.....	13,271 19 1
Ditto ditto &c. for.....	20,874 13 11
Ditto ditto for.....	40,896 1 2
	£103,042 14 2

To Balance carried to Account No. 4.....	5,457,162 2 8
	35,694 2 2
	£5,492,856 4 10

RAILWAY COMPANY OF CANADA.

No. 1.

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

Cr.

EXPENDITURE.		Currency.
	£	s. d.
BY COST OF GREAT WESTERN MAIN LINE, HAMILTON AND TORONTO LINE, AND GALT BRANCH, &c., as follows:—		
Interest on Shares, Bonds, Government Loan, &c., during construction....	122,000	2 4
Land, Works, Bridges, Permanent Way, and all incidental Charges.....	3,269,609	12 10
Stations, Warehouses, Wharves, &c.....	300,046	2 11
Workshops and Machinery, including Fixed Engines.....	125,399	15 7
Rolling Stock viz:—		
Locomotive Engines and Tenders.....	£365,331	8 11
Passenger, Goods and other Cars.....	416,372	6 11
Electric Telegraph.....		781,703 15 10
Steamers "Canada" and "America".....		3,076 13 5
Ferry Steamers for crossing Detroit River.....		59,398 2 5
GENERAL CHARGES, viz:—		45,020 19 7
Law Expenses.....	£ 16,015	19 7
Engineering Expenses.....	100,025	14 11
Salaries.....	19,416	17 6
Agency Charges on Sale of Bonds and Shares.....	45,146	6 6
Police Force.....	3,043	19 7
Insurance and Taxes.....	693	11 5
Advertising, Stationery and Printing.....	5,763	3 10
Office Furniture.....	3,141	9 0
Travelling and Incidental Expenses.....	20,298	5 0
Payments to Sir Allan McNab.....		213,544 7 4
		10,000 0 0
By Expenditure on account of Double Track.....		4,929,799 12 3
TOTAL PAYMENTS to 31st January, 1858, on account of Great Western line proper.....		2,394 14 10
By EXPENDITURE on account of Branch Lines, &c., viz:—		4,932,194 7 1
ON THE SARNIA BRANCH—		
Works, Bridges, Permanent Way, and all Incidental Expenses.....		
Right of Way and Land.....	£358,925	9 1
Extra Land purchased.....	10,168	10 11
Rolling Stock, viz., Engines and Tenders.....	£ 6,500	7,273 2 0
Passenger and Goods Cars.....	39,300	
	45,800	0 0
TOTAL EXPENDITURE to 31st January, 1858, on Sarnia Branch.....	£422,167	2 0
ON THE GALT AND GUELPH RAILWAY—		
Land, Works, Bridges, Permanent Way, and all Incidental Expenses.....		110,042 16 2
By DETROIT AND MILWAUKEE RAILROAD LOAN ACCOUNT.		532,209 18 2
Amount advanced on this Account, including Interest to 31st January, 1858.		28,451 19 7
	<u>£5,492,856</u>	<u>4 10</u>

THE GREAT WESTERN

ACCOUNT

Dr. Revenue Account of the Great Western of Canada Railway

Half-year ended 31st Jan., 1857.	RECEIPTS.	Half-year ended 31st Jan., 1858.
Currency. £ s. d.		Currency. £ s. d.
237,648 17 7	To amount received for the carriage of 388,386½ Pas- sengers	191,907 9 4
11,618 18 1	Ditto ditto Parcels and Mails	11,463 12 7
143,312 10 5	Ditto ditto Freight and Live Stock	106,673 19 2
392,580 6 1		310,047 1 1
1,300 5 11	Ditto ditto Rents	1,685 7 3
<u>£393,880 12 0</u>		<u>£311,632 8 4</u>

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RAILWAY COMPANY OF CANADA.

No. 2.

Company for the half-year ending 31st January, 1858.

Cr.

Half-year ended 31st Jan., 1857.	Per cent on Gross Receipts.	EXPENSES.	Half yr. ended 31st Jan., 1858.	Per cent on Gross Receipts.
Currency. £ s. d.			Currency. £ s. d.	
		By MAINTENANCE AND RENEWAL OF WAY, viz.—		
		Cost of Maintenance of Way	£24,426 13 2	
29,062 12 6	7.38	Cost of renewal of rails (see Account No. 3.)	" " "	
8,793 2 8	2.23	Per Abstract A	24,426 13 2	7.84
37,855 15 2	9.61	Locomotive Power	do. B	61,206 3 8
61,782 2 9	15.68	Repairs and Renewals of Passenger & Freight Cars	do. C	10,158 11 9
11,434 11 9	2.90	Coaching Transit Expen. do. D	32,495 13 8	10.43
39,394 7 4	10.00	Merchandise Expenses	do. E	25,223 2 10
32,102 15 6	8.17	General Charges	do. F	8,804 12 1
9,270 10 9	2.35	Total Working Expenses	162,314 17 2	52.09
191,840 3 3	48.71	ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.		
		By Taxes	£1,838 10 9	0.59
1,491 5 8	0.37	Insurance	1,077 4 1	0.34
1,077 4 1	0.27	Suspension Bridge Rent, for half-year	5,625 0 0	1.81
5,707 19 10	1.45		8,540 14 10	
200,116 12 10	50.80	Total Revenue Expenditure	170,865 12 0	54.83
193,763 19 2		Balance carried to net Revenue No. 3 account.	140,776 16 4	
£393,880 12 0			£311,632 8 4	

THE GREAT WESTERN RAILWAY COMPANY OF CANADA.

ACCOUNT No. 3.

Net Revenue Account to January 31, 1858.

		Currency.
	£	s. d.
Cr.		
By Net Revenue for half-year to date from Account No. 2.....	140,776	16 4
Dr.		
Charges during half-year to date—		
To half-year's interest on Government Loan, due Jan. 1, 1859	£28,645	5 8
To interest on bonds, bank loans, &c., after deducting interest received, per Abstract G.....	18,018	19 4
	46,664	5 0
Net half-year's revenue	£94,112	11 4
Add Surplus from half-year ending July 31, 1857.....	68,279	16 3
	£162,392	7 7
From this, as stated in the Report (page 18)		
Deduct—Costs and compensation paid for the Desjardins accident, to date.....	£30,453	1 10*
To compound rails replaced by other rails	21,997	10 3
To Traffic to July 31, 1856, overstated in error, now written back	6,397	5 7
	58,737	17 8
Balance applicable to Dividend carried down.....	£103,654	9 11
Balance brought down.....	£103,654	9 11
Proposed Dividend at the rate of 6½ per cent. per annum on 91,699 old shares.....	£62,833	6 1
78,101 new shares	29,613	4 10
	92,446	10 11
(The balance of the half-year's net Revenue, after deducting dividend, being £1,666 Os. 6d.)		
Surplus to be carried to next half-year.....	£11,207	10 0

THE GREAT WESTERN

ACCOUNT

General Balance Sheet

		Currency.
	£	s. d.
Dr.		
Balance of Net Revenue for General Dividend, as per Account No. 3.....	£103,654	9 11
Bonds payable.....	3,269	10 8
Galt and Guelph Railway Company's securities on account of amount expended on that Branch.....	103,042	14 2
Insurance Fund Account.....	2,611	15 7
Balance due to Bankers and Contractors, and sundry accounts of the half-year not paid on 31st January, 1858.....	£367,165	17 3
Less, general Engineering percentages reserved.....	29,999	6 7
	337,166	10 8
	£549,745	1 0

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* NOTE.—The total settlements effected, including costs, in the matter of the Desjardins accident, amount to a total of . . . £40,275 18 2
And of this amount bonds maturing at various dates have been given for . . . 9,822 16 4
Leaving payments actually made, as stated in Account No. 3..... £30,453 1 10

RAILWAY COMPANY OF CANADA.

No. 4.

to January 31, 1858.

Cr.	Currency.
Balance from Capital Account No. 1.....	£25,694 2 2
Amounts outstanding and due to the Company on Traffic Account.....	81,997 19 2
General stores on hand, 31st January, 1858.....	76,768 0 10
Fuel " " ".....	55,592 18 7
Mechanical " " ".....	29,935 7 9
Stationery " " ".....	1,595 14 9
Rails Stock Account, rails on hand 31st January, 1858.....	43,981 9 0
Steamers' coal on hand " " ".....	1,261 2 7
Steam Ferry " " ".....	1,560 0 0
Bills Receivable.....	184 7 6
Municipal and other Bonds, including £103,042 14s. 2d., Galt and Guelph Bonds, see Contra.....	120,134 14 2
Detroit and Milwaukee Railroad Stock and interest.....	48,150 0 0
Balances in Banker's hands, loans, interest, and other amounts due to the Company.....	55,609 4 6
	£549,745 1 0

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GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for Half year ending
January 31st, 1858.*

ABSTRACT A.

Half-year ended 31st Jan., 1857. Currency.	MAINTENANCE OF WAY.	Half-year ended 31st Jan., 1858. Currency.
£ s. d.		£ s. d.
2,231 8 0	Repairs of Bridges and Culverts.....	3,288 8 11
19,975 13 6	Platelayers' Wages, &c.....	16,103 2 2
4,008 8 8	Repairs of Stations, Sidings, &c.....	3,015 16 9
352 8 9	Approaches.....	144 1 10
1,363 16 5	Repairs of Buildings.....	977 2 6
603 6 6	Engineering Superintendence, &c.....	720 11 9
444 6 0	Repairs of Signals.....	126 14 8
33 4 9	Small Stores.....	60 14 7
<hr/>		
£29,062 12 6	Total Cost of Maintenance.....	24,426 13 2
6,793 2 8	Renewal of Rails.....	" " "
<hr/>		
£37,856 15 2	Total Charge.....	£24,426 13 2

ABSTRACT B.

Half-year ended 31st Jan., 1857. Currency.	LOCOMOTIVE POWER.	Half-year ended 31st Jan., 1858. Currency.
£ s. d.		£ s. d.
	Transit Expenses—	
9,865 1 11	Wages of Enginemen and Firemen.....	7,722 13 11
5,049 9 3	Wages of Labourers and Cleaners.....	2,415 14 8
24,853 18 8	Fuel.....	21,063 8 9
1,923 4 5	Oil.....	1,237 12 7
233 14 9	Tallow.....	238 12 9
419 17 11	Small Stores, including Signal Lamps, Waste &c.	315 19 8
607 14 9	Pumping Engines to supply Water.....	1,555 12 0
107 17 2	Salaries of Foremen and Clerks.....	134 2 4
252 8 7	Salary of Locomotive Engineer.....	251 11 9
<hr/>		
43,548 7 5	Repairs of Engines—	35,235 8 5
2,144 15 1	Material and Fuel.....	8,756 9 1
13,490 17 1	Wages.....	15,730 14 1
<hr/>		
59,183 19 7	Sundries:—	24,457 3 2
436 2 0	Lighting Shops.....	453 8 0
1,118 1 3	Maintenance of Turntables.....	303 12 4
1,043 19 11	Maintenance of Tanks and Pumps.....	726 11 9
<hr/>		
£61,732 2 9		£61,206 3 8

The Locomotive Expenses during the Half-year ended 31st January, 1858, are equal to 24.42 per train Mile run.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles.		Miles.
350,543	By Passenger Engines.....	322,947
267,161	By Freight.....	274,462
<hr/>		
617,704	Total Train miles earning Revenue.....	597,409
159,288	By Pilot and Shunting Engines.....	160,991
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776,992	Total Traffic Engine miles run.....	758,300
79,019	By Construction Engines.....	93,931
33,574	By Wood Engines.....	31,740
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889,584	Gross Engine miles run.....	883,971

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st Jan., 1897. Currency.	REPAIRS AND RENEWALS OF CARS.	Half-year ended 31st Jan., 1898. Currency.
£ s. d.	Passenger Cars:—	£ s. d.
1,981 16 2	Materials.....	1,739 17 11
3,778 3 3	Wages	2,737 15 0
273 3 0	Salaries of Superintendent, Foremen and Clerks	198 8 0
6,013 2 5		4,676 0 11
£ s. d.	Merchandise Cars, &c.:—	£ s. d.
2,514 5 6	Materials	2,345 5 4
2,651 4 4	Wages	2,922 17 11
145 6 6	Salaries of Superintendent, Foremen and Clerks	214 7 7
11,323 18 9		5,482 10 10
110 13 0	Lighting	
£11,434 11 9		£10,168 11 9

The Repairs and Renewals during the Half-year ended 31st January, 1898, are equal to 4.08d. per Train Mile run.

MILEAGE OF CARS during the Half-year ended 31st Jan., 1898.

	Miles.
Of 1st Class Cars	964,464
2nd Class Cars	246,964
Post Office, Express, Baggage, and Conductors' Cars	776,519
Freight, Platform, and Cattle Cars	4,527,171
Total earning Revenue	6,814,418
Wood Cars	349,140
Gravel Cars	1,320,144
Gross Total	8,483,702

ABSTRACT D.

Half-year ended 31st Jan., 1897. Currency.	COACHING TRANSIT EXPENSES.	Half-year ended 31st Jan., 1898. Currency.
£ s. d.	£ s. d.	£ s. d.
4,005 2 0	Wages of Booking Clerks and Station Masters	4,234 19 11
4,220 6 10	" Porters	3,092 2 11
5,857 2 9	" Conductors, Baggage-men, and Brakemen	5,993 2 3
863 3 6	" Policemen	593 13 6
734 8 2	" Switchmen	1,355 5 6
1,409 7 9	" Watchmen at Level Road Crossings ..	1,325 6 5
109 2 9	Clothing	126 5 0
2,263 3 1	Oil and Tallow	1,697 1 6
3,847 11 5	Compensation for Damages	54 3 4
508 3 10	Cattle killed on Track by Trains ..	116 18 1
182 6 0	Lamps	502 12 2
3,292 4 4	Lights and Fuel for Stations and Passenger Cars, and cleaning of same	3,187 8 10
594 0 3	Stationery, Advertising, and Printing	363 17 7
45 13 7	Office expenses	98 1 1
561 2 0	Small Stores	528 14 0
640 6 1	Travelling and incidental expenses	172 1 4
4,074 12 6	Expenses of Ferry across the Detroit River	3,724 15 11
4,402 1 9	Expenses of Advertising and Agency in United States	4,459 6 10
1,189 3 6	Expenses of Telegraph	1,362 17 6
£30,894 7 4		£32,495 13 8

The Coaching Transit expenses during the Half-year ended 31st January, 1898, are equal to 15.97 per cent on the Passenger Traffic and Parcels and Mail earnings.

GREAT WEST

ABSTRACT
INTEREST ON BOND

Dr.	RECEIPTS.	Curr £
Sundry Interests and Discounts		1,986
Interest on Municipal and Provincial Bonds		3,033
Do. on Advances to Galt and Guelph Railway		1,052
Do. on Sums expended on Sarnia Branch		10,697
Do. on Detroit and Milwaukee Stock (Sale of Steam Boats)		1,575
Balance as per Net Revenue Account, No. 3		18,018
		<u>£36,366</u>

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GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Year ended Jan., 1857. Currency.	MERCHANDISE TRANSIT EXPENSES.	Half-year ended 31st Jan., 1858. Currency.
s. d.		£ s. d.
33 15 11	Wages of Clerks, Conductors, and Brakemen.....	5,816 1 11
73 18 1	“ Porters	9,455 19 8
14 8 10	“ Switchmen	1,360 3 3
19 1 9	“ Watchmen at Level Road Crossings.....	873 9 3
13 18 10	Light, Lamps, Fuel, and Signals.....	994 10 5
4 12 7	Oil and Tallow	555 5 1
15 7 9	Clothing	“ “ “
10 9 3	Small Stores	618 15 7
11 10 0	Rents	635 0 0
15 11 10	Compensation for Damages	310 16 6
18 3 10	Cattle killed on Track by Trains	135 10 8
14 1 9	Travelling and Incidental Expenses	219 16 7
28 5 1	Stationery, Advertising and Printing.....	556 13 2
7 9 9	Office Expenses.....	102 0 3
12 2 4	Expenses of Telegraph.....	1,001 13 1
13 3 0	Expenses of Ferry across the Detroit River.....	2,564 15 6
16 14 11	Expenses of Horse for Shunting.....	22 11 11
<u>12 15 6</u>		<u>£25,223 2 10</u>

Merchandise Transit Expenses during the half-year ended 31st January, 1858, are equal to 23·64 per cent. upon the Freight and Live Stock earnings.

ABSTRACT F.

Year ended Jan., 1857. Currency.	GENERAL CHARGES.	Half-year ended 31st Jan., 1858. Currency.
s. d.		£ s. d.
7 9 3	Head Offices in London and Hamilton.....	4,703 9 0
5 13 2	Stationery, Advertising, and Printing.....	1,019 6 9
3 16 5	Postages and Stamps.....	371 14 8
0 6 11	Fuel and Lights	114 18 3
9 11 3	Incidental Expenses	512 12 3
3 16 8	Discount on Bank Notes and cost of Exchange	234 19 0
3 18 0	Furniture, &c.	66 11 8
8 8 0	Store Keepers' Office Expenses	41 4 7
4 1 6	Travelling Expenses	475 15 11
1 9 11	Law Charges.....	359 8 2
6 13 4	Directors' Remuneration	1,216 13 4
0 0 0	Auditors' and Vice President's ditto	—
5 4 5		9,116 13 7
4 13 8	Less Transfer Fees	312 1 6
<u>0 10 9</u>		<u>£8,804 12 1</u>

The General Charges during the half-year ended 31st January, 1858, are equal to 2·83 per cent. of the total receipts on Revenue Account.

ALLIANCE OF CANADA

THE ALLIANCE OF CANADA

CONSTITUTION

ARTICLE I
The Alliance of Canada shall be a national organization of the people of Canada, organized on the basis of the principle of the equality of all men and women before the law, and shall have as its objects the promotion of the interests of the people of Canada, the maintenance of the rights and liberties of the people of Canada, and the promotion of the welfare of the people of Canada.

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REPORT

OF THE DIRECTORS OF THE

Great Western Railway Company of Canada.

The total amount of Share Capital which this Company is authorized to raise is as follows:—

		Shares.	Currency.
Great Western Act	8 Vic. c. 86 of March 29, 1845,	60,000	£1,500,000
Ditto	16 Vic. c. 99 of April 23, 1853,	20,000	500,000
Ditto	18 & 19 Vic. c. 176 of May 19, 1855,	60,000	1,500,000
Hamilton and Toronto Act.....	16 Vic. c. 44 of Nov. 10, 1852,	18,000	450,000
Sarnia Act.....	16 Vic. c. 101 of April 23, 1853,	20,000	500,000
Total.....		<u>178,000</u>	<u>£4,450,000</u>

Of the above, 8,300 original shares have been reserved to meet the conversion of bonds, and on the new shares there remains to be called up £7 10s. sterling, or £9 3s currency, per share, less the sum of £16,525 7s. 6d. cy. received in advance of future calls.

The total amount received on Capital Accounts, to 31st

January, 1858, was, as per Account No. 1, .. £5,457,162 2 8

Consisting of:—

	Currency,
Share Capital	£3,479,933 6 9
Convertible Bonds.....	207,500 0 0
Nonconvertible Bonds	830,840 0 0
Government Loan (to be paid off)	938,888 15 11
	<u>£5,457,162 2 8</u>

And the total expenditure to that date, as shown in the same account, as follows, viz:—

On account of the Great Western proper—comprising the main line, the Galt Branch, and the Hamilton and Toronto line, in all 279 miles	£4,932,194	7	1
On the Sarnia Branch (50 miles) not yet opened	422,167	2	0
On the Galt and Guelph line (15 miles)	110,042	16	2
	<hr/>		
	£5,464,404	5	3
Detroit and Milwaukee Railway Company, in part of Loan voted at General Meeting of the Proprietors of the Great Western Railway, held in England 8th October, and in Canada 2nd November, 1857	28,451	19	7
	<hr/>		
	£5,492,856	4	10
	<hr/>		

It will be remembered that in the report to July 31st, 1857, it was stated that arrangements having been concluded with the Provincial Government for the repayment of the advance made to the Company, the amount hitherto reserved as a sinking fund had been transferred to revenue account, and which, with the undivided balance of last half-year, amounted to £68,279 16s. 3d.

The Directors have thought it right at once to carry to the debit of this surplus revenue the whole cost incurred and compensations actually paid for the Desjardins Canal accident last year, amounting to £30,453 1s. 10d.; and, in addition to which, bonds maturing at various dates from one to five years have been given for an aggregate sum of £9,822 16s. 4d., which will be placed against revenue as they mature. There are still three or four unsettled cases, but the Directors do not anticipate that the amount to be paid will be large, the heavy claims having been already disposed of.

The whole cost of replacing the compound rails by fish-jointed T rails has also been carried this half-year to the debit of Revenue to the extent of £21,897 10s. 3d. The urgent necessity of removing these defective rails was adverted to in the Engineer's Report to July 31st, 1857. The Directors have therefore written off these two items instead of spreading this outlay over several half-years.

A further unusual amount is also carried to the debit of Revenue this half-year, £6,387 5s. 7d., being so much traffic receipts overstated erroneously for the half-year ending July 31, 1856, during the period that the Audit office books were under the direction of the late accountant, and it is therefore necessary that this sum should be deducted from the published earnings of the Railway.

These three items together amount to £58,737 17s. 8d., and after deducting which, together with the charges proper to the half-year for interest on the Government Loan and on the Company's Bonds, the balance of net revenue amounts to £103,654 9 11
 Out of which the Directors recommend the payment of a dividend for the half-year at the rate of 5½ per cent. per annum, which will absorb..... £92,446 10 11

And leave a surplus to be carried to the ensuing half-year of £11,207 19 0

The traffic during the last half-year, as compared with the corresponding period of 1857, shows a decrease of £82,248 3s. 8d; but is only £12,524 6s. 5d. less than for the previous six months.

The average weekly earnings have been at the rate of £11,848 18s. 7d., which is equal to £40 14s. 4d. per mile per week. The receipts on the main line have been £46 5s. 2d. per mile per week; on the Toronto Branch £27 14s. 11d., and on the Galt Branch £11 1s. 5d.

The actual working expenses have amounted to £162,314 17s 2d. against £185,616 1s. 6d. for the corresponding period of the previous year. The cost per train mile is 5s. 5½d. against 6s. currency.

The cost of maintaining the permanent way has amounted to £24,426 13s. 2d., being at the rate of £167 17s. 7d. per mile per annum, or a reduction of £37 14s. 5d. per mile on the charge during the corresponding half-year.

The actual net earnings of the line during the six months have been £140,776 16s. 4d., which, after payment of Interest on Bonds and Loans, is equal to £5 13s. 6d. per cent. per annum upon the expenditure on the opened lines.

The following Table shows the traffic receipts and working expenses during the last five half-years:—

	HALF-YEARS ENDING									
	Jan. 31, 1856.		July 31, 1856.		Jan. 31, 1857.		July 31, 1857.		Jan. 31, 1858.	
	Miles. 619,611½	Miles. 603,901½	Miles. 617,704½	Miles. 597,430½	Miles. 697,309					
Miles run by Trains.....										
	Currency.		Currency.		Currency.		Currency.		Currency.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Total Traffic Receipts.....	331,761 16 4	356,761 2 6	393,890 12 0	324,156 14 9	311,632 8 4					
Maintenance of Way, including renewals.....	31,004 3 1	41,185 13 6	37,855 15 2	35,653 8 10	24,426 13 2					
Locomotive Power.....	50,518 2 2	56,576 11 11	61,782 2 9	63,818 7 7	61,206 3 8					
Repairs and Renewals of Cars.....	12,048 10 11	14,742 15 2	11,434 11 9	11,141 16 8	10,158 11 9					
Coaching and Goods Transit Expenses.....	59,667 9 9	68,916 2 5	71,497 2 10	61,677 1 7	57,718 16 6					
General Charges.....	10,053 16 11	10,972 10 4	9,270 10 9	8,151 17 6	8,804 12 1					
Taxes and Insurance.....	163,292 2 10	192,393 13 4	191,840 3 3	180,442 12 2	216,314 17 2					
Suspension Bridge Rent	2,325 18 3	2,372 6 4	2,568 9 9	961 11 8	2,915 14 10					
	5,637 14 9	5,625 0 0	5,707 19 10	5,625 0 0	5,625 0 0					
Total Currency..£	171,355 16 10	200,390 19 8	200,116 12 10	187,029 3 10	170,855 12 0					

The ordinary working expenses for the same period will compare as follows :—

	Jan 31, 1886.	July 31, 1886.	Jan. 31, 1887.	July 31, 1887.	Jan. 31, 1888.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ordinary Expenses ...	183,594 18 0	192,570 19 8	185,616 1 6	173,627 19 6	162,314 17 2
Per Train Mile.....	0 6 3½	0 6 4½	0 6 0	0 5 9½	0 5 6½
Per cent on Receipts	49½	54.	47.	53½	52.

The subjoined Tables exhibit the Company's operations during each half-year that the railway has been opened.

Compare as

n. 31, 1868.
 £ s. d.
 2,314 17 3
 0 6 6½
 62.

each half-

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.
	Currency. £	Currency. £	Currency. £	Currency. £	Currency. £	Currency. £	Currency. £	Currency. £
Local Passengers	53,424	62,031	62,947	86,094	92,086	102,423	79,345	77,925 3 11
Through ditto	58,724	72,632	98,031	116,004	105,800	135,227	119,165	119,982 5 5
Local Goods	18,965	36,349	40,969	61,374	65,707	70,104	42,985	41,219 13 9
Through ditto	11,227	12,401	29,844	34,666	54,082	40,523	46,779	45,765 16 7
Live Stock	1,226	2,682	7,479	21,478	24,557	32,685	20,747	19,700 8 10
Parcels and Sundries	1,133	1,726	2,623	3,019	3,145	3,090	5,948	3,110 0 2
Mails and Express Goods	5,405	6,997	7,300	7,231	9,099	8,528	8,227	8,353 12 5
Rents	—	817	500	1,895	1,275	1,300	960	1,585 7 3
Gross Revenue	150,105	196,535	249,593	331,761	355,751	393,880	324,156	311,632 8 4
Number of Miles run—								
Passengers	163,062	226,457	230,030	287,180	327,107	350,543	342,193	332,847
Goods	72,131	146,229	152,972	232,431	276,794	267,161	255,258½	274,462
Total	235,193	372,686	433,002	519,611	603,901	617,704	597,450½	607,309

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.
	Currency. £	Currency. £	Currency. £	Currency. £	Currency. £	Currency. £	Currency. £	Currency. £
Maintenance of Way, Works, and Stations	13,870	14,489	21,694	31,004	41,186	37,856	35,653	24,426
Locomotive Power	15,759	26,478	31,308	50,518	56,576	61,782	63,818	61,206
Repairs and Renewal of Cars	5,337	9,102	10,099	12,049	14,743	11,435	11,142	10,158
Coaching and Goods Transit Expenses	25,525	43,317	44,836	59,667	68,916	71,497	61,677	57,718
General Charges, Law, &c.	5,625	7,068	9,789	10,054	10,972	6,270	8,152	8,804
TOTAL WORKING EXPENSES	66,118	100,454	117,726	163,292	192,393	191,840	180,442	162,314
Interest on Loans, &c.	41,666	45,648	50,083	58,888	50,045	52,923	42,625	46,664
Taxes and Insurance	1,192	2,002	1,749	2,326	2,372	2,568	962	2,915
Suspension Bridge Rent	—	—	2,337	5,638	5,625	5,708	5,625	5,625
Compensation for Accidents in former years	—	—	7,299	2,954	2,849	—	4,940	—
Government Loan Sinking Fund	3,650	9,125	11,250	12,775	14,053	14,084	—	—
Loss upon Steamers "Canada" and "America"	—	—	—	14,915	6,505	—	—	—
TOTAL EXPENDITURE	112,626	157,229	190,444	260,788	273,842	297,123	234,594	217,519
Dividend per cent. per annum	6 per cent.	6 per cent.	8 per cent.	8 per cent.	8 per cent.	9 per cent.	6 per cent.	5½ per cent.
Amount carried forward	457 18 6	115 4	62,175 18 11	366 2 8	8,055 6 11	4,575 2	2,68,279 13 8	11,207 19 0

From the annexed report of the Engineer, it will be seen that the line and works are in an efficient state of repair.

The locomotive expenses amount to £61,206 3s. 8d., and the miles run by engines earning revenue (including the piloting and shunting of trains) having been 758,300, the cost per mile is 1s. 7½d., against 1s. 7¼d. per mile for corresponding period of 1857. Owing partly to the unusual severity of the winters of 1855 and 1856, the expenditure in this department has been high during the last two years, but it is hoped that a considerable reduction may in future be effected.

The present stock of Locomotive Engines is 88, two, ordered in expectation of the opening of the Sarnia Line during the past year, having been received since the last report.

The car expenses are £10,158 11s. 9d., and the miles run by cars having been 6,814,418, the cost per mile is 0.357d., against 0.468d. for the corresponding half-year ended 31st January, 1857.

The following is the stock of cars, those stated in the last report as being under construction being now completed, and the whole are in a very satisfactory and efficient state of repair.

CLASS OF CAR.	Number.
First Class	82
Second Class	44
Post Office, Express, and Baggage.....	53
Box Freight, 8 wheels.....	800
Ditto, 4 wheels.....	100
Platform	250
Cattle.....	60
Gravel	490
Total.....	1,798

The great decrease of traffic, as compared with the corresponding period of last year, requires a few words of explanation.

Since the date of the last report, the commercial affairs of the American Continent have been shaken to their foundations. With few exceptions, all the banks in the United States were compelled to suspend specie payments; a vast number of mercantile failures took place; for several months confidence was completely paralysed, and a wild and resistless panic existed from one end of the continent to the other. The natural result of this has been a complete prostration of business, and when to this is added, a continued decline in the value of the staple productions of the country, it is not surprising

that the traffic on railways has suffered a very heavy decrease. The constant fall in the price of wheat and flour in the Eastern markets has checked the transport of these articles—the impossibility of effecting sales of produce has prevented Western merchants and others from meeting their engagements, and consequently the quantity of goods purchased for consumption in the West has been entirely nominal. This has necessarily greatly diminished the through traffic of this and all other lines running between the East and West; but it is a subject of congratulation, however, to find that in this general depression the traffic of the Great Western Railway compares favorably with that of any other lines similarly situated.

The same causes which have had so serious an effect upon the through traffic, have also necessarily produced a very large decrease in the local business of the line. In consequence of the extreme depression in prices, a large portion of last year's wheat crop still remains in the country unsold. This is productive of serious embarrassment to the agricultural and commercial interests.

Both Canada and the Western States of America are now passing through a severe and depressing crisis; a bountiful harvest during the present year will go far to place the business of the country upon a sound and improving footing, and a sure and lasting benefit must result from the present severe depression. The value hitherto placed upon land and other property has been proved to be absurdly extravagant, and the price of agricultural land must now fall to a point which will attract the class of settlers most wanted in this country, and thereby add materially to her prosperity.

Reviewing the commercial disasters of last autumn, and considering their effect upon the business of the American continent up to the present time, the Directors feel they are fairly entitled to congratulate the shareholders that in such a trying period the Great Western Railway has proved that it possesses resources sufficient to yield a profit in the working of the half-year equal to a dividend upon the cost of the line of upwards of 5½ per cent. per annum. They consider that this fact is a conclusive evidence of the soundness and intrinsic value of the property, and of its future prosperity, when the business of the country shall have again revived.

There still remains the sum of £52,863 3s. 9d. to expend in completing the unfinished works on the opened lines, to bring the capital expenditure to the limits of £4,982,662 16s. currency, fixed by the Shareholders at the half-yearly meeting held on 11th September, 1856.

The outlay on the Sarnia branch, including the cost of rails and rolling stock already delivered for the working of that line, now amounts to £422,167 2s. 0d. It is intended to complete and open this branch for traffic before the close of the present year, and it is hoped by the spring of 1859 the extension from Port Huron, in connection with the Detroit and Milwaukee Railway, will also be in operation.

The expenditure on account of the Galt and Guelph Railway now amounts to £110,042 16s. 2d. The line was opened for public traffic on the 11th September, 1857.

Immediately after the resolution passed by the Shareholders at the meeting in London on the 8th of October last, in regard to the Detroit and Milwaukee Railway Company, the Directors caused a careful examination to be made into the statements furnished by that Company as to its affairs and accounts, and the result of a complete and thorough investigation showed that the sum of £150,000 sterling would be sufficient to meet the claims of the secured creditors, and leave enough to open the line and provide the necessary rolling stock. Negotiations were accordingly opened with these creditors, which have resulted in an extension of time for the payment of their claims. Upon these arrangements being completed, a mortgage in favor of Mr. C. J. Brydges, Mr. T. Reynolds, and Mr. H. C. R. Becher (members of the Canadian Board of the Great Western Railway), as trustees, was executed by the Detroit and Milwaukee Company to secure this advance of £150,000. This mortgage has been most carefully drawn, and under its stipulations the entire control of all the affairs of the Detroit and Milwaukee Company is placed in the hands of Directors to be from time to time nominated by the Great Western Railway Company.

Accordingly the Board of the former Company has been reorganised, and is now composed as follows :—

Mr. ROBERT GILL, Chairman.

Mr. W. GOVAN,

Rear-Admiral J. M. LAWS,

Mr. T. CULLEN,

ENGLISH BOARD.

Mr. C. J. BRYDGES, President.

Mr. T. REYNOLDS, Vice-President.

Mr. N. P. STEWART,

Mr. H. N. WALKER,

Mr. E. A. BRUSH.

AMERICAN BOARD.

An Act has since been passed by the Legislature of the State of Michigan authorising absent Directors of the Detroit and Milwaukee Company to vote by proxy at all Board meetings. The proxies of the English Directors have been transmitted to Mr. Brydges and Mr. Reynolds, and thus the entire control of all the operations of this Company is vested in the representatives of the Great Western of Canada Company.

Favourable arrangements have been made for the completion of the works, securing the opening of the line (for an expenditure within the amount at the disposal of the Company) to Grand Rapids on or before the 1st of May, and throughout to Lake Michigan, opposite Milwaukee, during the month of August next. The condition of the line when opened will be quite equal, if

not superior, to the average of new railroads on the American continent, and the quantity of rolling stock will suffice for the traffic of the autumn. A further amount will be required to pay off the unsecured debts, to fully ballast the line, to complete all the works, and to provide sufficient station accommodation and rolling stock. The extent of the requirements under the latter heads will best be determined when some experience has been had of the amount of traffic. That this traffic will prove amply remunerative, the Directors entertain no doubt, strengthened as their previous convictions upon this point have been by the careful examination made into the Detroit and Milwaukee Company's affairs by the executive of this Company in Canada. The following figures will place the soundness of this opinion in a strong and marked light.

During the last half-year of unexampled depression the traffic upon the two undermentioned lines shows as follows :

	Per mile per week.
Michigan Central	\$151 79c.
Great Western of Canada	162 87c.

The amount of gross traffic required to pay the interest upon the whole of the borrowed capital of the Detroit and Milwaukee Company (\$4,956,000 or about £1,000,000 sterling on a line of 185 miles in length) allowing 50 per cent. for working expenses, is only about \$76 per mile per week, which places the success of the Company beyond any doubt; and for whatever money is still required for that Company there is the certainty of the traffic being quite sufficient to yield a full security and a handsome return.

The value to this Company of the connexion with the Detroit and Milwaukee Railway the Directors consider as most important, and they look forward consequently to the autumn traffic of the Great Western Railway receiving a great accession of business from that source.

To complete the system of railways in Michigan, upon which this Company relies for so large an addition to its through business, there has also to be considered the important link of about 90 miles, connecting the Detroit and Milwaukee Railway from Owosso with Port Huron, which is immediately opposite to the terminus of the Sarnia branch of the Great Western Railway. That line, known as the Port Huron branch of the Detroit and Milwaukee Railway, when completed, will form the most direct line between Milwaukee, the natural outlet for the vast trade of the north-western states, and the great marts of commerce on the Atlantic sea-boards.

The Directors would be glad to see active steps adopted to ensure the completion of this line, and to bring it under the same control as the Detroit and Milwaukee main line, the value of it to the Sarnia Branch being obvious. When finished, the system of Railway communication in Northern Michigan,

in connection with the Great Western Railway, will be complete. Works to some extent have already been executed, but the further prosecution of them has, owing to circumstances, been retarded.

The additional amount of traffic to be secured on the completion of the lines above referred to, and the gradual recovery of the trade of the continent generally from the stagnation which now prevails, the Directors feel convinced will place the prosperity of the Great Western Railway of Canada upon the surest basis, and show that it will prove one of the soundest and best paying railway properties in America.

In order to carry out the arrangement for the repayment at par of the advance of £770,000 sterling from the Provincial Government, which was sanctioned at the last general meeting of shareholders, the Directors propose to avail themselves of the prospects of an easy money market to pay off this debt at earlier periods than stipulated, and in such instalments as circumstances may render convenient, should the acquiescence of the Canadian Government be obtained.

The amount it is proposed to raise for this purpose by the issue of a Guaranteed Debenture Stock, bearing 5 per cent. interest, payable in London, and half-yearly, with the option of conversion into ordinary shares at any time prior to 1863. The terms of conversion being as formerly, five shares of £20 10s. sterling each for £100 bond. It is intended to offer this issue in the first instance to existing Shareholders of the Company. With the large paid up share capital, and the extinction of the prior claim of the Government, the security afforded (in common with the existing bonds of the Company) is incontestible, and it is considered the option of convertibility is a valuable feature. For the convenience of Shareholders and Capitalists, who may desire to lend money for a limited period, the Directors have decided to issue Bonds at the same rate of interest, repayable in 1881, and with the same option of conversion attached.

Signed on behalf of the Board of Directors in Canada,

JOHN YOUNG,

*Vice President and Chairman of the
Canadian Board.*

Hamilton, April, 1858.

ENGINEER'S REPORT.

GREAT WESTERN RAILWAY.

ENGINEER DEPARTMENT,

Hamilton, 1st March, 1858.

To the President and

Directors of the

Great Western Railway.

GENTLEMEN,—I have the honor to submit to you the following report on the present condition of the line :

The extreme length of railway now in operation is two hundred and ninety-four miles, consisting of the following sections :—

Main line.....	229 miles.
Toronto Branch.....	38 do.
Galt Branch.....	12 do.
Galt and Guelph Railway, worked by the Great Western Railway Company.....	15 do.
Total,	<u>294 miles.</u>

The aggregate length of sidings on the main line and Branches is 47½ miles.

CONDITIONS OF THE WORKS.

EARTHWORKS.—The embankments and cuttings, with a few exceptions, are completed to the standard width now adopted, of 18 feet for the former and 22 feet for the latter at formation level. When the line was first opened the average width of the embankments did not exceed 15 feet.

The south slopes of nearly all the deep cuttings have been drained and sodded with grass turf, and where the nature of the soil required it, dry stone retaining walls have been built. The south slopes of all the high embankments which suffered injury from the wash of rain and melting snow, have also been protected by a covering of grass turf. These drainage works have only been carried out to a very limited extent on the north slopes of the railway, as that side of the line has been appropriated for the construction of the double track.

BRIDGES AND CULVERTS.—The structures under this head are generally in a good and sound condition.

It has been decided to renew some of the smaller timber truss and trestle bridges during the present year, amounting to about 470 lineal feet in all including the two swing bridges over the Welland and Desjardins Canals. These it is proposed to rebuild with stone abutments and wrought-iron girders.

During the last half-year a permanent stone viaduct was commenced at St. Catharines, in substitution of the temporary trussle structure which was erected over the valley of the Twelve Mile Creek at the opening of the line. This new bridge will be finished during the current year.

STATION BUILDINGS.—All these are now finished with the exception of the erection of a grain elevating store at Hamilton, and the enlargement of the Passenger House at the same place.

The following is the extent of Passenger and Freight buildings now in use :—

	Area of Passenger Buildings.	Area of Freight Buildings.
At Suspension Bridge Station, ..	10,320 sq. ft.	52,200 sq. ft.
Hamilton ..	5,760 "	80,050 "
London ..	10,500 "	25,000 "
Windsor ..	3,125 "	32,000 "
Toronto ..	1,140 "	12,200 "
Thirty-nine Way Stations, ..	21,230 "	132,240 "
	52,075 "	333,690 "

PERMANENT WAY.—The road bed and track are in a state of good repair. The cost of repairs has been steadily reduced, as the ballasting and drainage works approach completion. The charge for maintenance of way for the half-year ending 31st of January last, is £24,426 13s. 2d., being at the rate of £167 17s. 7d. per mile per annum, against £197 of the preceding half-year. This rate per mile includes all sidings (amounting to 16 per cent. of the length of Main Line), and the repairs of bridges, buildings, fences, ditches, signals and road approaches.

The ballasting of the western division of the line is still incomplete, and a small portion of the track on the eastern division has not yet been raised to its permanent level.

The charge of renewals of rails consists chiefly in the substituting of fish-jointed T rails for the defective "compound rails," which were originally laid down on 40 miles of the line.

Several miles of the U pattern of rails, of which there were originally 156 miles in the main line, have also been re-laid with the T rail. This U rail, has had the disadvantage of a very imperfect form of joint, consisting of a simple plate of wrought-iron underneath the ends of the rails, which were bolted or spiked through it to the sleepers. It has been found exceedingly difficult to preserve the flanges of the rails in perfect contact with these joint plates; and it is now intended to remedy this defect by the substitution of wrought iron chairs in their place.

SARNIA BRANCH.

This branch, 50 miles in length, is now so far completed as to be ready for the laying of the permanent way. The Station buildings are all finished with the exception of the pumping machinery for water supply.

The earthworks, bridges, buildings, fences, and wharf on the St. Clair river, at Sarnia, are all of a first class quality of construction.

I have the honour to be, Gentlemen,

Your very obedient servant,

GEORGE LOWE REID.

Chief Engineer.

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

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

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GREAT WESTERN RAILWAY COMPANY OF CANADA.

AUDIT OFFICE—STATEMENT No. 1.

Statement of Monthly Traffic for the Half-year ending 31st January, 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.
August ...	49,436 90½	63,598 14½	3,648 92½	4,602 65	1,449 48	122,786 104
September	63,295 41	104,308 47½	4,730 56½	4,971 09	2,234 72½	180,140 26½
October ...	70,638 26	101,973 40	6,205 25	5,856 99½	2,965 28½	187,639 19
November	48,278 03	73,915 66	6,919 37½	6,105 46½	2,011 76	137,230 29
December	42,183 96	50,461 92	4,216 00	5,952 79½	1,598 49	104,413 16½
January ..	37,868 22½	33,934 62½	1,416 75	5,925 49	2,180 29	81,325 38
Totals ..	311,700 79	428,792 22½	27,136 86½	33,414 48½	12,440 03	813,484 39½

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

Hf.-y'r '58	311 700 79	428,792 22½	27,136 86½	33,414 48½	12,440 03	813,484 39½
do. '57	409,691 42½	609,591 69½	30,012 40	34,112 40	12,363 21½	997,071 13½
Increase...	.....	.....	.....	.....	76 81½	.....
Decrease...	97,990 63½	81,199 47½	3,775 53½	697 91½	.....	183,586 74

TRAFFIC BY FREIGHT TRAINS.

MONTHS.	Local Freight.	Foreign Freight.	Local Live St'ck.	Foreign Live St'ck.	Storage & Wharfrage.	Total.	GRAND TOTAL.
	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.
August ...	19,138 11	16,126 88	2,207 10½	4,837 07	385 05	42,694 27½	165,430 38
September	23,396 07	21,022 90	2,236 47½	6,772 35	1,564 80	54,992 59½	235,132 86
October ...	24,510 39	10,872 51	3,126 02	9,222 29	1,381 60	48,613 01	236,252 20
November	22,692 16	23,611 76	2,215 96	13,385 81	1,112 33	62,917 62	300,147 81
December	29,372 51½	56,597 47	1,446 96	16,169 71	1,108 30½	104,694 96	309,108 12½
January ...	39,840 91½	55,291 79	958 82	16,223 63	476 30	112,791 45½	194,116 83½
Totals ..	158,850 16	183,023 31	12,191 40	66,610 36	6,028 58½	426,703 51½	1,240,188 21

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

Hf.-y'r. '58	158,850 16	183,023 31	12,191 40	66,610 36	6,028 58½	426,703 51½	1,240,188 21
do. '57	267,091 61½	162,095 12½	21,172 26½	109,570 83	13,320 24½	573,250 08	1,570,321 21½
Increase ..	.....	20,928 18½	.....	.....	.....	.....	.....
Decrease ..	108,241 45½	.....	8,980 86½	42,960 47	7,291 65½	146,546 26	330,133 00½

GREAT WESTERN
AUDIT OFFICE—

*A Comparative Statement showing the Earnings at each Station from
ending 31st January*

STATIONS.	PASSENGERS AND SUNDRIES		FREIGHT AND SUNDRIES.						
	1858.		1857.		1858.		1857.		
	dollars	c	dollars	c	dollars.	c.	dollars.	c.	
Suspension Bdge...	217,097	59 ³ / ₄	317,314	03 ¹ / ₂	81,833	44	143,845	41 ³ / ₄	
Thorol	2,817	77 ¹ / ₂	1,531	71 ¹ / ₂	1,357	29	812	93	
St. Catharines	11,464	02 ¹ / ₂	14,283	96	1,794	35	2,468	83	
Jordan	1,070	69 ¹ / ₂	1,087	29 ¹ / ₂	358	74	190	09	
Beamsville	1,417	21	1,674	04 ¹ / ₂	227	53	110	37	
Grimsby,	2,033	62 ³ / ₄	2,873	26 ¹ / ₂	429	53	425	43	
Ontario	627	23	702	14	47	94	10	52	
Hamilton	88,692	85	95,526	83 ¹ / ₂	20,593	72	34,981	15 ¹ / ₂	
Hamilton Wharf ...	...	...	...	...	16,225	14	39,311	79
Waterdown	836	87 ¹ / ₂	147	44	2,280	50	359	25	
Wellington Sq.....	1,899	41 ¹ / ₂	2,505	38 ¹ / ₂	237	96	811	95	
Bronte	2,285	25 ¹ / ₂	2,982	81 ¹ / ₂	523	86	398	26	
Oakville	4,124	85 ¹ / ₂	5,466	78	453	79	605	46	
Port Credit	2,736	80 ³ / ₄	4,036	75	398	68 ¹ / ₂	486	24	
Mimico.....	589	83	665	33 ¹ / ₂	13	11	...	...
Toronto	56,848	87	64,430	97 ¹ / ₂	15,994	84	16,151	29	
Dundas	4,631	85 ³ / ₄	5,754	24	2,782	23	7,661	84	
Flamboro	823	92 ¹ / ₂	1,028	33 ¹ / ₂	1,321	32 ¹ / ₂	2,116	80	
Copetown	746	22	879	09	1,781	96	1,099	51	
Lynden	909	23	1,248	12 ¹ / ₂	2,862	04	4,789	26	
Harrisburgh	3,080	62 ¹ / ₂	3,999	20 ¹ / ₂	696	17	1,800	49	
Branchton.....	497	85	319	77 ¹ / ₂	118	31	...	...
Galt	6,997	22 ¹ / ₂	9,556	91	7202	80	13,515	51	
Preston	4,406	31	7,058	91 ¹ / ₂	2,537	94 ¹ / ₂	6,961	93 ¹ / ₂	
New Hope.....	508	24	...	...	2,133	49	...	...
Guelph	4,661	87 ¹ / ₂	...	...	1,721	15	...	...
Paris.....	36,329	41 ¹ / ₂	26,065	29 ¹ / ₂	17,497	21	16,886	38	
Princeton	2,140	89 ¹ / ₂	3,763	42 ¹ / ₂	1,096	23	3,613	44	
Arnolds	268	75	279	25	683	78	1,169	79	
Eastwood	597	58	622	56 ¹ / ₂	417	68	254	85	
Woodstock	10,572	50 ¹ / ₂	15,865	28	7,472	17	7,937	87 ¹ / ₂	
Beachville	1,902	03	2,696	17 ¹ / ₂	1,453	26	2,551	76	
Ingersoll	11,070	42 ³ / ₄	14,733	27	6,415	63	11,768	33	
Edwardsburgh	1,171	30 ¹ / ₂	2012	78 ¹ / ₂	44	44	50	99	
Waubuno	217	16	...	...	107	18	...	...
London	36,840	79 ¹ / ₂	51,510	56	26,600	85	42,500	00	
Komoko	2,898	68 ¹ / ₂	4,384	26	319	58	949	53	
Mt. Brydges	2,800	78	4,701	43	1,250	85	1,223	64	
Longwood.....	1,011	00	1,689	00 ¹ / ₂	592	29	827	34	
Glencoe.....	1,139	23	1,987	51 ¹ / ₂	279	19	368	05	
Newbury	3,987	41 ¹ / ₂	5,661	18	750	60	2,155	14	
Bothwell	976	26 ¹ / ₂	1,090	07 ¹ / ₂	147	41	49	53	
Thamesville	1,112	66	1,058	02	77	75	259	57	
Vosburgh	25	...	10	75	...	...	...	...
Chatham	10,917	00	14,934	29 ¹ / ₂	2,096	35	4,405	08	
Baptiste Creek ...	170	68 ³ / ₄	390	00 ¹ / ₂	...	...	36	22
Belle River	1,173	40	1,488	89	26	22	771	40	
Tecumseh.....	28	56 ¹ / ₂	56	37 ¹ / ₂	...	...	...	...
Windsor,	230,936	85 ¹ / ₂	262,884	97	114,663	54	66,414	93 ¹ / ₂	
Mails & Exp. Frgt'...	33,414	48 ¹ / ₂	34,112	40	
TOTALS	\$	813,484	39¹/₂	997,071	134¹/₂	347,902	05¹/₂	442,506	98¹/₂

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RAILWAY 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.
1,564	05	3,208	74	300,495	08¾	464,368	19
24	02½	55	50	4,199	09	2,400	14½
97	36	132	38	13,355	73½	16,885	17
3	0	...	...	1,432	43½	1,277	38½
9	25	2	25	1,653	99	1,786	66½
2	10	48	47	2,465	25¾	3,347	16½
...	...	...	...	675	17	712	66
308	04	660	68	109,594	61	131,168	67½
58	46	94	61	16,283	60	39,406	40
9	62	...	...	3,126	99½	506	69
16	06	14	45	2,153	43½	2,731	78¾
20	58	15	43	2,829	69½	3,396	50½
64	24	49	60	4,642	88½	6,121	84
36	82½	42	66	3,172	31¾	4,565	65
...	...	...	...	602	94	665	33½
1,096	90	1,652	73	73,940	61	82,234	99½
29	27	50	08	7,443	35¾	13,466	16
4	44	...	...	2,149	69	3,145	13½
22	15	3	40	2,550	33	1,982	00
3	90	...	...	3,775	17	6,037	38½
57	38	57	37	3,834	17½	5,947	06½
...	...	...	...	616	16	319	77½
49	97	190	11	14,249	99½	23,262	53
35	41	86	21	6,979	66½	14,107	05½
...	...	...	...	2,641	73	...	...
72	11	...	...	6,455	13½	...	...
469	91	430	73	54,278	53½	43,382	40½
24	89	68	61	3,262	01½	7,445	47½
...	...	...	...	952	53	1,449	04
...	...	...	...	1,015	26	877	41½
262	55	925	22	18,307	22½	24,728	17½
33	38	70	55	3,388	67	5,318	48½
569	19	799	39	18,055	24¾	27,300	99
...	...	...	...	1,215	74½	2,063	77½
4	70	...	...	329	04	...	...
3,304	79	5,097	72½	66,746	43½	99,117	28½
661	53	457	89	3,879	79½	5,791	68
93	50	205	58	4,145	13	6,030	65
3	40	56	40	1,606	69	2,572	74½
75	62	205	00	1,494	04	2,560	56½
865	11½	483	54	5,603	12¾	8,299	86
6	37	2	75	1,130	04½	1,142	35½
25	13	1	82	1,215	54	1,319	41
...	...	...	...	25	...	10	75
660	82	990	30½	13,674	17	20,329	67¾
...	...	...	...	170	68½	426	22½
9	72	43	90	1,209	34	2,304	19
...	...	...	...	28	56½	56	37½
68,146	00½	114,539	02	413,746	40	443,838	92¾
...	...	...	...	33,414	48½	34,112	40
78,801	76	130,743	09½	1,240,188	21	1,570,321	21½

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 3.

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

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1858.	1857.	1858.	1857.
Suspension Bridge	58,538	84,073½	48,246½	67,272½
Thorold	2,617	1,848	1,868	1,442½
St. Catharines	10,517½	13,126	10,510	12,857
Jordan	1,695	1,966½	1,504½	1,866
Beamsville	1,961½	2,227	1,846½	2,053½
Grimsby	2,566	3,390½	2,526	3,375½
Ontario	882½	998	789	892½
Hamilton	51,538½	65,815½	51,088	65,866½
Waterdown	1,913½	370½	1,858½	170½
Wellington Square	3,558½	4,079	3,427	3,848½
Bronte	3,465½	4,164½	3,386	4,133½
Oakville	6,058½	7,728	5,829½	7,553
Port Credit	4,401	6,391½	4,309	6,240
Mimico	1,876½	1,067½	1,569	1,920½
Humber .....	.....	40	.....	40
Toronto	43,330½	47,794½	41,807	45,073½
Dundas	7,071½	8,796½	6,788	8,318
Flamboro'	1,172½	1,422	1,149½	1,366
Copetown	1,227½	1,285	1,056	1,158
Lynden	1,441½	1,965½	1,317	1,727½
Harrisburgh	4,395	5,244	4,385½	5,034½
Branchton	1,010½	724	879	545½
Galt	9,052½	9,702	9,002½	9,400
Preston	5,901	6,265	6,359	7,530½
New Hope	1,169½	.....	1,123	.....
Guelph	4,073½	.....	4,591	.....
Paris	31,729	19,604	30,629	20,427½
Princeton	2,692½	4,066½	2,695½	3,937
Arnolds	443	369½	498	321
Eastwood	1,031	1,017½	1,150½	8,27½
Woodstock	11,924	14,613	11,952½	15,511½
Beachville	3,018½	3,818	2,779½	3,456½
Ingersoll	11,348½	13,404½	11,532½	13,422
Edwardsburg	1,910½	3,252½	1,944	3,165
Waubuno	399	.....	373½	.....
London	23,505	33,907	24,274½	34,421
Komoka	3,612½	6,114	3,777½	6,142½
Mount Bridges	3,415½	5,212½	3,503	5,094
Longwood	1,407½	2,154	1,366½	1,937
Glencoe	1,084	1,815½	985	1,726½
Newbury	3,352½	4,702½	3,852	4,867
Bothwell	1,506½	1,307	1,469	1,760
Thamesville	1,003½	943	986½	1,092
Vosburg	1	41	1	57
Chatham	5,704	8,013½	6,225½	7,640
Baptiste Creek	200½	400	269	392
Belle River	1,586½	1,613½	1,718½	1,467
Tecumseh	68½	15	24	7
Windsor	45,860	52,974	59,164½	73,084½
TOTALS	388,386½	460441	388,386½	460,441

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 4.

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

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1858.	1857.	1858.	1857.
Suspension Bridge.....	15,482	26,561	24,577	13,135
Thorold	963	308	481	2,102
St. Catharines.....	506	629	707	3,087
Jordan	93	41	8	60
Beamsville	83	83	108	189
Grimsby	173	192	98	330
Ontario	21	2	19	249
Hamilton	5,596	11,766	5,247	9,963
Hamilton Wharf.....	5,681	10,375	13,471	18,417
Waterdown	1,531	325	2,594	982
Wellington Square.....	66	47	194	407
Bronte	217	140	410	411
Oakville	124	162	323	417
Port Credit	222	184	166	394
Mimico	2	.....	1	.....
Toronto	2,568	3,311	12,549	5,598
Dundas	987	3,328	1,157	4,551
Flamboro'	947	1,170	41	127
Copetown	1,255	761	26	76
Lynden	2,238	3,351	48	169
Harrisburg	471	1,313	139	192
Branchton	77	.....	27	16
Galt	28,65	6,737	2,017	3,170
Preston	1,016	3,058	2,528	2,807
New Hope	748	.....	217	.....
Guelph	508	.....	1,191	.....
Paris	6,294	7,640	7,433	5,833
Princeton	730	1,460	75	296
Arnolds	614	919	10	198
Eastwood	343	230	32	198
Woodstock	3,274	2,943	1,418	3,253
Beachville	447	932	302	381
Ingersoll	2,986	4,987	1,144	1,939
Edwardsburgh	41	30	21	144
Waubano	14	.....	53	.....
London	8,211	13,431	6,309	14,779
Komoka	105	293	118	1,239
Mount Bridges	504	457	441	1,037
Longwood	298	217	60	204
Glencoe	100	73	111	265
Newbury	237	634	366	1,049
Bothwell	24	40	170	67
Thamesville	19	58	86	38
Chatham	456	1,189	683	931
Baptiste Creek .....	.....	9	10	3
Belle River	10	337	147	105
Tecumseh .....	.....	.....	1	.....
Windsor	32,316	12,718	14,099	23,731
Totals	101,433	122,441	101,433	122,441

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE.—STATEMENT No. 5.

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

STATIONS.	DESCRIPTION OF LIVE STOCK.					Total No. of Head	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1858.	1857.
Susp. Bridge	196	70	9	256	64	595	1,343
Thorold	4	9	1	18	..	32	20
St. Catharines	18	3	6	1	..	27	43
Jordan	2	..	..	..	..	2	..
Beamsville	1	..	..	..	..	1	2
Grimsby	..	1	..	..	..	1	104
Ontario	..	..	..	..	..	..	..
Hamilton	74	58	4	288	123	547	423
Hamilton Wharf	6	1	2	25	16	50	29
Waterdown	..	7	1	..	..	8	..
Wellington Square.	1	6	1	10	..	18	4
Bronte	1	16	..	30	16	63	5
Oakville	10	17	1	3	7	38	22
Port Credit	6	11	1	8	3	29	29
Toronto	139	148	13	612	14	926	1,577
Dundas	1	21	..	..	..	22	22
Flamboro'	..	1	..	..	..	1	..
Copetown	6	1	..	5	..	12	3
Lynden	..	1	..	..	..	1	..
Harrisburgh	10	3	..	10	..	23	18
Branchton	..	..	..	..	..	..	..
Galt	5	1	..	50	50	106	684
Preston	7	17	..	..	..	24	175
New Hope	..	..	..	..	..	..	..
Guelph	10	22	4	25	61	122	..
Paris	55	314	9	344	54	776	561
Princeton	4	3	..	12	..	19	28
Woodstock	27	94	..	94	..	215	1,896
Beachville	2	17	..	9	..	28	92
Ingersoll	16	377	..	828	..	1,221	1,305
Edwardsburgh	..	..	..	..	..	..	..
Waubeno	..	..	..	7	..	7	..
London	69	1,754	12	805	111	2,751	7,040
Komoka	11	330	..	149	..	490	569
Mount Brydges	2	31	..	..	69	102	236
Longwood	..	1	..	4	..	5	76
Glencoe	15	8	..	..	..	23	300
Newbury	17	320	..	142	100	579	387
Bothwell	3	..	..	..	..	3	2
Thamesville	1	3	..	55	18	77	14
Chatham	40	206	..	27	..	273	1,019
Belle River	..	4	..	..	..	4	11
Windsor	49	9,073	22	15,537	71,644	96,325	179,295
Totals	808	12,949	85	19,364	72,350	105,546	197,334

<i>Comparative Statement of Totals for the Half-years ending 31st January, 1858 and 1857.</i>							
Half-year, 1858	808	12,949	85	19,364	72,350	105,546	..
Ditto	1,241	16,155	31	30,742	149,165	197,334	..
Increase	..	..	54	..	..	..	..
Decrease	433	3,206	..	11,388	76,815	91,788	..

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE.—STATEMENT No. 7.

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

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Emigr't.	Total.	
August	22,954	6,744	29,698	23,243	6,609	2,350	32,202	61,900
September	29,320	9,474	38,794	29,829	12,072	2,954	44,856	83,650
October	22,921	9,839	32,760	33,766	12,203	3,488	49,447	82,207
November	23,315	6,849	30,164	31,004	6,754	3,123	30,881	61,045
December	19,489	5,141	24,630	19,548	4,403	1,816	25,770	60,400
January	17,164	3,350	20,514	17,790	3,132	748	21,670	42,184
Totals	142,161	41,392	183,553	145,170	45,176	14,485	204,832	388,386

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

Half-year 1858....	142,161	41,392	183,553	145,170	45,176	14,485	204,832	388,386
Ditto 1857....	171,924	46,403	218,327	174,308	64,056	13,849	242,214	460,441
Increase .....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease	29,662	5,010	34,673	29,137	8,880	.....	37,381	72,054

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE.—STATEMENT No. 8.

A Statement showing the Number of Tons of Freight conveyed Monthly for the Half-year ending 31st January, 1858.

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Total.	
August	4,134	154	4,288	4,175	2,683	6,858	11,146
September	6,731	104	6,835	5,029	3,398	8,427	15,262
October	5,125	1,397	6,522	4,736	2,154	6,890	13,412
November	6,340	5,498	11,838	3,373	2,179	5,552	17,390
December	6,841	12,415	19,256	3,764	2,265	6,029	25,285
January	6,190	8,795	14,975	2,454	1,629	3,983	18,958
Totals	35,351	28,343	63,694	23,531	14,208	37,739	101,433

Comparative Statement of Totals for Half-years ending 31st January, 1858 and 1857.

Half-year 1858	35,351	28,343	63,694	23,531	14,208	37,739	101,433
Ditto 1857	54,773	6,041	60,814	41,177	21,450	62,627	122,441
Increase .....	.....	23,302	3,880	.....	.....	.....	.....
Decrease	19,422	.....	.....	17,646	7,242	24,888	21,005

GREAT WESTERN RAILWAY 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, ending 31st January, 1887.

GOING EAST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.			Total Average Earnings per Train per Mile.
	LOCAL.	FOREIGN.	TOTAL.	
	dollars. c.	dollars. c.	dollars. c.	dollars. c.
Morning Express,	292 03	289 45	581 48	2 25½
Day Express,	247 80	388 40½	636 20½	2 28½
Lightning Express,	177 86	381 21	559 07	2 68
Night Express	166 95	269 01	435 96	1 66
Accommodation,	265 91½	45 83½	311 75	1 54½
Mixed,	23 59½	.....	23 59½	21½
Emigrant, . . . . .	.....	.....	.....	.....

GOING WEST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.			Total Average Earnings per Train per Mile.
	LOCAL.	FOREIGN.	TOTAL.	
	dollars. c.	dollars. c.	dollars. c.	dollars. c.
Morning Express,	364 15	373 74	737 89	2 40
Day Express,	299 25	564 31½	863 56½	3 10
Lightning Express	45 71	227 59	273 30	1 19
Night Express	132 59½	408 65½	541 25	2 07
Accommodation	221 01	17 91	238 92	1 14
Mixed,	36 01	.....	36 01	32½
Emigrant, . . . . .	.....	.....	166 28	72

THE GREAT WESTERN

AUDIT OFFICE—

General Traffic Statement for

DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for each		Mileage of Each			
				dol.	c.	dol.	c.		
BY PASSENGER TRAINS.	Passen'r	Local ..	269,450	....	301,863	69	10,239,277	.....
	"	Excurs't	17,882	....	9,837	10	657,173	.....
	"	Foreign	86,569	....	428,792	22½	16,465,231½	.....
	"	Emigr's	14,485½	....	27,136	86½	2,568,798½	.....
				388,386½			767,629	88	29,920,479½
	Mails ..	Local ..	....	....	14,698	62½	.....	.....
	"	Foreign	....	....	6,086	56½	.....	.....
	Exp. Fr't	Local ..	....	....	5,988	06	.....	.....
	"	Foreign	....	....	6,641	23	.....	.....
	Sundries	Local ..	....	....	7,085	33	.....	.....
	"	Foreign	....	....	5,354	70	.....	.....
							12,629	29
							12,440	03
	Passen'r	Totals	388,386½		813,484	39½
BY FREIGHT TRAINS.	Merc'ise	Local ..	58,882	....	157,662	71	4,533,454½	.....
	"	Foreign	42,551	....	182,838	57	8,100,950½	.....
				101,433			340,501	28	12,634,405½
	Vehicles	Local ..	418	....	1,187	45	26,712½	.....
	"	Foreign	26	....	184	74	5,948½	.....
				444			1,372	19	32,661½
	Horses ..	Local ..	618	....	2,493	99	57,435	.....
	"	Foreign	190	....	1,188	12	43,189½	.....
				808			3,682	11	100,624½
	Cattle ..	Local ..	4,323	....	7,554	69	503,425	.....
	"	Foreign	8,626	....	17,253	06	1,630,299	.....
				12,949			24,807	75	2,133,724
	Calves..	Local ..	63	....	64	32½	4,511½	.....
	"	Foreign	22	....	34	50	4,026½	.....
				85			98	82½	8,638
Sheep ..	Local ..	5,615	....	1,473	02	701,900½	.....	
"	Foreign	13,739	....	3,838	52½	2,897,519½	.....	
			19,354			5,311	54½	3,599,419½	
Pigs....	Local ..	1,079	....	605	37½	184,148½	.....	
"	Foreign	71,271	....	44,296	15½	15,300,570½	.....	
			72,350			44,901	53	15,484,718½	
Sundries	Local ..	....	....	6,028	58½	.....	.....
"	Foreign	....	....	.....	.....	.....	.....
						6,028	58½	.....
Freight Totals.....						426,703	81½	33,994,191½	
Local Traffic Totals						516,542	95½	.....
Foreign " "						723,645	25½	.....
Grand Totals for Half-year						1,240,188	21	.....

STERN

OFFICE

Statement for

RAILWAY OF CANADA.

STATEMENT No. 11.

Half-year ending 31st January, 1858.

of Each

Main Line Earnings.		Toronto Br'h Earnings		Harrisburg and Galt Branch Earnings.		Galt and Guelph Branch Earnings.	
For 229 Mls.	Per Mile.	For 38 Miles	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.
222,417 62	971 25½	67,736 88	1,782 55	7,395 46	608 78½	4,403 73	293 58
7,795 51½	34 04	1,380 58½	36 33	433 00	36 08½	228 00	15 20
413,282 99½	1,804 72½	15,408 85	405 49½	75 46	6 28½	24 92	1 66
25,693 86½	112 20	1,407 11½	37 03	33 97	2 83	1 91½	12½
11,581 56½	50 57½	1,949 77½	51 31	633 63	52 80½	533 66	35 57½
6,086 56½	26 57½	.....	.....	.....	.....	.....	.....
4,572 51	19 96½	1,091 80	28 73	208 10	17 34	115 65	7 71
6,641 23	29 00	.....	.....	.....	.....	.....	.....
4,372 98	19 09½	4,844 05	48 52½	533 90	44 49	334 40	22 29½
5,354 70	23 38½	.....	.....	.....	.....	.....	.....
707,799 54½	3,090 81½	90,819 05½	2,389 97½	9,223 52	768 62	5,642 27½	376 14½
140,899 39½	615 28½	10,803 78½	284 31	4,536 23½	378 02	1,423 29½	94 88½
176,743 67	771 80½	6,094 90	160 38½	.....	.....	.....	.....
906 92	3 96	191 65	5 04½	74 13	6 17½	14 75	98½
184 74	80½	.....	.....	.....	.....	.....	.....
2,133 55	9 31½	329 28½	8 66½	20 15½	1 68	11 00	73½
1,188 12	5 18½	.....	.....	.....	.....	.....	.....
5,789 34	25 28	1,712 60	45 06½	28 18	2 34½	24 57	1 63½
17,253 06	75 34	.....	.....	.....	.....	.....	.....
41 06	17½	20 61½	54½	1 20	10	1 45	09½
34 50	15	.....	.....	.....	.....	.....	.....
1,188 09	5 18½	281 86	7 41½	2 53½	21	0 53½	03½
3,838 52½	16 76	.....	.....	.....	.....	.....	.....
545 57½	2 38	47 33½	1 24½	7 30	60½	5 16½	34½
44,296 15½	193 43½	.....	.....	.....	.....	.....	.....
5,899 68½	25 76½	66 71	1 75½	16 11½	1 34½	46 08	3 07
.....
400,942 38½	1,750 82½	19,548 73½	514 42½	4,685 85	390 48½	1,526 84½	101 78
408,143 80½	1,782 27½	87,456 92½	2,301 49	13,799 94	1,149 98½	7,142 28½	476 14
700,598 12½	3,059 36½	22,910 86½	602 91	109 43	9 11½	26 83½	1 78½
1,108,741 93	4,841 64½	110,367 79	2,904 40	13,909 37	1,159 10½	7,169 12	477 92½

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 12.

Statement of the General Traffic Earnings for the Half-year ending 31st January, 1858.

MONTHS.	Main Line, 229 miles.	Toronto Branch, 33 miles.	Galt Branch, 12 miles.	Guelph Branch, 15 miles.	Total, 294 miles.	Monthly Totals.
AUGUST.	Currency. £ s. d.	Currency. £ s. d.	Currency £ s. d.	Currency. £ s. d.	Currency. £ s. d.	Currency. £ s. d.
Local Passengers..	9,858 9 2 ¹ / ₂	2,992 1 3	413 1 7	..	13,263 12 0 ¹ / ₂	
Do. Merchandise..	4,738 17 8 ¹ / ₂	435 9 9 ¹ / ₂	258 4 1	..	5,432 11 7 ¹ / ₂	
Thro' Passengers..	16,811 16 3	692 1 6	6 10 9	..	17,420 8 6	
Do. Merchandise..	6,221 9 1 ¹ / ₂	9 10 8	..	..	5,240 19- 9 ¹ / ₂	
SEPTEMBER.	36,640 12 3 ¹ / ₂	4,039 3 2 ¹ / ₂	677 16 5	..	41,357 11 11	41,357 11 11
Local Passengers..	12,806 13 5 ¹ / ₂	3,575 1 5 ¹ / ₂	408 18 2	115 3 3	16,905 16 3 ¹ / ₂	
Do. Merchandise..	5,956 6 0	585 9 0 ¹ / ₂	179 1 9	48 9 10	6,799 6 7 ¹ / ₂	
Thro' Passengers..	26,993 3 6 ¹ / ₂	1,126 15 2	8 4 7	0 18 9	28,129 6 0 ¹ / ₂	
Do. Merchandise..	6,928 6 4 ¹ / ₂	20 9 11	..	..	5,948 16 3 ¹ / ₂	
OCTOBER.	52,714 9 4 ¹ / ₂	5,307 18 7	596 4 6	164 11 10	58,733 4 3 ¹ / ₂	58,733 4 3 ¹ / ₂
Local Passengers..	14,333 6 0 ¹ / ₂	3,917 4 3	502 10 9	407 1 8	19,165 2 8 ¹ / ₂	
Do. Merchandise..	6,450 9 1 ¹ / ₂	478 6 6	195 4 8	100 10 9	7,254 11 0 ¹ / ₂	
Thro' Passengers..	26,750 14 3 ¹ / ₂	934 19 4	6 0 9	2 18 10	27,714 13 2 ¹ / ₂	
Do. Merchandise..	4,729 5 2 ¹ / ₂	169 8 9	..	..	4,898 14 0 ¹ / ₂	
NOVEMBER.	52,298 14 9	5,549 18 10	703 16 2	510 11 3	59,063 1 0	59,063 1 0
Local Passengers..	9,721 16 1	2,859 8 8 ¹ / ₂	335 7 11	319 5 6 ¹ / ₂	13,235 18 3 ¹ / ₂	
Do. Merchandise..	5,976 16 5 ¹ / ₂	324 3 6	130 12 7	48 9 6	6,480 2 2 ¹ / ₂	
Thro' Passengers..	20,390 3 7 ¹ / ₂	677 19 3	2 16 7	0 13 9	21,071 13 2 ¹ / ₂	
Do. Merchandise..	8,651 6 2 ¹ / ₂	597 19 2	..	..	9,249 5 4 ¹ / ₂	
DECEMBER.	44,740 2 4 ¹ / ₂	4,459 10 9 ¹ / ₂	468 17 1	368 8 9 ¹ / ₂	50,036 19 0 ¹ / ₂	50,036 19 0 ¹ / ₂
Local Passengers..	8,355 13 11 ¹ / ₂	2,669 3 9	325 8 7	291 17 8 ¹ / ₂	11,642 4 0	
Do. Merchandise..	6,859 17 1 ¹ / ₂	807 18 7	216 13 11	97 9 3	7,981 18 10 ¹ / ₂	
Thro' Passengers..	13,968 13 3 ¹ / ₂	499 10 8	1 17 7	1 0 3	14,461 1 9 ¹ / ₂	
Do. Merchandise..	17,810 18 0 ¹ / ₂	380 17 11	..	..	18,191 15 11 ¹ / ₂	
JANUARY.	46,985 2 5	4,357 10 4 ¹ / ₂	544 0 1	390 7 2 ¹ / ₂	52,277 0 7 ¹ / ₂	52,277 0 7 ¹ / ₂
Local Passengers..	7,604 2 1	2,487 16 0 ¹ / ₂	293 3 6	270 9 0 ¹ / ₂	10,655 10 8 ¹ / ₂	
Do. Merchandise..	9,308 11 7 ¹ / ₂	732 1 7	191 12 2	86 14 10	10,319 0 2 ¹ / ₂	
Thro' Passengers..	9,360 5 6 ¹ / ₂	312 10 11 ¹ / ₂	1 16 11	1 2 7	9,675 16 2 ¹ / ₂	
Do. Merchandise..	17,533 9 0 ¹ / ₂	345 8 1	..	..	17,878 17 1 ¹ / ₂	
	43,906 8 5 ¹ / ₂	3,877 16 7 ¹ / ₂	486 12 7	358 6 5 ¹ / ₂	48,629 4 2	48,629 4 2
Total	£ 277,185 9 8	27,519 18 11 ¹ / ₂	3477 6 10	1,792 5 7		310,047 1 0 ¹ / ₂

N. B.—The line from Preston to Guelph was opened for traffic on the 28th September, 1857. The Passenger Earnings include Mails and Parcels, and the Merchandise include Live Stock. In future all Statements and Accounts will be rendered in Dollars and Cents only.

REPORT TO THE BOARD OF DIRECTORS

FOR THE YEAR ENDING 1954

AND STATEMENT OF FINANCIAL POSITION

AS AT 31st DECEMBER 1954

AND STATEMENT OF INCOME

FOR THE YEAR ENDING 31st DECEMBER 1954

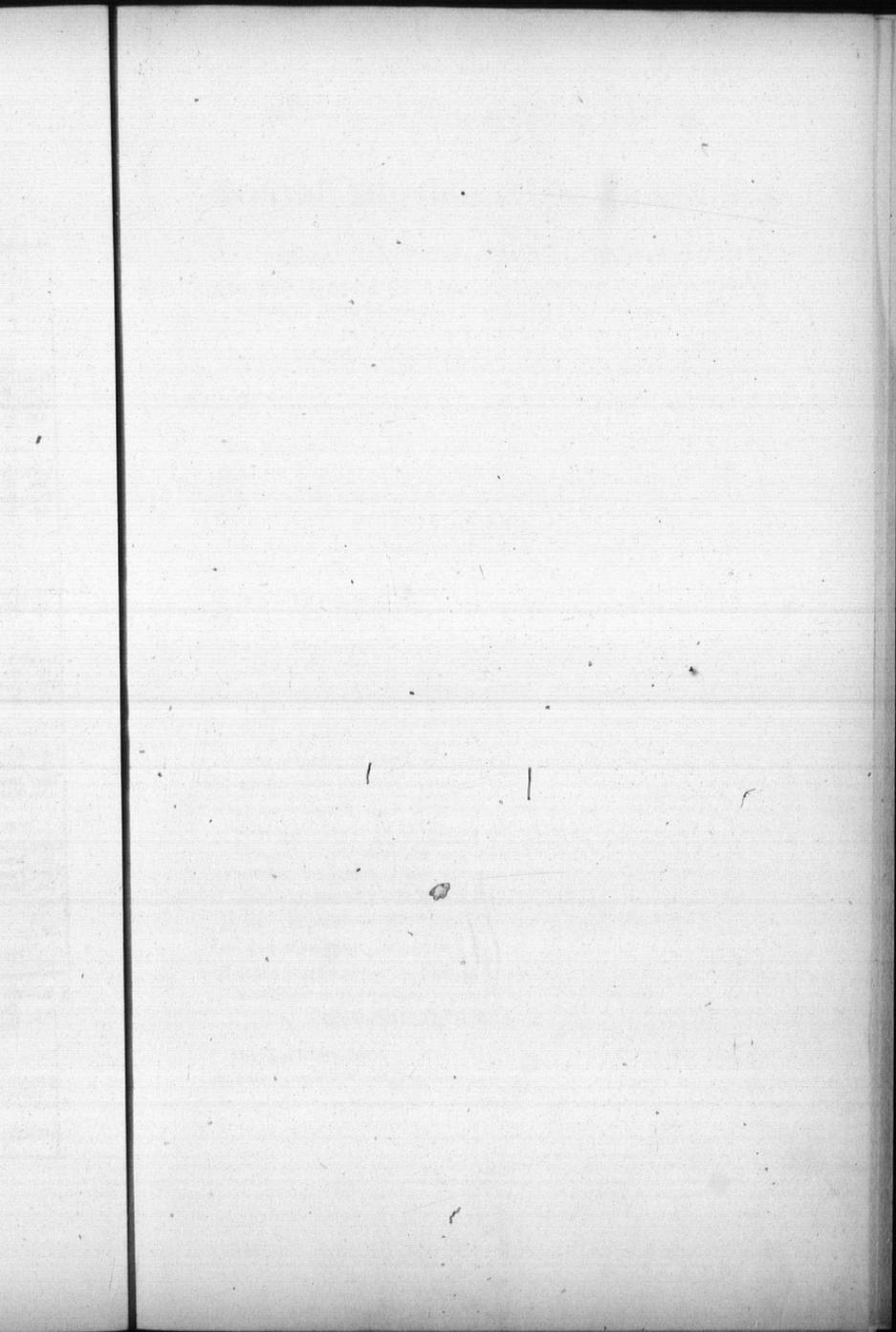
AND STATEMENT OF CHANGES IN RESERVES

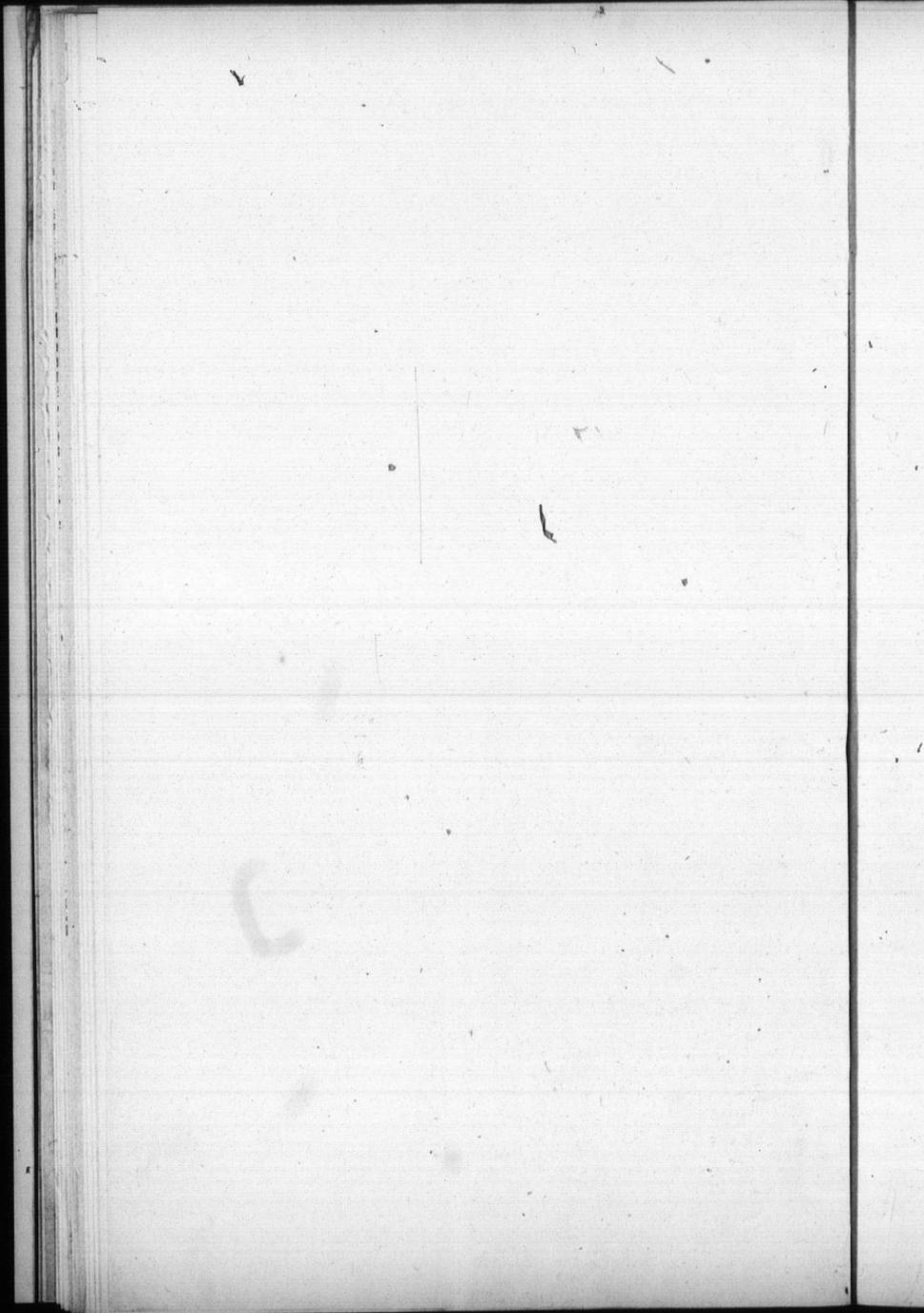
FOR THE YEAR ENDING 31st DECEMBER 1954

AND STATEMENT OF WORKING CAPITAL

FOR THE YEAR ENDING 31st DECEMBER 1954

AND STATEMENT OF ASSETS AND LIABILITIES





PROCEEDINGS

AT A

General Meeting of the Proprietors

OF THE

GREAT WESTERN RAILWAY OF CANADA,

Adjourned from the Half-yearly Meeting on the 10th March, 1858, and held at the Company's Offices in Hamilton, Canada West, on Tuesday the 4th May, 1858.

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

The Advertisement calling the Meeting was read.

The Minutes of the Adjourned Half-yearly General Meeting of Proprietors, held at the Company's Offices, Hamilton, Canada West, on the 2nd Nov., 1857, and of the Half-yearly General Meeting, held at the same place, on the 10th March, 1858, were read and confirmed.

The Report of the Directors for the Half-year ending 31st Jan., 1858, was taken as read.

It was proposed by the Chairman, seconded by C. J. BRYDGES, ESQUIRE, and unanimously Resolved,—

“That the Report and Accounts for the Half-year ending 31st Jan., 1858, this day submitted, be approved and adopted, and that a dividend at the rate of 5½ per cent. per annum be declared, payable on Thursday the 6th May, inst. on all shares registered on the Canadian Books on the 24th February last.”

It was proposed by the Chairman, seconded by THOMAS REYNOLDS, ESQ., and unanimously Resolved,—

“That the proposed issue of £770,000, sterling, of Guaranteed Perpetual Debenture Stock, for the purpose of extinguishing the debt due to the Government of Canada, be approved, and that it be made either with or without the option of conversion into shares, or in any other manner that may appear most expedient to the Directors.”

It was proposed by W. LIVINGSTON, ESQ., seconded by the Rev. Mr. CAW, and unanimously Resolved,—

“That the thanks of the Proprietors be offered to the London and Canadian Boards for their attention to the interests of the Company.”

A true Extract from the Minutes.

W. C. STEPHENS,

Secretary.

COMPANY'S OFFICES,
Hamilton, Canada West, 4th May, 1858.