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Chester and Holyhead Railway Company.

(Incorporated 4th July, 1844—7 & 8 Vict., cap. 65.)

SPECIAL GENERAL MEETING.

MINUTES OF PROCEEDINGS

At a SPECIAL MEETING of Proprietors, held at the London Tavern, Bishopsgate Street, within the City of London, on Thursday, the 30th December, 1858.

IN THE CHAIR :

SIR S. MORTON PETO, BART., CHAIRMAN OF THE DIRECTORS.

READ—Notice convening the Meeting.

The Meeting being declared duly constituted—

READ and Considered—An agreement for the sale of the Undertaking of the Company to the London and North Western Railway Company, under Parliamentary powers conferred by the Chester and Holyhead Railway Act, 1858.

Moved, seconded, and

RESOLVED—That the Agreement, which has been read by the Solicitor, for the sale of the undertaking of the Chester and Holyhead Railway Company, to the London and North Western Railway Company, upon the terms and conditions therein set forth, be and the same is hereby sanctioned and approved, and the Seal of this Company is hereby ordered to be affixed thereto. And that the Directors be, and they are hereby authorised, to affix the Common Seal of the Company to any necessary Deeds and Conveyances, for giving effect to such Agreement.

„ That the thanks of this Company be given to the Chairman and Directors.

„ That the thanks of this Company be given to the Secretary and Officers.

(Signed)

S. MORTON PETO, *Chairman.*
ROBERT S. MANSEL, *Secretary.*

Chester & Holyhead
 7/4-447

CHESTER AND HOLYHEAD RAILWAY.

Incorporated 4th July, 1844, 7 & 8 Vict., cap. 65.

TWENTY-SEVENTH HALF-YEARLY MEETING.

MINUTES OF PROCEEDINGS.

At a Meeting of the Proprietors of the CHESTER AND HOLYHEAD RAILWAY COMPANY, held at Euston Station, London, on Friday, the 18th September, 1857 ;

IN THE CHAIR—

SIR S. MORTON PETO, BART., CHAIRMAN OF THE DIRECTORS.

Read—Notice convening Meeting.

The Meeting being declared duly constituted,

The Minutes of the last Meeting were read and confirmed.

The Seal of the Company was affixed to the Register of Proprietors.

The Report and Statement of Accounts having been received as read,

The CHAIRMAN addressed the Proprietors, and having, intimated in the course of his address, the desire of himself, and Mr. Jackson, to retire from the Direction, at the next General Meeting,

It was Moved, Seconded, and

Resolved—That this Meeting has received with extreme regret, the intimation that Sir Morton Peto, and William Jackson, Esq., intend to retire from the Direction in March next, and it urgently requests them to reconsider their decision, and continue their valuable services to the Company, for at any rate a short time longer.

The CHAIRMAN in reply, intimated that the position of the Company was now such as no longer to require his services, and he could not therefore engage to comply with the request of the Meeting; but should it hereafter appear that the interests of the Proprietors rendered it necessary for him to remain, he would carefully weigh all the circumstances before taking any action.

Mr. JACKSON having replied to the same effect, the following Resolutions were moved, seconded, and

Resolved—That the Report and Statement of Accounts now read be approved and adopted.

Resolved—That a Dividend for the past half-year, at the rate of $5\frac{1}{2}$ per cent. per annum be, and the same is hereby declared, on the First Preference Stock of the Company.

Resolved—That a Dividend for Six months, at the rate of 5 per cent. per annum be, and the same is hereby declared, on account of Dividend on the Second Preference Stock, prior to 1st October, 1856.

Resolved—That the thanks of this Meeting be given to the Chairman and Directors.

Sheet of Holy Cross
7/11-44

CHESTER AND HOLYHEAD RAILWAY.

Incorporated 4th July, 1844, 7 and 8 Victoria, Cap. 65.

TWENTY-FOURTH HALF-YEARLY MEETING.

At a Meeting of the Proprietors of the CHESTER AND HOLYHEAD RAILWAY COMPANY, held at the Eastern Station, London, on Wednesday, the 19th March, 1855;

IN THE CHAIR—

SIR S. MORTON PETO, BART., CHAIRMAN OF THE DIRECTORS.

Read—Notice convening the Meeting.

The Meeting being declared duly constituted,

The Minutes of the last Meeting were read and confirmed.

The Seal of the Company was affixed to the Register of Proprietors.

The annexed Report and Statement of Accounts having been received as read,

Resolved—That the Report and Statement of Accounts now read be approved and adopted.

That a Dividend of 12s. on each of the First Preference Shares of £15 each be, and the same is hereby declared; but that in consequence of the present state of the Company's finances, the payment of such Dividend be postponed until such time as the Directors shall think it expedient to pay the same.

That a Dividend for six months, after the rate of £5 per cent. per annum, upon the issued Second Preference Shares of £9 12s. 6d. and £2 17s. 6d. respectively, be, and the same is hereby declared, on account of the arrears of Dividend guaranteed to the Holders of such Shares; but that in the present state of the Company's finances, the payment of such Dividend be postponed until such time as the Directors shall think it expedient to pay the same.

Mr. Brown, a Second Preference Shareholder, and as such not entitled to vote, presented a letter, dissenting from that portion of the Directors' Report recommending a postponement of the payment of the Dividend.

Moved, seconded, and resolved—That the Committee of Proprietors, appointed under the Minute of 27th March, 1855, be requested to continue their services until the next Meeting of the Company, for the purpose of assisting the Directors in carrying out the Working Agreement with the London and North Western Company.

Moved, seconded, and

Resolved—That WILLIAM JACKSON, Esq., M.P., be and is hereby, re-elected a Director of the Company.

Moved, seconded, and

Resolved—That GEORGE ALEXANDER HAMILTON, Esq., M.P., be and is hereby, re-elected a Director of this Company.

Moved, seconded, and

Resolved—That ROBERT W. HAND, Esq., be and is hereby, elected an Auditor of the Company, in place of EDWARD HUMBLE, Esq., retiring by rotation.

Moved, seconded, and

Resolved—That the thanks of this Meeting be given to the Chairman and Directors.

(Signed)

S. MORTON PETO, Chairman.

ROBERT S. MANSEL, Secretary.

REPORT OF THE DIRECTORS.

The Accounts for the past Half-year, submitted herewith, show an aggregate increase of receipts, as compared with the corresponding period of 1854, to the extent of £8,177 12s.; of which £2,063 11s. 7d. is derived from Passenger Traffic, and £5,500 from Carriage of Merchandise.

In the Working Expenses, on the other hand, there is a decrease, as compared with the above period, of £5,493 13s. 7d.

COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURE.

	Half-year ending 31st Dec., 1850.	Half-year ending 31st Dec., 1851.	Half-year ending 31st Dec., 1852.	Half-year ending 31st Dec., 1853.	Half-year ending 31st Dec., 1854.	Half-year ending 31st Dec., 1855.
RAILWAY—						
Passengers	£ 44,006 19 7	£ 49,095 5 8	£ 53,584 4 2	£ 68,772 5 1	£ 62,179 0 4	£ 64,242 11 11
Parcels	1,739 11 10	2,319 19 7	2,674 11 10	3,690 8 8	3,519 14 4	3,743 10 0
Goods	14,465 1 4	17,254 10 1	24,649 16 8	32,341 7 10	39,141 3 9	44,641 4 7
Mails	60,271 12 9	68,669 15 4	80,908 12 8	104,804 1 7	104,839 18 5	112,627 6 6
Shrewsbury and Chester Toll	15,175 16 3	15,176 5 6	15,121 0 3	15,079 18 5	15,076 12 9	15,206 11 4
Rents	1,244 10 9	1,250 0 0	1,250 0 0	1,312 10 0	1,378 2 6	1,446 19 2
Transfer Fees	290 3 1	204 8 3	529 18 7	492 16 3	711 17 9	917 17 0
Working Port Penryn Branch	48 17 10	46 17 6	.....	.....	149 8 3	134 17 8
Total Income	77,031 6 8	85,347 6 7	97,907 11 6	121,689 6 3	122,155 19 8	130,333 11 8
“ Charges	37,729 13 10	40,782 5 4	55,002 5 10	62,916 4 2	70,206 14 0	64,750 10 5
Balance in favour of Railway	39,301 6 10	44,565 1 3	42,907 5 8	58,773 2 1	51,949 5 8	65,583 11 3
Per Centage of Expenses on Receipts	49 per cent.	47½ per cent.	56½ per cent.	51½ per cent.	57-47 per cent.	49-67 per cent.
STEAM BOATS—						
Receipts	6,077 7 2	9,951 1 8	8,784 5 7	20,775 6 10	23,338 16 9	23,971 14 8
Expenses	8,206 12 8	6,805 12 1	7,398 2 7	21,368 15 4	21,331 1 11	21,090 9 10
Balance against Steam Boats in favour of ditto	2,129 5 6	3,145 9 7	1,386 3 0	593 8 6	1,007 14 10	2,881 4 10

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC.

	Half-year ending 31st Dec., 1850.	Half-year ending 31st Dec., 1851.	Half-year ending 31st Dec., 1852.	Half-year ending 31st Dec., 1853.	Half-year ending 31st Dec., 1854.	Half-year ending 31st Dec., 1855.
Number of Passengers	213,145	252,743	307,257	354,417	381,391	382,746
Tonnage of Goods	75,242	90,513	103,264	141,639	178,023	185,445

The number of Passengers conveyed, in excess of the corresponding period of 1854, is 1,355; and the tonnage of Goods Traffic is increased by 11,422 tons.

In the amount entered under the head of Merchandise Traffic, are included the receipts for Carriage of Live Stock, which exhibit a satisfactory increase.

The annexed Statement shows the Irish Live Stock Traffic conveyed during the past Half-year, as compared with the corresponding periods of the years 1853 and 1854:—

COMPARATIVE STATEMENT OF THROUGH LIVE STOCK TRAFFIC.

Date.	Number.	Amount.		
		£	s.	d.
1853	24,030	4,747	9	0
1854	51,532	6,567	13	6
1855	73,981	10,397	9	11

The projectors of the Vale of Clwyd Railway, a Line proposed to be made from Rhyl to St. Asaph and Denbigh, seek, in their application to Parliament, to obtain running powers over the Chester and Holyhead Line, the Directors having endeavoured, but without success, to arrange with the projectors, have been compelled to lodge a petition against the Bill.

In compliance with the resolution passed by the Proprietors at the last meeting, your Directors have, in conjunction with the Shareholders' Committee, met the Directors of the London and North Western Company, for the purpose of making the necessary arrangements for carrying out the Working Agreement approved at the meeting referred to. The attention of the Board and of the Committee has been occupied with the details, which have, up to the present time, delayed the completion of the arrangement, but there is every reason to expect that the agreement will be sealed in the course of a few days.

The subjoined Report of the Engineer is satisfactory as regards the state of the Permanent Way and Works: during the past Half-year that portion of the Line between Chester and Saltney Junction has been re-laid, and a new bridge is in course of erection over the Forydd river.

The Railway having been opened for Traffic since the year 1848, it becomes necessary to make provision for the outlay which will annually be required to renew the Permanent Way. It will be seen, from the Accounts, that during the past half-year the sum of £3,376 0s. 3d. has been expended under that head. During the current half-year, a further outlay will be required for renewal of the Steamboats, for which purpose a fund has been created, and of which a large portion is still unexpended.

The net earnings of the undertaking, during the past six months, yield, after fully providing for Debenture Interest, and other first charges, an available balance of £33,080 16s. 10d. In consequence, however, of the non-completion of the issue of the Second Preference Stock, and the large amount of the Company's Capital thereby rendered unavailable for the purpose of liquidating the claims, to meet which the Shares were created, the Directors have been compelled temporarily to apply the revenue resources to this purpose.

Under these circumstances, the Directors recommend the following disposition of the Revenue Balance, but on the understanding that payment of the Dividends be deferred until it can be made without prejudice to the general interests of the Proprietors.

"That £1,000 be added to the fund for renewal of Steamboats.

"That, from the remaining sum of £32,080 16s. 10d., a Dividend be declared of 12s. per Share, on the First Preference Shares of the Company, comprising all arrears up to 31st December, and amounting "to £25,200.

"That on the issued portion of the Second Preference Shares, a Dividend be declared at the rate of "5 per cent. per annum, amounting to £6,383 10s. 2d.; leaving a balance of £497 6s. 8d. to be carried forward "to the current half-year."

The Directors retiring by rotation are GEORGE A. HAMILTON, Esq., M.P., and WILLIAM JACKSON, Esq., M.P., and the Auditor, EDWARD HUMBLE, Esq., all of whom being eligible, offer themselves for re-election.

S. MORTON PETO, Chairman.

RESIDENT ENGINEER'S REPORT.

CHESTER AND HOLYHEAD RAILWAY,

ENGINEER'S OFFICE,

BANGOR, March 3rd, 1856.

To the Chairman and Directors of the Chester and Holyhead Railway.

GENTLEMEN,

I have to report that during the last Half-year the Permanent Way, the portion of the Line between Saltney and Chester Station, has been re-laid; the Bridges over the River Dee and Shropshire Union Canal have, during the execution of the work, been thoroughly repaired; and I am happy to state that a larger portion of the old rails are available for repairs than I anticipated.

The whole of the Timber Bridges and Viaducts throughout the Line have been carefully examined, and are in a satisfactory state, the only apparent decay being the timber flooring, which is being renewed, as found necessary.

The works of the new Bridge over the Forydd river are in progress, and I expect will be finished in about a month; the expense of the portion completed is charged in the current accounts, under the head of Maintenance of Way.

The repairs and strengthening of the River Cops, near Bagillt, still occupy my attention; about two-thirds of the necessary works have been completed, and charged in the Revenue Accounts.

The Permanent Way, Works, and Stations are maintained in a state of efficiency, and are in a satisfactory condition.

I remain, Gentlemen,

Your obedient servant,

(Signed)

HEDWORTH LEE.

STATEMENT OF SHARE AND LOAN CAPITAL.

STATEMENT OF CAPITAL ACCOUNT

Receipts and Expenditure from the formation of the Company to the 31st December, 1855

STATEMENT OF REVENUE ACCOUNT,
Half-Year ending 31st December, 1855.

Dr.

Half-Year ending 31st December, 1855.

Cr.

Railway—		£	s.	d.	Railway—		£	s.	d.
(A.) TO MAINTENANCE OF WAY AND STATIONS, AND EXTRA WORKS		9,474	10	0	By Traffic, viz.—				
To LOCOMOTIVE POWER, Hire of Carriages, &c.		18,788	6	7	Passengers		£64,242	11	11
B.) TO COACHING EXPENSES		9,947	4	6	Parcels		3,743	10	0
To POLICE EXPENSES, Postmen, &c.		2,607	14	7	Mails		15,206	11	4
(C.) TO MERCHANDISE TRAFFIC EXPENSES		5,327	19	5					
To REPAIRS, Hire, &c. of Waggon		5,942	17	2					
(D.) TO GENERAL CHARGES		5,339	16	0					
To HOLYHEAD EXTENSION TRAFFIC CHARGES		652	19	8					
TOTAL WORKING CHARGES		55,281	1	11	By MERCHANDISE, Gross Traffic Receipts	£45,120	9	8	
					Less EXPENSES of				
To RELAYING PERMANENT WAY		3,376	0	3	Collection & Delivery	479	5	1	
To RATES AND TAXES		1,930	2	11					44,641 4 7
To DUTY ON PASSENGER TRAFFIC		2,731	15	9					127,833 17 10
To GENERAL INTEREST		253	7	1					
To RENT OF Slope of Embankment at Conway Bridge		804	4	11	By WORKING of Port Penrhyn Branch				134 17 8
Stanley Sands, Holyhead Extension, &c.		373	17	7	By TOLL from Shrewsbury and Chester Railway				1,446 19 0
To BAD DEBT ACCOUNT		65,583	1	3	By RENT of Land and Cottages				917 17 0
TO BALANCE IN FAVOUR OF RAILWAY									£130,333 11 8
		£130,333	11	8					
Steam Boats—									
CHARGES—					Steam Boats—				
(A.) TO Passenger Vessels		7,171	17	1	TRAFFIC—				
(F.) TO Merchandise Vessels		10,491	3	2	By PASSENGER VESSELS—				
To INSURANCE		2,250	0	0	Passengers and Parcels	9,792	15	1	
To General Charges		1,177	4	7	By MERCHANDISE VESSELS—				
TO BALANCE		2,881	4	10	Passengers, Merchandise, & Live Stock	£15,106	0	6	
					Less EXPENSES of Collection & Delivery	1,294	12	9	
									13,801 6 9
					Special Service	327	14	10	
		£25,971	14	8					£25,971 14 8
To BALANCE carried forward		£68,464	6	1	By BALANCE in FAVOUR of RAILWAY	£65,583	1	3	
					By BALANCE in FAVOUR of STEAM BOATS	2,881	4	10	
						£68,464	6	1	

DETAIL OF CHARGES REFERRED TO IN THE REVENUE STATEMENT.

(Abstract A.)		(Abstract C.)	
Maintenance of Way and Stations, and Extra Works.		Merchandise Traffic Expenses.	
Engineers' Establishment, including Travelling and Office Expenses.	£ 377 10 9	Salaries—Goods Managers and Clerks.	£ 940 4 4
Repairs of Roadway.	4,655 2 10	Wages—Breakers, Porters, &c.	2,053 3 2
Repairs of Stations.	1,102 0 3	Chaffing.	111 15 3
Repairs of Bridges and Tunnels.	1,492 4 5	Gas, Fuel, Oil, Grease, and General Stores.	505 19 10
Repairs of Sea Walls and River Cops.	925 10 3	Stationery and Printing.	322 2 3
Proportion of Chester Joint Station Expenses.	165 5 3	Proportion of Chester Joint Station Expenses.	1,000 3 6
Maintenance of Telegraph.	138 15 0	Compensation for Losses.	229 16 3
Lands and Houses, including New Cottages.	417 10 10	Sundry Charges.	144 14 10
	£9,474 10 0		£5,527 19 5
(Abstract B.)		(Abstract D.)	
Coaching Expenses.		General Charges.	
Salaries—Station Clerks, &c.	£1,370 10 10	Director.	£59 7 11
Wages—Guards, Porters, &c.	1,367 15 4	Establishment of Secretary, including Transfer and Cashier Departments.	799 7 7
Clothing.	306 15 3	Ditto Audit and Accountants.	585 5 5
Coal and Gas at Stations.	235 16 3	Ditto General Manager.	657 11 0
Delivery of Parcels.	295 9 1	Expense of Audit, including Auditors' Salaries and Expenses of Public Accountant.	145 15 7
Oil, Grease, Repairs, and General Stores.	373 10 6	Law Charges.	256 16 1
Stationery and Tickets.	389 3 1	Compensation for Losses.	40 1 7
Proportion of Chester Joint Station Expenses.	790 15 1	Suspense—Works and Expenditure Account.	541 11 3
Compensation for Losses.	3 3 7	Clearing House Expenses.	248 3 11
Sundry Charges.	180 2 6	Proportion of Chester Joint Station Expenses.	171 6 2
	£5,947 4 6	Rent, &c., of Offices, at Kingston and Chester.	147 0 0
		Stationery, Printing, and Advertising.	332 19 4
		Incidental Charges, including Travelling Expenses, Debiture.	909 3 9
		Stamps, Postages, Telegraphing, &c.	
			£5,339 10 0
(Abstract E.)		(Abstract F.)	
Expenditure Passenger Vessels.		Expenditure Merchandise Vessels.	
Proportion of Office and other Expenses at Holyhead and Kingstown, and Miscellaneous Charges.	£25 12 3	Proportion of Office and other Expenses at North Wall, Holyhead, and Miscellaneous Charges.	£1,996 10 9
Salaries of Commanders, Wages of Crew, &c.	2,188 5 8	Salaries of Commanders, Wages of Crew, &c.	2,376 9 6
Repairs, Ship Stores, &c.	1,532 13 7	Repairs, Ship Stores, &c.	1,148 4 1
Coal, including charge for carriage to Holyhead.	2,592 4 8	Coal, including charge for carriage to Holyhead.	2,739 0 4
Light and Harbour Dues, and Toll at Kingstown.	211 4 1	Light and Harbour Dues, and Toll at Dublin.	1,996 4 5
Compensation for Losses.	18 5 4	Compensation for Losses.	324 18 11
Delivery of Parcels.	169 18 6		
	£7,171 17 1		£10,491 8 2

GENERAL BALANCE SHEET.

To Balance Outstanding Accounts.	£ 18,729 12 1	By Balance of Capital Account.	£ 29,268 19 6
To Balance of Revenue Account.	59,158 16 7	By Surplus.	16,285 18 9
To Fund for Renewal of Steam Boats.	2,315 19 0	By Cash with the Company's Bankers.	84,441 5 7
To Reserve Fund for Insurance of Boats.	18,411 16 2		
	£89,996 3 10		£89,996 3 10

GENERAL REVENUE STATEMENT.

Balance of Revenue Account to 30th June, 1855.	£ 22,676 13 6		
Do. Do. to 31st December, 1855.	48,464 6 1		
Less Amount of Dividend on First Preference Shares at 12s. 6d. per Share declared at last Meeting.	426,775 0 0		
Do. Estimated payable on settlement of Outstanding Accounts.	3,000 0 0		
Rent of Bangor and Caernarvon Railway.	5,000 0 0		
Interest on Advances.	8,327 3 0		
Less amount of Debenture Interest to 10th January, 1856, including interest on Bangor and Caernarvon Bonds.	41,002 3 0		
	50,138 16 7		
	24,820 10 5		
	£25,318 6 2		

* N.B.—When the arrangement with the London and North Western Company, sanctioned by the Meeting of Proprietors, held 7th September, 1855, is carried out, this balance, £25,318 6s. 2d., will be increased by £7,192 18s. 8d. (being the difference of interest charged in respect of the sum of £120,000, being together a sum of £127,192 18s. 8d.).

ROBERT S. MANSEI, Secretary.

JOHN LAMBERT, } Auditors.

EDWARD HUMBLE, }

Verified by J. E. COLEMAN, Public Accountant.

REPORT AND ACCOUNTS.

CHARTER AND EQUIPMENT RAILWAY.

TWENTY-FOURTH HALF-YEARLY GENERAL MEETING.

JOHN MANSEI, 1856.

Charter & Holyhead
7/4-44

CHESTER AND HOLYHEAD RAILWAY.

Incorporated 4th July, 1844, 7 & 8 Vict., cap. 65.

TWENTY-NINTH HALF-YEARLY MEETING.

MINUTES OF PROCEEDINGS.

At a Meeting of the Proprietors of the CHESTER AND HOLYHEAD RAILWAY COMPANY, held at Euston Station, London, on Friday, the 17th September, 1858;

IN THE CHAIR—

WILLIAM JACKSON, Esq., M.P.

Read—Notice convening Meeting.

The Meeting being declared duly constituted,

The Minutes of the last Meeting were read and confirmed.

The Seal of the Company was affixed to the Register of Proprietors.

The Report and Statement of Accounts having been received as read,

It was Moved, Seconded, and

Resolved—That the Report and Statement of Accounts now read be approved and adopted.

That a Dividend be, and the same is hereby declared, for the half-year ended 30th June last, on the First Preference Stock

of the Company, at the rate of 5 per cent. per annum, payable on 15th December next.

That a Dividend for three months, at the rate of 5 per cent. per annum be, and is hereby declared, on account of arrears of

Dividend on the Second Preference Stock, to 31st December, 1857, to be payable on the 15th day of December next.

After the conclusion of the ordinary business, the Meeting was declared Special, in accordance with the published notice.

It was Moved, Seconded, and

Resolved—That this Meeting authorize the Directors to issue, under the powers of the Chester and Holyhead Act, 1858, any number not exceeding 42,000 Preference Shares, of £25 each, to be entitled "Chester and Holyhead Debenture Shares," the money arising from which is to be applied towards paying off, or discharging, the principal monies secured by mortgage granted by the Company, the holders of such shares to be entitled to such fixed dividend as may be agreed between them and the Directors, not exceeding £4 5s. per cent. per annum, and to be paid in preference to, and before, any dividend upon the existing Preference and Guaranteed Shares of the Company, and the Directors may at their option issue such shares, or any part of them, fully paid up, or may receive such deposit, and make such calls thereon, as they may from time to time lawfully determine.

That the thanks of this Meeting be given to the Chairman and Directors.

(Signed)

WILLIAM JACKSON, Chairman.

ROBERT S. MANSEL, Secretary.

REPORT OF THE DIRECTORS.

The adjustment of all claims chargeable to capital, enables the Directors to render the statement of expenditure on that account, in a more complete shape this half-year than heretofore. As a necessary consequence however, a large sum appears added to the expenditure for the past half-year, which in fact is comprised almost entirely of accounts hitherto in dispute, and therefore not included in the printed statements, and of amounts which, being unpaid, could not form part of a return of sums actually expended.

Of the amount under the head of Parliamentary Charges, the sum of £1,472 18s. 5d. has been expended, during the past half-year, on the Bill promoted in Parliament, and approved by the Proprietors at a Special Meeting on 25th of June last; the remainder is the balance of an account still unpaid, and which forms a portion of the liabilities of the Company.

A Statement of assets and liabilities is appended to the Capital Account, and exhibits an estimated balance of £15,282 11s. 0d. in favour of the Company, after liquidation of all claims, including replacement of the revenue receipts applied to the payment of capital charges.

The following comparative statement of traffic receipts exhibits a decrease of £4,573 10s. 10d. in the earnings of the Railway for the past half-year, as compared with the corresponding period of the year previous.

COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURE.

	Half-year ending 30th June, 1853.			Half-year ending 30th June, 1854.			Half-year ending 30th June, 1855.			Half-year ending 30th June, 1856.			Half-year ending 30th June, 1857.			Half-year ending 30th June, 1858.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
RAILWAY—																		
Passengers	40,496	9	6	43,988	3	6	41,708	15	6	45,070	15	11	45,753	6	2	45,135	11	1
Parcels	3,204	2	9	2,901	12	9	2,731	8	1	3,410	4	1	3,695	5	2	3,566	10	5
Goods	27,942	11	10	33,388	16	0	39,020	11	0	43,991	2	0	47,543	4	1	44,127	5	4
	71,643	4	1	80,278	12	3	83,460	14	7	92,472	2	0	96,991	15	5	92,829	6	10
Mails	15,413	7	7	14,668	19	3	15,259	16	10	15,153	5	8	15,153	2	6	15,232	16	3
Great Western Toll	1,250	0	0	1,378	2	6	1,445	19	1	1,519	5	3	1,519	5	3	1,519	5	3
Rents	489	8	1	477	2	9	730	4	11	1,045	3	5	966	6	2	484	9	6
Transfer Fees	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Working Post Penryn Branch	..	..	..	374	9	7	107	3	2	128	9	6	119	4	6	110	5	2
Total Income	88,795	19	9	97,177	6	4	101,004	18	7	110,318	5	10	114,749	13	10	110,176	3	0
Charges	46,533	5	11	51,681	3	0	56,593	15	4	59,498	13	10	57,537	10	2	55,343	15	8
Balance in favour of Railway	42,262	13	10	45,496	3	4	44,411	3	3	50,819	12	0	57,212	3	8	54,832	7	4
STEAM BOATS—																		
Receipts	15,227	7	1	17,942	15	11	16,994	13	6	21,687	15	6	*25,168	7	4	†26,067	1	7
Expenses	17,288	2	0	18,572	8	5	19,275	7	11	21,338	10	2	24,232	8	9	24,750	10	10
Balance against Steam Boats	2,060	14	11	629	12	6	2,280	14	5	..	..	..	..	..	..	..	..	..
in favour of ditto	..	..	..	..	..	..	..	..	..	149	5	4	935	18	7	1,316	10	9

* Including Contribution from London and North Western Company £3,124 17 10
† Do. do. do. 2,975 7 5

The falling off, it will be observed, is principally under the head of "Goods," and is attributable almost entirely to a decrease in the Mineral Traffic during the past half-year, consequent on the general stagnation of trade; the receipts from Merchandise Traffic have not been affected, unless in respect of the increase which, under other circumstances, might have been expected.

Balance
Revenue
Account.

A Balance of £56,148 18s. 1d. is shown to the credit of Revenue Account, which after providing for Debenture Interest, and other first charges, leaves the sum of £22,351 17s. 5d. available for division. Your Directors recommend the declaration of a dividend, as for six months, at the rate of 5½ per cent. per annum, on the First Preference Stock of the Company; and as for three months, to 31st December, 1857, at the rate of 5 per cent. per annum, on the Second Preference Stock, leaving a Balance of £1,663 8s. 7d. to be carried forward to the current half-year.

Dividend
Statement.

Balance to credit of Revenue	£22,351 17 5
Dividend on First Preference Stock at 5½ per cent. per annum	£17,325 0 0
Dividend on Second Preference Stock at 5 per cent. per annum	3,363 8 10
	20,688 8 10
Balance.....	£1,663 8 7

Payment of
Dividends.

It will be necessary on this, as on previous occasions, to defer for a time the liquidation of the dividends, but the warrants will be made payable on 15th December next.

Parliamentary
Proceedings.

The Directors have the pleasure of reporting that the Act, obtained during the last session of Parliament, to authorise arrangements between this Company and the London and North Western Company, has received the Royal assent; and they trust that, under the powers thus obtained, such arrangements will be shortly concluded, and submitted to the Proprietors for approval, as will enable the Associated Companies to enter upon the contract with Government for improved postal, and passenger communication, between England and Ireland.

Debenture
Shares.

Resolutions will be submitted at the half-yearly meeting, to authorize the creation of "Debenture Shares" bearing a preferential dividend, at the rate of £4 per cent. per annum, to be substituted for the existing mortgage debt of the Company, an arrangement by which your Directors trust to secure a permanent reduction in the rate of interest.

Reports—
Engineer and
Superintendent
of Steam Boats.

The Reports from the Engineer, and Superintendent of Steam Boats, are as usual annexed, together with a schedule of the steam vessels belonging to the Company.

CHESTER AND HOLYHEAD RAILWAY.

ENGINEER'S OFFICE, BANGOR,
30th August, 1858.

TO THE CHAIRMAN AND DIRECTORS OF THE CHESTER AND HOLYHEAD RAILWAY.

GENTLEMEN,

In compliance with your request for a Report of the state of the Permanent Way and Works under my charge, I beg to inform you that, during the past half-year, two of the Timber Bridges have been replaced with Stone structures, and others have been thoroughly repaired.

The pitching of the foreshore at Penmaenmawr has been extended for the protection of the works, and the pitching of the face of the river cop, or embankment, at Bagillt, is proceeding satisfactorily, and will be completed in about six weeks.

A large number of Sleepers have, during the past half-year, been renewed; the Permanent Way is in very good working condition, and the Stations and Works generally are in excellent repair.

I remain, Gentlemen,

Your obedient Servant,

HEDWORTH LEE.

CHESTER AND HOLYHEAD RAILWAY.

STEAM BOAT DEPARTMENT, HOLYHEAD,
25th August, 1858.

Extracts from Report of the Superintendent of the Company's Steam Boats.

"I have much pleasure in reporting, for the information of the Chester and Holyhead Board, that the Steam Vessels under my charge continue in excellent order and efficient working condition:—there have been no casualties in connexion with them during the past half-year, except of a trifling character.

"I have altered the 'Ocean' in a similar manner to the 'Hercules,' reported last half-year; and that vessel is now a much more useful one than heretofore. Her capacity for cargo is increased about 60 tons.

(Signed)

"THOMAS HIRSTE."

SCHEDULE OF STEAM VESSELS.

PASSENGER VESSELS.		Registered Tonnage for Pass.	Steam Power Horsepower.	MERCHANDISE VESSELS.		Registered Tonnage for Cargo.	Steam Power Horsepower.
NAME.				NAME.			
Anglia		201	209	Hibernia		252	406
Conitia		215	292	Orion		219	238
Scythia		202	379	Hercules		188	161
Telegraph		374	446	San Nymph		304	313

Chester and Holyhead Railway.

STATEMENT OF SHARE AND LOAN CAPITAL

STATEMENT OF CAPITAL ACCOUNT.

From 1st January to 30th June, 1858.

[illegible]

No. 1.

LOANS ON DEBENTURES

Rate of Interest.	Amount.
At 5 per cent.	£42,993 6 9
" 4½ "	159,645 14 3
" 4 "	191,532 0 0
" 5 "	500 0 0
" B. & C.	10,000 0 0
	£1,032,481 1 0

No. 2.

APPROXIMATE STATEMENT OF ASSETS AND LIABILITIES ON CAPITAL ACCOUNT

STATEMENT OF REVENUE ACCOUNT.

Half-Year ended 30th June, 1858.

(Abstract B.)

GENERAL REVENUE STATEMENT.

	£	s.	d.	£	s.	d.
Balance of Revenue Account on 31st December, 1857	38,947	17	9			
Less Amount of Dividend on First Preference Shares at 5s. 3d. per Share, 6厘 as at last Meeting	£17,325	0	0			
Second	19,811	12	8			
	57,136	12	8	1,811	5	1
Balance of Revenue Account to 30th June, 1858	56,148	15	1			
Less Interest on Advances	£5,527	3	0			
Rest of Bangor and Carnarvon Railway	3,000	0	0			
	8,527	3	0	47,621	15	1
				49,433	0	2
Less Debenture Interest, 10th July, 1858, including interest on Bangor and Carnarvon Debentures				27,081	2	9
				£22,351	17	5

GENERAL BALANCE SHEET.

	£	s.	d.		£	s.	d.
To Balance of Revenue Account	49,433	0	2	By Balance of Capital Account	54,215	12	10
" Balance Insurance Account (See Abstract D)	5,910	2	0	" Stores	4,436	4	11
" Balance of Reserved Fund for Depreciation of Boats (See Abstract E)	2,528	0	5	" Cash with the Company's Bankers	58,729	7	1
" BALANCE OUTSTANDING ACCOUNTS	29,564	2	5				
	£117,575	4	10		£117,575	4	10

ABSTRACT D.						INSURANCE ACCOUNT. (STEAM BOATS.)					
To Amount paid on account of two additional Vessels to 31st Dec., 1857			£16,429 10 5			By Amount set aside to 31st Dec., 1857, with interest			£24,518 4 7		
" 30th June, 1858			5,305 8 9			" Do, to 30th June, 1858.....			2,924 12 3		
Balance			5,910 2 0			" Interest			202 4 4		
			<u>£27,645 1 2</u>						<u>£27,645 1 2</u>		
ABSTRACT E.						DEPRECIATION ACCOUNT. (STEAM BOATS.)					
To Amount expended on renewal and improvement of Vessels to 31st Dec., 1857			£3,399 18 1			By Amount set aside to 31st Dec., 1857, with interest.....			£10,226 14 5		
" Do, 30th June, 1858			1,311 4 0			" Do, 30th June, 1858			3,713 7 4		
" Do invested in 2nd Preference Stock			6,836 16 4			" Interest			25 17 1		
Balance			2,528 0 5								
			<u>£13,975 18 10</u>						<u>£13,975 18 10</u>		

Examined, and found correct.

JOHN LAMBERT, }
R. W. HAND, } *Auditors.*
Verified by HENRY C. BELOE, *Public Accountant.*

REPORT AND ACCOUNTS

Chicago and North Branch Railway

6/30-58

GENERAL MEETING.
TWENTY-NINTH HALF-YEARLY

17th September, 1858

30th June, 1858.

becomes me to find fault with the conduct and practice of other railways. But, as Mr. Howard has elicited these observations from me, in defence of my colleagues, I think it only right to express my opinion that the companies with which we compete run faster than is wise, and take lower rates than I think is prudent. If they would only work cordially and amicably together, instead of being in direct competition with each other, I am thoroughly convinced that the dividends of all the railways running from London to the north would be very much increased; and nobody would be more glad than I should be to meet the parties in authority, either of the London and North Western or the Midland, or any other railway, to go into this subject, for what I consider would be to our mutual benefit. Mr. Howard as a man of business must know, that so long as parties in business will compete with each other, the parties in whose favour they compete will clap them on their backs and say, "compete away, for we shall get the benefit of it." But it is the railway companies that suffer, and I do not see what remedy there is for it unless a more judicious system is adopted on their part. Mr. Howard observed that formerly he paid £4 a ton for wool from London to Manchester, and that he now gets it for less than £2. I certainly think that railroads ought to have reduced the original cost price of carriage, but there is a point at which they ought to stop beyond all doubt. Nobody is more aware than my colleagues that the expenses are very great; that they are greater than they would be if there were an amicable understanding between the railway companies who run to the north;—and in which case I am sure the public would be quite as well served, and your dividends and the dividends of other railways would be materially improved. I do not know that I can say more with respect to the general expenditure of the Great Northern Railway. I am quite ready to admit that it is exceedingly high. We have a Committee always sitting; and the attention of that Committee is directed to the investigation of the whole of the expenditure of every department. I will not plead guilty to any neglect on that point; because I am quite sure that the attention of the Board is always directed to it. Take the locomotive expenses, for instance. Mr. Sturrock says, that if you order him to bring out an engine with such and such carriages to go at forty miles an hour, it will cost you so much more money than if he were allowed to go twenty-five miles an hour. So the engineer of the line will also tell you: if all your trains are to run at thirty-five miles an hour, instead of twenty-five, it must materially affect your permanent way. What is the remedy proposed? Go slower. What will be the consequence? A party wants to go from this station to Edinburgh. The express train starts at 9 o'clock in the morning, and the distance is exactly the same on each side of the kingdom—400 miles. The general manager says—If I do not run the trains from King's Cross to Edinburgh at the same pace that they run from Euston Square to Edinburgh, is it likely that the passengers will go by

the Great Northern train? Your train would have to run, but you would lose all your passengers. So it is with respect to goods. The General Manager stated only the other day, that parties in London, who receive the goods by the Railway, refuse to accept them unless they are brought to their doors within a few minutes of the time specified. They say, take them away; lodge them somewhere or other, and bring them at a different time. If the General Manager will not do it within the time, the parties say we will give them to another railway company. This is the way the expense is increased. It is, in point of fact, with railway companies as with all other things, "the pace that kills;" it not only damages the permanent way but it involves a serious amount of wear and tear in the rolling stock. In answer to Mr. Howard's observations, I hope he will forgive me for reminding you that I am merely Chairman of the Great Northern Railway, and not of all the railways. If we do not reduce the expenses, it is merely because we cannot, but I will do it as soon as I can. Mr. Howard made an observation on the Midland. The Midland is in a more favourable condition than we are; and this is owing to the great bulk of their traffic being local traffic, which they can take at their own pace, while ours is through traffic; while, as regards the speed of our traffic, we are very differently situated. They have in a great measure their own rates, and are consequently more successful than we are. There is, indeed, no strict analogy between the position and condition of the Midland Railway and of the Great Northern Railway. With respect to Mr. Goodeve, his first observation was about our meeting at eleven o'clock. It is a matter of perfect indifference to my colleagues whether we meet at eleven, twelve, or one o'clock. It is a matter for your convenience. We consulted your convenience in asking you to come here. I mentioned two months ago that, unless you objected, we might come here instead of going to the City. I am obliged to you for so coming. If you decide that the half-yearly meeting shall be at twelve or one o'clock, we have not a word to say against it.

Mr. VALENTINE KNIGHT—I think it but fair to the distant shareholders that you should meet at 12 o'clock. Suppose a man lives fifty miles down the line for instance.

The CHAIRMAN—I will put it to the meeting by and bye.

The CHAIRMAN—With respect to Mr. Goodeve's remark as to the amount of traffic published, Mr. Grinling gives me this account. He says that the amount published is £642,257, but Mr. Goodeve says it is £633,306. Mr. Goodeve has not added the receipts from the navigations, which are £6,142, and besides which there is a day more in the weekly published returns than in the half-yearly accounts, which is worth about £4,000.

Mr. GOODEVE—I was not aware that the navigation traffic was included in the weekly returns previously.

The CHAIRMAN—Really we are a trifle under-published rather than over-published. Mr. Goodeve made some observations about the repair and renewal of stations. The chief

part of the expense has been caused by putting in new crossings and alterations in the roads in the station yards. They are exceedingly expensive. If Mr. Goodeve would take the trouble or looking over his own property—and he is just as much owner of the property as I am—if he has not already done so, he would be astonished at the magnitude and multiplicity of crossings and all sorts of expensive things which we are forced to put in to accommodate the traffic. I assure you nothing would give me greater pleasure than that the shareholders would go over the property and look at it. With respect to Mr. Sturrock: one gentleman praises him and the other, I will not say denounces him, but certainly finds fault. The truth is, Mr. Sturrock's accounts are constantly before the directors, as well as the accounts of every other branch of the expenditure. There is a committee always sitting, and I am bound in Mr. Sturrock's defence to say, that he is most anxious that there should be the strictest possible enquiry into the whole of the expenses. I will now reply to Mr. Tuckett with respect to the mails. Mr. Tuckett perhaps may not be aware that the Midland have the advantage of carrying the night mail, and very remunerative it is. I wish we could go shares with them, but we cannot. I have done every thing I possibly can, when I was in Parliament and since, and my friend the Vice-Chairman has been at the Post Office over and over again to ask why we may not carry the north mail down the Great Northern Line. The answer is this, that the Post Office cannot afford to use more than one "backbone," as they call it, and perhaps you will be surprised if I tell you that every letter for Newcastle goes first to Tamworth and then comes back by York to Newcastle. We should certainly arrive at Newcastle a great deal sooner; but that is the answer we get, and the Post Office only employs us to carry a day mail, which produces the sum published in the Reports. I think we ought to have our full share of the mails, but we cannot get it. As to the Government duty which Mr. Tuckett made certain observations upon, of course that depends on the class of passengers. We carry a greater proportion of first class passengers than the Midland, and they carry a much greater proportion of third class, on which no duty is levied.

Mr. TUCKETT—I do not think you have quite explained the general remarks on the discrepancy. The £462,000 for goods traffic on the Midland is only subject to a deduction of £45,000, while £246,000 of merchandise on the Great Northern is subject to £45,000 for expenditure, for collection, and delivery. I know you have remarked generally that they cannot be compared.

The CHAIRMAN—I am very much obliged to you, but the fact really is, that theirs is local traffic and ours is through traffic. The expense of collecting goods in London, and the expense of delivering them, is very serious. I make the admission at once, because it is a fact, and we cannot, I am sorry to say, owing to the close competition, help ourselves. Mr. Marriott made some observations upon Mr. Sturrock. I

hope he will accept the answer that I have given just now, that the whole subject of Mr. Sturrock's expenses is being constantly inquired into. I cannot, however let Mr. Sturrock's expenditure be singled out for remark by itself, because I am disposed to think Mr. Sturrock's department will come out quite as creditably as any other in the service. The proprietors will forgive me for saying, that I am bound in honour, as well as in duty, to stand by an officer until I find that he has neglected his duty. Then there is a question about waggons. The repair of the waggons of the Great Northern must always be much more expensive than the item of other works, and I tell you why. The Great Northern finds all its coal waggons. There are between 4,000 and 5,000 coal waggons. The Midland do not find coal waggons, and therefore there is no repair of their coal waggons to go to their increased expenditure. That is not so with us. Perhaps you will say, why did you find coal waggons? My answer is this, that if we had not found coal waggons originally I do not think we could have established the coal trade in the way it has been established. But that is one of the items of expenditure in Mr. Sturrock's department. He repairs 4,000 or 5,000 coal waggons, which the Midland do not. Mr. Marriott said also a word about the iron trade. I can only say, that in any contract we make we do the best we possibly can to get the best articles at the lowest price; but the best article is what we aim at, and I am sure Mr. Marriott will admit that the best is the cheapest. (Hear, hear.)

Mr. MARRIOTT—I did not mean any reflection whatever. I only think we should have more information. You remember that last half-year it was stated that some rails had been taken up that had only been down six years.

The CHAIRMAN—They might have been light rails. The offer is always open to the best makers, and we stipulate, as I said before, for the best articles at the lowest prices. With regard to the particulars given in the accounts, there is not a director who will not say that you are perfectly welcome to see in print every shilling that is spent. If you say that every shilling that has been expended shall be put into print, under its respective heads, it shall be done; but bear in mind, it shall be your order and not our recommendation. All the books belonging to the concern are open for inspection, during a certain time, and the auditors go over the accounts periodically. They are the parties who may find fault. They may say, if you choose to instruct them, let this or the other be more in detail. What objection can we have to it?

Mr. VALENTINE KNIGHT—I think, if you once go into detail, you will not know where to stop. If I wish to know all the particulars, and if I am too lazy to come to the office, I think I must be satisfied. If we had the details for every shilling, it would be a volume; and I think that as the books are always open to the shareholders, that should answer the purpose.

Mr. HUGHES—You have not adverted to the subject of compensation, nor to the fact of our having no estimate of our liabilities under the

revenue accounts, or anything like an approximate analysis of the law charges.

The CHAIRMAN—Everything that we know we are liable for is charged.

Mr. HUGHES—Have you put that £13,000 for Mr. Pym's verdict into any part of the account?

The CHAIRMAN—No. If the honourable gentleman repeats his question, I am sure he will not be offended if I decline to answer him. I advisedly said nothing about it, and I say nothing now.

Mr. VILLEBOISNET—You have not answered why we are only charged £5,000, instead of £13,000 for the permanent way. You told us, at the last meeting, that we should be charged £13,000 every half-year.

The CHAIRMAN—I said, at the last meeting, that we should charge a certain sum in the course of the year. We have charged £5,000 this half-year, because it is what we call the worst half of the year.

Mr. WILLIAM HERBERT—I think it would be well that some portion of that should go out of capital, and not all out of revenue, because, as A shareholders, we feel it very sensitively.

The CHAIRMAN—It is a very dangerous cupboard to open. My advice is, to keep it shut.

Mr. HOTHAM—How many miles have been renewed?

The CHAIRMAN—48.

Mr. HOTHAM—How many miles will require renewing between London and Peterborough?

The CHAIRMAN—I cannot tell you what will be required during the next year. There is no doubt that both lines between London and Peterborough will require gradually re-laying. One part wears

out sooner than another. Every part of the line that is going down hill wears out sooner than its opposite line, which is coming up hill. It must be done gradually.

The CHAIRMAN then put the question to the meeting for the adoption of the Report, which was carried.

The CHAIRMAN then moved the following resolution:—

"That Dividend be, and hereby is, declared for the Half-year ended 30th June, 1861, as follows, payable to the Proprietors on the Register of the Company on the 1st August, 1861:—

"At the rate of £5 per cent. per annum upon the Perpetual Preference Stock of the Company,

"At the rate of £5 per cent. per annum upon the 5 per Cent. Preference Stock of the Company, redeemable at a Premium of £10 per cent.

"At the rate of £4 10s. per cent. per annum upon the 4 per Cent. Preference Stock of the Company, redeemable at a Premium of £10 per cent.

"At the rate of £5 per cent. per annum upon the 5 per Cent. Preference Stock of the Company, redeemable at a Premium of £5 per cent.

"At the rate of £3 12s. per Cent. per annum on the Original undivided Stock of the Company, being for the Half-year £1 17s. 6d. per cent.

"At the rate of £3 per cent. for the Half-year on the 'B' Stock of the Company towards £6 per cent. for the year.

"At the rate of 15s. per cent. for the Half-year on the 'A' Stock, being the balance after payment of £3 per cent. to the 'B' Stock."

Colonel PACE, M.P.—I second it.

[The resolution was put and carried.]

A SHAREHOLDER—When will the dividend be payable?

The CHAIRMAN—The second of September. We are now to resolve ourselves into a Special General Meeting.

ultra vires. Look at the South Yorkshire Railway! Look at the way the preference shareholders were attempted to be treated! Look at the defiance of public opinion! Can the directors be at all surprised at public opinion being against them? Can you be surprised that juries will find verdicts to the full extent against railway companies, when the system is so objectionable? If we are here enabled to vote as we think fit, and not to be swamped by the proxies of persons, who are highly respectable, and who having confidence that the chairman and directors will do what is right, send proxies for anything? If we are able to vote in any way we think proper, we come here for some reason which justifies our coming to our own conscience; otherwise we are mere puppets, and come merely to hear the statement which the Chairman so eloquently makes, and we are incapable of controverting—that is, of legally subverting—anything that may be attempted to be done. I cannot help feeling great pleasure and satisfaction at some remarks I have heard, although, certainly they are not altogether reconcilable. An attack upon Mr. Sturrock, and a eulogy upon him for the same sort of thing, is scarcely correct. There is a compliment by the gentleman before me, as to the accounts being so much enlarged; and there is complaint, on the other hand, that the accounts are too much contracted and not large enough. They are scarcely reconcilable. But that is to be accounted for by the various opinions which people entertain as to the way in which matters should be managed. I do not think those are matters of complaint against our directors. But I do think it is a matter of strong complaint and animadversion against directors that they will not give us accounts that may be understood; and accounts in which—I will not say there is an attempt to conceal—but in which we ought to know more. For instance, we have an estimate of our liabilities; but that is an estimate of our liabilities only upon capital account. We might as well have an estimate of our liabilities for the present half-year on the revenue account, and then we should have Pym's verdict of £13,000 against us, and many other things. I believe that would disclose a great deal more for the advantage of the proprietors than an estimate of the liabilities on capital account. I have often adverted, because I know it too well, to the frightful system of law costs which still continues. We have law charges to the amount of £30,000 a year—that is too bad—and the accounts are made out in such a way that I defy any human being to tell how the charges are made. We get the minimum, and we cannot get the maximum. We have altogether £11,000 actually expended, independently of the amount charged to revenue account, and the liabilities for law costs mixed up with other things. That is not the way in which the accounts ought to be prepared. We have at the end an elaborate analysis of various accounts, which is useless to us. Not one in fifty shareholders would look at the three last pages; but if we had an analysis of law charges, as we had on one occasion, there would be something in

it. That has been taken out now. We cannot tell what we pay for this or for that. Take, for instance, Pym's verdict. They would say £13,000 for verdict and so much for costs, and the same thing with regard to others. But there seems to be a disinclination to let us know the whole truth. I do not say that there is an intention to deceive us, but there seems to be a disinclination to do that. With reference to the most important part of the Report—the raising of £360,000 at a Special Meeting.

The CHAIRMAN—That will be at the special meeting, Mr. Hughes.

Mr. HUGHES—In advertent to that, I only pray you gentlemen who entertain the opinion of the gentleman before me so favourable to the A shares, that you will hesitate before you give your consent to raise £360,000. I tell you that I shall vote against it. I feel that this is an advantage to us, if I am correct with regard to the proxies, we have an opportunity of investigating the accounts. The shareholders have received the Report, and by law it goes no further; that is, the accounts are not passed; and if you object to any portion of the accounts, you can legally and effectually do so if you please. It appears to me that the discrepancies pointed out, the accountant can explain to the meeting. I see no particular objection to the way the items are charged. Some gentlemen think capital ought to be charged with the maintenance of way and so on; but, as far as I can judge, I see no objection to the accounts beyond this, that we do not have such a sufficient explanation in detail as we might have, and we do not know the exact position of the line as regards our liabilities as well as our payments. I think, therefore, that the accounts are in an unsatisfactory state; but the directors and Chairman are, I have no doubt, acting as conscientiously as they can. They feel that it is their duty to do this. I do not think so. I think it is their duty to satisfy the shareholders; and they have many times expressed their desire that the accounts should be prepared a little more in detail; and the absence of some portions, and the introduction of some new suggestions that have been made, would make the accounts more easily understood.

The CHAIRMAN—Mr. Howard has made some very judicious observations, in which I quite agree. He says that the expense is very considerable, owing to the pace that the trains run, to the low rates that we get, and to the expense of collecting and delivering. I agree with Mr. Howard in every particular. It is owing to the pace, and to the low rates that we get for carrying goods, to the expense of collecting them in the provinces, and to the great expense of delivery in London that the dividends are so greatly diminished. My explanation, and my defence is this, that we are driven to the necessity of running fast in competition with other lines, and of taking low rates, because other railways will take such rates, and we are also obliged to incur a large expense in collecting and delivering because of such competition. I should not have said anything upon this subject in public, if it had not been for the observations of Mr. Howard; because I do not think it

At the Special General Meeting held on the termination of the proceedings of the Half-yearly Ordinary General Meeting.

The CHAIRMAN—The first subject I have to call your attention to is—

"An Act for making a Railway from Garston upon the Mersey, into Liverpool, promoted by the Great Northern and Manchester Sheffield and Lincolnshire Companies jointly, has been obtained, and active steps are being taken to have the line constructed as soon as possible. The line will be the joint property of the Great Northern and Manchester Sheffield and Lincolnshire Companies. It will be managed by three Directors from each Company, with an arbitrator in case of dispute. Clauses in the Act secure the right to use the several Lines between Manchester and Garston, and Garston and Edge Hill. The Meeting of the 17th instant will be made special for the purpose of empowering the Directors to raise £225,000, the Great Northern Company's moiety of the authorized capital.

"The Bills brought in by local parties for a Line from Stockport to Timperley, and for the West Cheshire Line from Northwich to Helsby, have received the Royal Assent. Power has also been granted to this Company to aid in the construction of these Railways, and as it is of importance

"to secure the effectual conduct of the Great Northern Company's traffic to and from Birkenhead, your Directors recommend that they be authorized to exercise such right, and to subscribe £250,000 to the former undertaking, and £265,000 to the latter, subject to satisfactory traffic arrangements being made.

"By the construction of the Stockport and Timperley, and the Garston and Liverpool Lines, the Manchester Sheffield and Lincolnshire and Great Northern Companies obtain a more convenient access to, and a new and independent station at, Liverpool."

The CHAIRMAN—I sincerely believe that the arrangements which we shall be able to make under these Acts of Parliament, will be ultimately, I cannot say immediately, exceedingly beneficial to the Great Northern proprietors; because it will have the effect of placing the Great Northern Company at Liverpool, where they can collect and receive traffic;—the arrangements with the Manchester and Sheffield Railway Company, and with the London and North Western Railway Company, are of that character that I fully believe the money we shall ask your consent to lay

The GREAT NORTHERN Railway Company.

SUPPLEMENT to the REPORT of the Directors to the 22nd Half-Yearly Meeting of the Proprietors, to be held at the London Tavern, Bishopsgate Street, in the City of London, at Eleven o'Clock precisely, on Saturday the 29th August, 1857:—

Since the Directors' Report was issued on Friday last, the 21st of August, the Vice-Chancellor, Sir Page Wood, has given a decision in the suit therein referred to as pending, to the effect that dividend cannot be declared at the next Meeting, except on the footing of paying the Preference Shareholders a full dividend for a whole year, from the 30th of June, 1856.

This decision would throw the whole loss on the Ordinary, including the A and B Stockholders, annihilating their dividend for the half-year ended the 30th June, 1857, and depriving the A Stockholders of all prospect of dividend till March, 1859: contrary to the intention of the Meeting of this Company, held on the 8th July last, when the Bill then before Parliament was approved by a great majority, in the full belief that, if it passed, all classes of Stockholders would become contributors to the loss; and it is also contrary to the intention of the Committees of both Houses of Parliament.

The Attorney-General has subsequently stated that he is clear in his conviction, and is so fully assured of the erroneous view of the Vice-Chancellor, that he has advised the Directors not to declare a dividend, as they cannot obey the Injunction of the Vice-Chancellor without violating the Act of Parliament; and he further advises that the Meeting ought to be adjourned, so as to allow of the Vice-Chancellor's opinion being submitted to the decision of the full Court of Appeal.

Under these circumstances, the only course which the Directors can safely take is to abstain from presenting any scheme for a dividend to the Meeting next Saturday, and to ask the Meeting to adjourn.

(Signed)

EDMUND DENISON.

King's Cross, August 27th, 1857.

THE GREAT NORTHERN RAILWAY COMPANY

SUPPLEMENT TO THE REPORT OF THE DIRECTOR OF THE GREAT NORTHERN RAILWAY COMPANY
of the Proprietors to be held at the London Tavern, Bishopsgate Street, in the
City of London at Eleven o'clock precisely, on Saturday the 20th August, 1857.

When the Directors of the Great Northern Railway Company, at their meeting on Friday the 19th of August, 1857, the Vice-President, Sir
John Lubbock, Bart., was present, and the following resolutions were passed:—
That the Directors do hereby recommend to the Proprietors, that the dividend for the year ending on the 31st of December, 1856, be paid at the rate of 10 per cent. on the nominal value of the shares, and that the same be paid in cash, or in the form of scrip, at the discretion of the Proprietors.

The Directors also recommend to the Proprietors, that the dividend for the year ending on the 31st of December, 1856, be paid at the rate of 10 per cent. on the nominal value of the shares, and that the same be paid in cash, or in the form of scrip, at the discretion of the Proprietors.

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The Directors also recommend to the Proprietors, that the dividend for the year ending on the 31st of December, 1856, be paid at the rate of 10 per cent. on the nominal value of the shares, and that the same be paid in cash, or in the form of scrip, at the discretion of the Proprietors.

EDWARD DUNN
(Secretary)

Great Northern
Aug 29 57

Chester and Holyhead Railway Company.

CHESTER AND HOLYHEAD RAILWAY,
SECRETARY'S OFFICE,
CHESTER, 12th June, 1858.

SIR,

I am desired to inform you, that a SPECIAL GENERAL MEETING of the PROPRIETORS of the CHESTER AND HOLYHEAD RAILWAY COMPANY will be held at the EUSTON STATION of the London and North Western Railway Company, Euston Square, in the County of Middlesex, on Friday, the 25th day of June inst., at Twelve o'Clock precisely, for the purpose of considering, and approving or otherwise, a Bill now before Parliament, intituled,—

“A Bill to authorize arrangements between the Chester and Holyhead Railway Company,
“and London and North Western Railway Company, and to authorize the Chester and
“Holyhead Railway Company to raise a further sum of Money, and for other purposes.”

Enclosed I send you a blank form of Proxy, with proper instructions for the use of the same.

I am, SIR,

Your obedient servant,

ROBERT S. MANSEL,
SECRETARY.

Chester and Holyhead Railway Company.

PROXY.

I _____

of _____

One of the Proprietors of the Chester and Holyhead Railway Company, do hereby
nominate, constitute, and appoint _____

of _____

to be my Proxy, to vote in such manner as he the said _____

_____ shall think proper on any question which shall be proposed
at the Special General Meeting of the said Company, to be held on the _____
day of June, 1858, or at any adjournment or adjournments thereof.

In witness whereof, I, the said _____
have hereunto set my hand, the _____ day of June, 1858.

N.B.—This Proxy cannot be used unless a Sixpenny Stamp is impressed thereto previously to its
signature, and the Proxy, when filled up and signed by you, must be transmitted to the office of the Company
Three Days at least before the time appointed for the meeting.

The Proxy must be a Shareholder.

Central and Atlantic Railway Company

PROXY

Robert Stoddard
6/12-58

I, the undersigned, do hereby certify that the within and foregoing is a true and correct copy of the original as the same appears in the books of the Central and Atlantic Railway Company, duly authenticated by the proper officers of said Company.

Witness my hand and seal this 12th day of June, 1858.

Attest my hand and seal this 12th day of June, 1858.

In witness whereof, I have hereunto set my hand and seal this 12th day of June, 1858.

Witness my hand and seal this 12th day of June, 1858.

Chester and Holyhead Railway.

TO THE
PROPRIETORS OF THE CHESTER AND HOLYHEAD RAILWAY.

In transmitting to the Proprietors the annexed copy of advertisement of a Special General Meeting to be held on the 20th instant, I am instructed to state that the Capital proposed to be created is for the purpose of meeting the expenditure authorised subsequent to 1st January, 1859, and consists principally, of the purchase of property at Holyhead and Dublin, necessary for the conduct of the Company's business, but which was previously held on rent.

The exercise of the powers as proposed, will not in any way affect the existing Stock, Shares, or Bonds of the Chester and Holyhead Company, as the new capital will be created subject to the guarantee of the London and North Western Company.

By Order,

CHAS. E. STEWART,
Secretary.

CHESTER AND HOLYHEAD RAILWAY.—
Notice is hereby given that a SPECIAL GENERAL MEETING of the Proprietors of the Chester and Holyhead Railway Company will be held on FRIDAY, the 20th inst., at the Euston Station, London, at Three o'clock in the afternoon, for the purpose of considering and determining as to the creation of an additional capital, not exceeding £200,000, upon such conditions as to dividend and otherwise, as may at such meeting be determined upon.

Dated this 4th day of December, 1861.

By order, CHAS. E. STEWART, Secretary.
Euston Station, London.

EUSTON STATION,
LONDON, 11th December, 1861.

Chester and Worphead Railway.

STATEMENT OF SHARE AND LOAN CAPITAL

Authorized:—	Shares.	Loan.	Total.	Authorized:—	Shares.	Loan.	Total.
By 7th and 8th Victoria, Session 1844....	£2,100,000	£700,000		... 42,000 £50 0 0 Shares.....	£2,100,000	.....
10th and 11th " " 1847....	20,700	16,666		... 42,000 £15 0 0 ".....	630,000	.....	£2,730,000
" " (Mold Act) " " ".....	330,000	116,666		... 42,000 £9 12 6 ".....	404,250	.....	525,000
11th and 12th Victoria, " " 1848....	140,000	60,000		... 42,000 £2 17 6 ".....	120,750	.....
12th and 13th " " 1849....	250,000	83,000		... DEBENTURES	£1,084,332	.....	1,084,332
	325,000	108,000					
	£3,235,000	£1,084,332			£3,235,000	£1,084,332	
			£4,319,332				£4,319,332

STATEMENT OF CAPITAL ACCOUNT.

Receipts and Expenditure from the formation of the Company to the 31st December, 1855.

Receipts.		To 20th June, 1853.			To 31st Dec., 1853.			Total.		Expenditure.		To 20th June, 1853.			To 31st Dec., 1853.			Totals.		
		£	s.	d.	£	s.	d.	£	s.			£	s.	d.	£	s.	d.	£	s.	d.
42,000 £50 Shares—£2,100,000										1. Parliamentary Charges:—										
Per Share.										ACT OF INCORPORATION		20,000	15	10						
DEPOSIT.....	£5 0	210,000	0	0						Sess. 1845... Approach to Menai Straits		4,497	16	8						
1st CALL, due 21 April, 1845, £5 0		210,000	0	0						1846... Proposed Branch Railways		5,007	0	7						
2nd CALL, due 21 July, 1845, £5 0		209,920	0	0						1847... Extension at Holyhead		5,234	16	6						
3rd CALL, due 21 Jan. 1846, £5 0		209,970	0	0						1848... Steam Boats		1,677	6	3						
4th CALL, due 21 April, 1846, £2 10		104,980	0	0						1849... Additional Capital		657	7	8						
5th CALL, due 21 July, 1846, £5 0		209,920	0	0						1850... Power to Lease		1,687	7	2						
6th CALL, due 21 July, 1847, £5 0		208,848	0	0						1851		1,161	3	10						
7th CALL, due 21 Oct. 1847, £5 0		208,780	0	0						1852		1,276	6	11						
8th CALL, due 24 April, 1848, £5 0		208,680	0	0								40,620	1	5				40,620	1	5
9th CALL, due 21 July, 1848, £5 0		208,680	0	0						2. Land and Construction:—										
Final CALL, due 21 Oct. 1848, £2 10		104,540	0	0						LAND AND COMPENSATION		317,648	19	5	1,367	6	3			
		2,092,890	0	0				2,092,890	0	WORKS OF ROADWAY		1,664,817	15	10						
										CONWAY AND MENAI BRIDGES		798,954	13	5						
42,000 £15 Pref. Shares—£630,000										SLEEPERS, RAILS, SWITCHES, &c.		319,380	3	0						
Per Share.										SECTIONS AND APPROACHES, WATER }		112,176	19	11						
DEPOSIT.....	£4 0	168,000	0	0						CHAINS, SIGNAL & MILE POSTS }		54,349	17	2						
1st CALL, due 1 Nov. 1847, £4 0		168,000	0	0						CHESTER GENERAL STATION		6,872	18	11	72	16	8			
2nd CALL, due 10 Jan. 1848, £4 0		167,950	0	0	20	0	0			STATION FURNITURE AND FITTINGS ..		43,915	10	3						
Final CALL, due 28 Mar. 1848, £3 0		126,000	0	0						SEVERAL WORKS		3,318,716	17	7	1,640	3	1	3,320,357	0	8
		629,950	0	0	20	0	0	630,000	0	3. Incidental Charges:—										
										LAND AGENCY		4,070	0	0						
42,000 £9 12s. 6d.										ENGINEERING		64,438	4	4						
Second Pref. Shares—£404,250										SOLICITORS—Land Agreements, Con- }		24,277	0	5	187	8	6			
On 16,759 Shares		160,723	7	6	20	0	0			DIRECTION AND AUDITORS		8,395	11	7						
" 2,955 "					28,441	17	6			RESIDENT DIRECTOR		5,101	9	8						
										SECRETARY AND OFFICE CHARGES ..		9,098	14	8						
										DUELM OFFICES—Fittings & Furniture		227	1	2						
										RELIGIOUS INSTRUCTION FUNDS		370	0	0						
										ADVERTISING		1,725	8	2						
										MISCELLANEOUS		7,088	11	3						
								189,185	5	COMPENSATION—Dec Bridge Accident		12,727	11	0						
												137,519	12	5	187	8	6	137,707	0	9
42,000 £2 17s. 6d.										STAMPS ON DEBENTURES		3,653	0	0						
Second Pref. Shares—£120,750										BROKERAGE AND COMMISSION		1,762	5	0						
On 19,997 Shares		57,257	0	0	18	15	0			GENERAL INTEREST, including Dis- }		82,037	5	4	416	10	6			
" 2,818 "					8,101	15	0			COUNT ON 2nd Preference Shares }		87,452	10	4						
										Less Amount charged to Revenue }		9,228	2	2						
										on adjustment of this Account }		85,224	8	2	416	10	6	85,640	18	8
								65,977	10	4. Carrying Stock & Locomotives										
												64,148	1	0				64,148	1	0
Loans on Debentures:—										STEAM BOATS:—Incl. Additions ...		180,761	11	6	3,428	17	3			
Bearing Interest at 3½ per cent.					9,000	0	0			INT. TO SHAREHOLDERS ON CALLS:—								184,190	8	7
" " 3½ "																				

STATEMENT OF REVENUE ACCOUNT,
Half-Year ending 31st December, 1855.

Dr.		Cr.	
Railway—		Railway—	
(See Abstracts)			
(A) TO MAINTENANCE OF WAY AND STATIONS, AND EXTRA WORKS	9,474 10 0	By TRAFFIC, viz:—	
To LOCOMOTIVE POWER, Hire of Carriages, &c.	19,788 6 7	Passengers	£64,242 11 11
B) TO COACHING EXPENSES, Postages, &c.	5,947 4 6	Parcels	3,743 10 0
(C) TO MERCHANTS' TRAFFIC EXPENSES	5,607 14 7	Mails	15,206 11 4
To REPAIRS, Hire, &c., of Waggon	5,337 19 5		83,192 13 5
(D) TO GENERAL CHARGES	5,942 17 2		
To HOLYHEAD EXTENSION TRAFFIC CHARGES	5,339 10 0	By MERCHANTS, Gross Traffic Receipts	£45,120 9 8
TOTAL WORKING CHARGES	652 19 8	LESS EXPENSES OF	
		Collection and Delivery	479 5 1
TO RELAYING PERMANENT WAY	55,281 1 11		44,641 4 7
TO RATES AND TAXES	3,876 0 3		127,833 17 10
TO DUTY ON PASSENGER TRAFFIC	1,930 2 11	By WORKING OF Port Penryn Branch	134 17 8
TO GENERAL INTEREST	2,731 15 9	By TOLL from Shrewsbury and Chester Railway	1,446 19 2
To RENT of Sops of Embankment at Conway Bridge, } Stanley Sands, Holyhead Extension, &c. }	253 7 1	By RENT of Land and Cottages	917 17 0
To BAD DEBT ACCOUNT	804 4 11		£130,335 11 8
To BALANCE in favour of RAILWAY	373 17 7		
	65,583 1 3		
	£130,333 11 8		
Steam Boats—		Steam Boats—	
CHARGES—		TRAFFIC—	
(E) TO PASSENGER VESSELS	7,171 17 1	By PASSENGER VESSELS—	
(F) TO MERCHANTS' VESSELS	10,491 8 2	Passengers and Parcels	9,792 13 1
To INSURANCE	2,350 0 0	By MERCHANTS' VESSELS—	
To GENERAL CHARGES	1,177 4 7	Passengers, Merchandise, & Live Stock	£15,196 0 6
To BALANCE	2,881 4 10	Less EXPENSES of Collection & Delivery ...	1,394 13 9
		Special Service	13,801 6 9
			377 14 10
	£23,971 14 8		£23,971 14 8
By BALANCE carried forward	£68,464 6 1	By BALANCE in favour of RAILWAY	£65,583 1 3
		By BALANCE in favour of STEAM BOATS	2,881 4 10
			£68,464 6 1

DETAIL OF CHARGES REFERRED TO IN THE REVENUE STATEMENT.

(Abstract A.)		(Abstract G.)	
Maintenance of Way and Stations, and Extra Works.		Merchandise Traffic Expenses.	
Engineers' Establishment, including Travelling and Office Expenses...	£ 577 1 0	Salaries—Goods Managers and Clerks.....	£ 940 4 4
Repairs of Roadway.....	4,655 2 10	Wages—Breakamen, Porters, &c.....	2,053 3 2
Repairs of Stations.....	1,102 0 5	Clothing.....	111 15 3
Repairs of Bridges and Tunnels.....	1,492 4 5	Gas, Fuel, Oil, Grease, and General Stores.....	705 19 10
Repairs of Sea Walls and River Cops.....	525 10 3	Stationery and Printing.....	322 2 3
Proportion of Chester Joint Station Expenses.....	166 5 3	Proportion of Chester Joint Station Expenses.....	1,000 3 6
Maintenance of Telegraph.....	138 15 0	Compensation for Losses.....	229 16 3
Lands and Houses, including New Cottages.....	417 10 10	Sundry Charges.....	164 14 10
	£49,474 10 0		£5,537 19 5
(Abstract B.)		(Abstract D.)	
Coaching Expenses.		General Charges.	
Salaries—Station Clerks, &c.....	1,370 10 10	Director.....	559 7 11
Wages—Guards, Porters, &c.....	1,967 12 4	Establishment of Secretary, including Transfer and Cashier Departments	769 7 7
Clothing.....	208 15 3	Ditto Audit and Accountant.....	585 5 5
Coal and Gas at Stations.....	235 16 3	Ditto General Manager.....	557 11 0
Delivery of Parcels.....	215 9 1	Expenses of Audit, including Auditors' Salaries and Expenses of Public Accountant.....	145 15 7
Oil, Grease, Repairs, and General Stores.....	572 10 6	Law Charges.....	256 16 1
Stationery and Tickets.....	399 3 1	Compensation for Losses.....	40 1 7
Proportion of Chester Joint Station Expenses.....	783 15 1	Suspense—“ Works and Expenditure Account”.....	541 11 3
Compensation for Losses.....	3 9 7	Clearing House Expenses.....	248 3 11
Sundry Charges.....	180 2 6	Proportion of Chester Joint Station Expenses.....	171 6 7
	£5,947 4 6	Rent, &c., of Offices, at Euston and Chester.....	147 0 0
		Stationery, Printing, and Advertising.....	329 19 4
		Incidental Charges, including Travelling Expenses, Debiture, Stamps, Postages, Telegraphing, &c.....	989 3 9
			£5,339 10 0
(Abstract E.)		(Abstract F.)	
Expenditure Passenger Vessels.		Expenditure Merchandise Vessels.	
Proportion of Office and other Expenses at Holyhead and Kingstown, and Miscellaneous Charges.....	257 12 3	Proportion of Office and other Expenses at North Wall, Holyhead, and Miscellaneous Charges.....	1,996 10 9
Salaries of Commanders, Wages of Crew, &c.....	2,188 3 8	Salaries of Commanders, Wages of Crew, &c.....	2,376 9 8
Repairs, Ship Stores, &c.....	1,532 13 7	Repairs, Ship Stores, &c.....	1,148 4 1
Coal, including charge for carriage to Holyhead.....	2,862 4 1	Coal, including charge for carriage to Holyhead.....	2,739 0 4
Light and Harbour Dues, and Toll at Kingstown.....	211 4 1	Light and Harbour Dues, and Toll at Dublin.....	1,906 4 5
Compensation for Losses.....	15 5 4	Compensation for Losses.....	324 18 11
Delivery of Parcels.....	166 13 6		
	£7,171 17 1		£10,491 6 2

GENERAL BALANCE SHEET.

To Balance Outstanding Accounts.....		By Balance of Capital Accounts.....	
To Balance of Revenue Accounts.....	£ 18,729 12 1	By Stores.....	39,268 19 6
To Fund for Renewal of Steam Boats.....	50,138 16 7	By Cash with the Company's Bankers.....	16,285 18 9
To Reserved Fund for Insurance of Boats.....	7,315 19 0		34,441 5 7
	13,811 16 2		
	£89,996 3 10		£89,996 3 10

GENERAL REVENUE STATEMENT.

Balance of Revenue Account to 30th June, 1855.....		£ 22,676 13 6	£ s. d.
Do. do. to 31st December, 1855.....		68,464 6 1	
		91,140 19 7	
Less Amount of Dividend on First Preference Shares at 12s. 3d. per Share declared at last Meeting.....	£36,775 0 0		
Do. Estimated payable on settlement of Outstanding Accounts.....	3,000 0 0		
Rent of Bangor and Caernarvon Railway.....	3,000 0 0		
Interest on Advances.....	8,227 3 0		
		41,002 3 0	
Less amount of Debenture Interest to 10th January, 1856, including interest on Bangor and Caernarvon Bonds.....			50,138 16 7
			24,820 10 5
BALANCE.....			£25,318 6 2

* N.B.—When the arrangement with the London and North Western Company, sanctioned by the Meeting of Proprietors, held 19th September, 1855, is carried out, this balance, £25,318 6s. 2d., will be increased by £7,762 10s. 8d. (being the difference of interest charged in respect of the sum of £120,000), making together a sum of £33,080 16s. 10d.

ROBERT S. MANSEL, Secretary.

JOHN LAMBERT, }
EDWARD HUMBLE, } Auditors.

Verified by J. E. COLEMAN, Public Accountant.

HALF-YEARLY ACCOUNT,

To 31st December, 1855.

Chester and Holyhead Railway.

The Half-Yearly General Meeting will be held at Euston Station, London, on Wednesday, 19th March, 1856, at Twelve o'clock.

McKenzie and Co., Printers, London, Wexham, &c.

CHESTER AND HOLYHEAD RAILWAY.

REPORT OF THE DIRECTORS,

To be presented to the Proprietors, at the Half-Yearly Meeting, March 19th, 1856.

The Accounts for the past Half-year, submitted herewith, show an aggregate increase of receipts, as compared with the corresponding period of 1854, to the extent of £3,177 12s.; of which £2,063 11s. 7d. is derived from Passenger Traffic, and £5,500 from Carriage of Merchandise.

In the Working Expenses, on the other hand, there is a decrease, as compared with the above period, of £5,493 13s. 7d.

COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURE.

	Half-year ending 31st Dec., 1850.			Half-year ending 31st Dec., 1851.			Half-year ending 31st Dec., 1852.			Half-year ending 31st Dec., 1853.			Half-year ending 31st Dec., 1854.			Half-year ending 31st Dec., 1855.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
RAILWAY—																		
Passengers	44,066	19	7	49,095	5	8	53,584	4	2	66,772	5	1	62,179	0	4	64,242	11	11
Parcels	1,739	11	10	2,319	19	7	2,674	11	10	5,690	8	8	3,519	14	4	3,743	10	0
Goods	14,465	1	4	17,254	10	1	24,649	16	8	32,341	7	10	39,141	3	9	44,641	4	7
	60,271	12	9	68,669	15	4	80,908	12	8	104,804	1	7	104,839	18	5	112,627	6	6
Mails	15,175	16	3	15,176	5	6	15,121	0	3	15,079	18	5	15,076	12	9	15,206	11	4
Shrewsbury and Chester Toll	1,244	10	9	1,250	0	0	1,250	0	0	1,312	10	0	1,378	2	6	1,446	19	2
Rents	290	3	1	204	8	3	529	18	7	492	16	3	711	17	9	917	17	0
Transfer Fees	48	17	10	46	17	6	.....			.....			.....			.....
Working Port Penrhyn Branch .....	.....			.....			.....			.....			149	8	3	134	17	8
Total Income	77,031	0	8	85,347	6	7	97,907	11	6	121,689	6	3	122,155	19	8	130,333	11	8
“ Charges	37,729	13	10	40,782	5	4	55,002	5	10	62,916	4	2	70,206	14	0	64,750	10	5
Balance in favour of Railway	39,301	6	10	44,565	1	3	42,907	5	8	58,773	2	1	51,949	5	8	65,583	11	3
Per Centage of Expenses } on Receipts	49 per cent.			47½ per cent.			56½ per cent.			51½ per cent.			57½ per cent.			49½ per cent.		
STEAM BOATS—																		
Receipts	6,077	7	2	9,951	1	8	8,734	5	7	20,775	6	10	22,338	16	9	23,971	14	8
Expenses	8,206	12	8	6,805	12	1	7,398	2	7	21,368	15	4	21,331	1	11	21,090	9	10
Balance against Steam Boats	2,129	5	6	.....			.....			593	8	6	.....			.....
“ in favour of ditto .....	.....			3,145	9	7	1,336	3	0	.....			1,007	14	10	2,881	4	10

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC.

	Half-year ending 31st Dec., 1850.	Half-year ending 31st Dec., 1851.	Half-year ending 31st Dec., 1852.	Half-year ending 31st Dec., 1853.	Half-year ending 31st Dec., 1854.	Half-year ending 31st Dec., 1855.
Number of Passengers	213,145	252,743	307,257	354,417	381,391	382,746
Tonnage of Goods	75,242	90,513	103,264	141,639	173,023	184,445

The number of Passengers conveyed, in excess of the corresponding period of 1854, is 1,355; and the tonnage of Goods Traffic is increased by 11,422 tons.

In the amount entered under the head of Merchandise Traffic, are included the receipts for Carriage of Live Stock, which exhibit a satisfactory increase.

The annexed Statement shows the Irish Live Stock Traffic conveyed during the past Half-year, as compared with the corresponding periods of the years 1853 and 1854:—

COMPARATIVE STATEMENT OF THROUGH LIVE STOCK TRAFFIC.

Date.	Number.	Amount.
1853	24,030	£ 4,747 9 0
1854	51,532	6,567 13 6
1855	73,981	10,397 9 11

The projectors of the Vale of Clwyd Railway, a Line proposed to be made from Rhyl to St. Asaph and Denbigh, seek in their application to Parliament, to obtain running powers over the Chester and Holyhead Line, the Directors having endeavoured, but without success, to arrange with the projectors, have been compelled to lodge a petition against the Bill.

In compliance with the resolution passed by the Proprietors at the last meeting, your Directors have, in conjunction with the Shareholders' Committee, met the Directors of the London and North Western Company, for the purpose of making the necessary arrangements for carrying out the Working Agreement approved at the meeting referred to. The attention of the Board and of the Committee has been occupied with the details, which have, up to the present time, delayed the completion of the arrangement, but there is every reason to expect that the agreement will be sealed in the course of a few days.

The subjoined Report of the Engineer is satisfactory as regards the state of the Permanent Way and Works: during the past Half-year that portion of the Line between Chester and Saltney Junction has been re-laid, and a new bridge is in course of erection over the Forydd river.

The Railway having been opened for Traffic since the year 1848, it becomes necessary to make provision for the outlay which will annually be required to renew the Permanent Way. It will be seen, from the Accounts, that during the past half-year the sum of £3,376 0s. 3d. has been expended under that head. During the current half-year, a further outlay will be required for renewal of the Steamboats, for which purpose a fund has been created, and of which a large portion is still unexpended.

The net earnings of the undertaking, during the past six months yield, after fully providing for Debenture Interest, and other first charges, an available balance of £33,080 16s. 10d. In consequence, however, of the non-completion of the issue of the second Preference Stock, and the large amount of the Company's Capital thereby rendered unavailable for the purpose of liquidating the claims, to meet which the Shares were created, the Directors have been compelled temporarily to apply the revenue resources to this purpose.

Under these circumstances, the Directors recommend the following disposition of the Revenue Balance, but on the understanding that payment of the Dividends be deferred until it can be made without prejudice to the general interests of the Proprietors.

"That £1,000 be added to the fund for renewal of Steamboats.

"That, from the remaining sum of £32,080 16s. 10d., a Dividend be declared of 12s. per Share, on the First Preference Shares of the Company, comprising all arrears up to 31st December, and amounting to £25,200.

"That on the issued portion of the Second Preference Shares, a Dividend be declared at the rate of 5 per cent. per annum, amounting to £6,633 10s.; leaving a balance of £247 6s. to be carried forward to the current half-year."

The Directors retiring by rotation are GEORGE A. HAMILTON, Esq., M.P., and WILLIAM JACKSON, Esq., M.P., and the Auditor, EDWARD HUMBLE, Esq., all of whom being eligible, offer themselves for re-election.

S. MORTON PETO, Chairman.

RESIDENT ENGINEER'S REPORT.

CHESTER AND HOLYHEAD RAILWAY,
ENGINEERS' OFFICE,
BANGOR, March 3rd, 1856.

To the Chairman and Directors of the Chester and Holyhead Railway.

GENTLEMEN,

I have to report that during the last Half-year the Permanent Way, the portion of the Line between Saltney and Chester Station, has been re-laid; the Bridges over the River Dee and Shropshire Union Canal have, during the execution of the work, been thoroughly repaired; and I am happy to state that a larger portion of the old rails are available for repairs than I anticipated.

The whole of the Timber Bridges and Viaducts throughout the Line have been carefully examined, and are in a satisfactory state, the only apparent decay being the timber flooring, which is being renewed, as found necessary.

The works of the new Bridge over the Forydd river are in progress, and I expect will be finished in about a month; the expense of the portion completed is charged in the current accounts, under the head of Maintenance of Way.

The repairs and strengthening of the River Cops, near Bagillt, still occupies my attention; about two-thirds of the necessary works have been completed, and charged in the Revenue Accounts.

The Permanent Way, Works, and Stations are maintained in a state of efficiency, and are in a satisfactory condition.

I remain, Gentlemen,

Your obedient servant,

(Signed) HEDWORTH LEE.

Chester & Holyhead
3/3 - 56

THE *Great Northern* RAILWAY COMPANY.

SECRETARY'S OFFICE, KING'S CROSS STATION, LONDON,
17th May, 1858.

CIRCULAR TO THE PROPRIETORS.

[COPY OF ADVERTISEMENT CONVENING THE MEETING.]

THE GREAT NORTHERN RAILWAY COMPANY.

(Incorporated by 9 and 10 Vic., cap 71, 20th June, 1846.)

Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Proprietors of the GREAT NORTHERN Railway Company will be held at the King's Cross Station, London, on WEDNESDAY, 2nd June next, at 11 o'clock in the forenoon precisely, for the purpose of considering and, if approved, of sanctioning, the undermentioned Bills now pending in Parliament, as required by the Standing Orders of the House of Lords.

1. A Bill to authorise the Great Northern and the Manchester Sheffield and Lincolnshire Railway Companies to work in common, and for certain other purposes relating to the Great Northern Railway.

2. A Bill for enabling the Manchester Sheffield and Lincolnshire Railway Company to make a Railway from Garston to Liverpool, to make arrangements with other Companies, and for other purposes.

3. A Bill to enable the St. Helen's Canal and Railway Company to extend their Railway from Garston to Liverpool.

4. A Bill to transfer the Warrington and Stockport Railway to certain other Companies, and to extend the time granted for the completion of the same Railway.

And also to authorise the Directors to enter into agreements, and do such other acts as they may deem advisable in relation to the said Bills, or any or either of them.

By order,

HENRY OAKLEY,
Secretary.

King's Cross, London,
17th May, 1858.

The powers sought to be obtained by the Bills to be submitted to the Meeting are as follow :—

No. 1. "Great Northern and Manchester Sheffield and Lincolnshire Railway Companies' Bill."

This Bill empowers the two Companies to enter into agreements respecting the use and working of their undertakings, the conveyance, division and apportionment of traffic, and the supply, working or purchase of rolling stock.

It also empowers the Company to agree with the Corporation of Lincoln for the construction and maintenance of a new bridge over the River Witham at Lincoln in the place of an existing swing bridge.

It further empowers the Great Northern Company to agree with the Trustees of the Branston Drainage, for the maintenance of the South Bank of the South Delph, at Branston, in Lincolnshire.

No. 2. "Manchester Sheffield and Lincolnshire Company's Bill, for making a Line from Garston to Liverpool."

The object of this Bill is to empower the Manchester Sheffield and Lincolnshire Company to make a short Line from Garston to Liverpool, in continuation of the Railways which at present terminate at Garston.

It also empowers the Warrington and Stockport and the Great Northern Railway Companies to contribute towards the construction of the proposed Line.

No. 3. "St. Helen's Canal and Railway Company's Bill for an extension of their Railway from Garston to Liverpool."

This Bill empowers the St. Helen's Company to extend their existing Railway from Garston to Liverpool in a somewhat different direction to the Line proposed by the Manchester Sheffield and Lincolnshire Company.

No. 4. "Warrington and Stockport Railway Transfer Bill."

The object of this Bill is to authorise the Warrington and Stockport Company to sell or lease their undertaking, which extends from Timperly to Warrington, with a branch to Stockport, to the Manchester Sheffield and Lincolnshire and the St. Helen's Canal and Railway Companies.

The Warrington and Stockport and St. Helen's Railways form part of the new route between Manchester and Liverpool.

A form of Proxy, with instructions for its use, is annexed.

Standing Order of the House of Lords, No. 185.

ORDERED by the Lords Spiritual and Temporal in Parliament assembled :—

1. That no Bill to empower any Company, already constituted by Act of Parliament, to execute, undertake, or contribute to any work other than that for which it was originally established, or to sell or lease their undertaking, or any part thereof, or to amalgamate the same or any part thereof with any other undertaking, or to abandon their undertaking or any part thereof, or to dissolve the said Company, shall be allowed to proceed, unless the Committee on Standing Orders shall have reported,—

1st. That the Bill as proposed to be introduced into this House was submitted to a meeting of the proprietors of such Company, at a meeting held especially for that purpose.

2nd. That such meeting was called by advertisement, inserted for two consecutive weeks in a morning newspaper published in London, Edinburgh, or Dublin, as the case may be, and in a newspaper of the county or counties in which the principal office or offices of the Company is or are situate; and also by a circular addressed to each Proprietor at his last known or usual address, and sent by post or delivered at such address not less than ten days before the holding of such meeting, enclosing a blank form of proxy, with proper instructions for the use of the same; and the same form of proxy, and the same instructions, and none other, shall be sent to every such Proprietor; but no such form of proxy shall be stamped, nor shall the funds of the Company be used for the stamping any proxies, except the Company shall, at a General Meeting, determine otherwise, in which case a stamped proxy shall be sent to each Proprietor, with such instructions as aforesaid.

3rd. That such meeting was held on a period not earlier than seven days after the last insertion of such advertisement.

4th. That at such meeting the said Bill was submitted to the Proprietors aforesaid then present, and was approved of by Proprietors, present in person or by proxy, holding at least three-fourths of the paid-up Capital of the Company represented at such meeting, such proprietors being qualified to vote at the meeting in right of such Capital.

Instructions for the use of the annexed form of Proxy.

As required by the above standing order, a blank form is annexed, which may be used by a proprietor desiring to be represented at the meeting by proxy. The form must be impressed with a Sixpenny stamp before it is signed, or, if more convenient, the proxy may be written upon paper bearing a Sixpenny stamp.

The Proxy to be available must be lodged at the Secretary's Office, King's Cross, London, **before 11 o'clock on Monday the 31st May**, that is, 48 hours before the time of holding the meeting.

The proxy may be filled up with the name of any registered proprietor, but, if preferred, the names of EDMUND DENISON, Esq., M.P., of Doncaster, or of G. H. PACKE, Esq., of Grantham, or either of them, can be inserted.

FORM OF PROXY.

THE *Great Northern* RAILWAY COMPANY.

Name and
Address in
full.

_____ of _____

one of the Proprietors of the *Great Northern* Railway Company, doth hereby appoint _____

_____ or either of them

to be the proxy of the said _____

in his absence to vote in his name, upon any matter relating to the undertaking proposed at the Extraordinary General Meeting of the Proprietors of the said Company, to be held on Wednesday, the 2nd day of June, 1858, in such manner as they _____

_____ or either of them

doth think proper.

IN WITNESS whereof the said _____

_____ hath hereunto set his hand, the

_____ day of _____, One Thousand Eight

Hundred and Fifty-eight.

Proprietor's Signature. _____

LONDON.

To Preference Shareholders.

Great Northern Railway.

SIR,

You are probably aware that two Public Meetings were held in June last of Preference Shareholders, to protect their interests from the injury proposed to be inflicted on them by the proceedings of the Directors in Parliament; and a Committee was appointed, who opposed the Bill, and succeeded in preventing the Directors from absolutely taking away their right to the Half-Year's Dividend due in December last—a clause to that effect having been proposed by the Directors, but rejected by the House of Commons, at the instance of the Committee.

The Committee, acting for the Preference Shareholders, now beg to inform you that they have (in conjunction with three of the largest holders of that description of Stock) instituted a suit in furtherance of the same object, viz., the obtaining the Half-Year's Dividend of which the Directors seek to deprive that class of Proprietors, and they have succeeded in obtaining the Judgment of the Vice-Chancellor Sir W. P. Wood in their favour.

That suit is for the common benefit of the whole body of Preference Shareholders, and the Judgment not only maintains their right to the present dividends, but it is also declared that the Preference Shareholders are entitled in perpetuity to be paid their full interest, with arrears, before any division of profits amongst the ordinary Shareholders. Thus a most important principle is established, the effect of which is to prevent the Directors in future, by injunction of the Court of Chancery, from interfering arbitrarily with the rights of the Preference Shareholders.

But the Directors intend to appeal from the Vice-Chancellor's Decree. The Committee are strongly advised that no such appeal can prevail, as the Vice-Chancellor is known to be one of the ablest Judges on the Bench, and his decision is obviously based on justice as well as sound law.

The Committee are, however, short of funds for carrying on this contest.

Several of the Preference Shareholders hold a large quantity of Original Stock, and think, therefore, that their interest inclines against the former (although the true interests of the Company cannot, in the opinion of the Committee, be separated from honourable dealing, which requires that good faith should be kept with the Preference Shareholders, whose Shares were created to aid the Company when in circumstances of financial difficulty).

Others of the Preference Shareholders are supine, or have an undue confidence in the Directors to protect their interests, and several have even sent the Directors their proxies, which have been used against themselves. The Committee would invite the special attention of these to the proceedings of the Meeting of the 29th August.

But the Committee feel assured, that there are few, who, understanding the merits of the case, would wish to take advantage of the exertions and subscriptions of others without contributing their proportion to the common cause.

There is a limit beyond which the Committee themselves cannot consent to incur personal risk on account of such expenses, and they have not now in hand adequate funds to prosecute the present appeal. A portion of their expenses in Parliament also still remains unpaid.

A small subscription from each Shareholder would be amply sufficient, and the Committee propose that the large Preference Shareholders should contribute £10, and the smaller ones £5 or £1 each, according to the amount of their Stock.

If this suggestion be at all generally responded to, a sufficient fund would be raised without difficulty, and the sacrifice (the Committee trust) will be amply repaid, not only by the recovery of the Half-Year's Dividend, but by the permanent increase of the value of the Preference Stock.

The Committee are aware that several whom they address have already subscribed towards the proceedings in Parliament. They can assure them that their contributions have not been thrown away, and that, but for the opposition in Parliament, the Preference Shareholders would have been excluded from trying their rights in a Court of Law. The Committee, therefore, urge them not to run the risk of losing the fruits of that opposition for want of a small further subscription.

Should there be any balance remaining after payment of the expenses now being incurred, the Committee would apply it towards the unpaid portion of the Parliamentary Expenses.

The appeal to the Lord Chancellor can be heard and decided in November next, after which the Directors will have no further pretence for withholding from the Preference Shareholders such amount of Dividend as they shall be held entitled to.

We are, Sir,

Your obedient Servants,

CHARLES WILLIAMS,

J. C. HEATH,

Committee acting for the Preference Shareholders.

6, LINCOLN'S INN FIELDS,
31st August, 1857.

P.S.—*Subscriptions may be paid to MESSRS. PRAED & Co., Bankers, 189, Fleet Street, London, to the account of the Committee of Great Northern Preference Shareholders, or to the Secretary of the Committee, MR. R. G. WILLIAMS, 6, Lincoln's Inn Fields, London, to whom all communications may be addressed.*

Copies of all or any of the former numbers of the Great Northern Company's Reporter would be very useful to the Committee, as they are now out of print.



Great Northern
St 31-57



GREAT NORTHERN RAILWAY.



Miss J. Woodville
22 Lawrence Street
York



CHESTER AND HOLYHEAD RAILWAY.

Incorporated 4th July, 1844, 7 & 8 Vict., cap. 65.

TWENTY-EIGHTH HALF-YEARLY MEETING.

MINUTES OF PROCEEDINGS.

At a Meeting of the Proprietors of the CHESTER AND HOLYHEAD RAILWAY COMPANY, held at Euston Station, London, on Friday, the 18th March, 1858;

IN THE CHAIR—

SIR S. MORTON PETO, BART., CHAIRMAN OF THE DIRECTORS.

Read—Notice convening the Meeting.

The Meeting being declared duly constituted,

The Minutes of the last Meeting were read and confirmed.

The Seal of the Company was affixed to the Register of Proprietors.

The Report and Statement of Accounts having been received as read,

It was Moved, Seconded, and

Resolved—That the Report and Statement of Accounts now read be approved and adopted.

That a Dividend be, and the same is hereby declared, for the half-year ending 31st December last, on the First Preference Stock of this Company, at the rate of $5\frac{1}{2}$ per cent. per annum, payable 15th July next.

That the following Dividend be, and the same is hereby declared, on the issued portion of the Second Preference Stock of the Company, in liquidation of all arrears to 30th September, 1857, viz.—on the portion issued prior to 1st October, 1856, as for eighteen months, at the rate of 5 per cent. per annum;—on the portion issued subsequent to 1st October, 1856, and carrying Dividend from that date only, as for twelve months, at the rate of 5 per cent. per annum, payable 15th July next.

That Sir SAMUEL MORTON PETO, Baronet, be, and is hereby, re-elected a Director of this Company.

That the Honourable ARTHUR KENNAIRD, M.P., be, and is hereby, re-elected a Director of this Company.

That ROBERT WILLIAM HANE, Esq., be, and is hereby, re-elected an Auditor of this Company.

That the thanks of this Meeting be given to the Chairman and Directors.

(Signed)

S. MORTON PETO, Chairman.

ROBERT S. MANSEL, Secretary.

REPORT OF THE DIRECTORS.

The annexed Accounts exhibit a general increase of £3,625 14s. 11d. in Traffic Receipts over the Railway, and £1,525 17s. 10d. by the Steam Boats, as compared with the corresponding period of the previous year, notwithstanding a falling off in the earnings from Merchandise and Live Stock, attributable partly to the general stagnation of trade, and partly to a reduction of rates, consequent on competition: the Working Expenses, on the other hand, show a decrease of £895 17s.

The general result is an available balance to the credit of Revenue of £38,947 17s. 9d., from which your Directors recommend payment of the full Dividend, for six months, on the First Preference Stock, at the rate of $5\frac{1}{2}$ per cent. per annum, and a further payment, as for eighteen months, at the rate of 5 per cent. per annum, in liquidation of arrears of Dividend on the Second Preference Stock to 30th September, 1857, leaving a Balance of £1,811 3s. 1d. to be carried forward to the current half-year.

Balance to credit of Revenue	£38,947 17 9
Dividend on First Preference Stock at $5\frac{1}{2}$ per cent. per annum	£17,325 0 0
Dividend on Second Preference Stock (issued prior to 30th September, 1856) at 5 per cent. per annum	6,377 13 5
Ditto Ditto, including Stock issued subsequent to 1st October, 1856, at 5 per cent. per annum	13,434 1 3
Balance.....	£1,811 3 1

For the reasons explained at the last Meeting, it will however be necessary to defer, for the present, the issue of the Dividend Warrants.

It will be seen from the following statement, that the revenue earned during the past twelve months is sufficient, not only to meet the full Dividends on the entire of both Preference Stocks, but leaves a balance of £17,127, which, in the absence of Preference arrears, would be applicable to the payment of a Dividend on the ordinary stock of the Company.

Net Balance to credit of Revenue, Half-year ending 30th June.....	£58,148 2 3
Ditto ditto 31st December.....	73,773 5 9
	£131,921 8 0
First charges, viz.:	
Interest on Debentures	£53,894 5 7
First Preference Dividend, at $5\frac{1}{2}$ per cent per annum on £630,000	34,850 0 0
Second Preference Dividend, at 5 per cent per annum on £525,000	26,250 0 0
	114,994 5 7
Balance.....	£17,127 2 5

In accordance with a wish expressed by the Proprietors at the last Meeting, a Schedule of the Steam-Vessels belonging to the Company is appended.

The Directors also submit, for the information of the Proprietors, a statement shewing, in a tabular form, the receipts and expenses of the past half-year, as compared with the corresponding period of the five preceding years.

At the last Meeting, your Directors reported the conclusion of an agreement with Government for Improved Postal and Passenger communication between England and Ireland; the Contract will be presented, for the sanction of the Proprietors, when submitted for the seal of this Company, together with such arrangements for carrying out the same as may ultimately be determined between the Companies interested.

With the view of more effectually carrying out the important results proposed by the agreement with Government, your Directors have submitted a Bill, having for its object *permissio* powers for union and arrangement with the London and North Western Company: this Bill will, at the proper stage, be laid before the Proprietors.

The Superintendent of Steam Boats reports as follows with reference to the Vessels:—

"It affords me much pleasure to be able to state, that the Company's Vessels under my superintendence are in good and most efficient working order, and will not, I anticipate, require any outlay, except for ordinary repairs, for some years to come. Six of them have now received new boilers &c., and the other two, 'Sea Nymph' and 'Telegraph,' will not require, I trust, any outlay on this head for two or three years at least."

The subjoined Report of the Engineer shows the present condition of the Railway.

The Directors retiring by rotation are Sir S. Morton Peto, Bart., and Hon. A. Kinnaird, M.P., both of whom are eligible for re-election. A change has also taken place at the Board, by the retirement of G. A. Hamilton, Esq., M.P., who has accepted office under the present Government; the vacancy thus created, your Directors, in accordance with the provisions of the Act of Incorporation, have filled up by the election of a new member, Samuel Dukinfield Darbishire, Esq., one of the Members of the late Special Committee of Proprietors.

The retiring Auditor is R. W. Hand, Esq., who also is eligible for re-election.

S. MORTON PETO, *Chairman*.

CHESTER AND HOLYHEAD RAILWAY.

ENGINEER'S OFFICE, BANGOR.

6th March, 1858.

TO THE CHAIRMAN AND DIRECTORS OF THE CHESTER AND HOLYHEAD RAILWAY.

GENTLEMEN,

In accordance with your request for a report on the condition of the Works under my charge, I beg to inform you that, during the past half-year, a portion of the Permanent Way has been reballasted, and a large quantity of Sleepers have been replaced.

The large Timber Viaducts at Bagillt, Dee Bank, and Holywell, have been thoroughly repaired, and I hope will not require any further outlay for a considerable time; all the other bridges are in a fair condition, and will only require ordinary repairs.

In consequence of the sea having disturbed a portion of the beach at Penmaenmawr, it has been necessary to make a large addition to the pitching of the foreshore, to protect the works from further damage.

A portion of the river cop, at Bagillt, having been damaged by the late severe gales, and high tides, a quantity of the pitching will require to be renewed, and the embankment strengthened, so as effectually to protect the adjoining land from the river Dee.

The Permanent Way and Stations, both on the Main Line and Branches, I am happy to say, are in good working order and condition.

I remain, Gentlemen,

Your obedient Servant,

HEDWORTH LEE.

COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURE.

	Half-year ending 31st Dec., 1857.	Half-year ending 31st Dec., 1858.	Half-year ending 31st Dec., 1859.	Half-year ending 31st Dec., 1860.	Half-year ending 31st Dec., 1861.	Half-year ending 31st Dec., 1862.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
RAILWAY—						
Passengers.....	58,584 4 2	66,773 5 1	62,179 0 4	64,242 11 11	68,539 9 10	72,817 2 7
Parcels.....	2,674 11 10	5,090 8 8	3,519 14 4	3,743 10 0	4,003 14 2	4,264 18 11
Goods.....	24,619 10 8	32,841 7 10	39,141 3 9	44,641 4 7	49,098 11 7	48,293 5 6
Other Receipts—						
Minerals.....	80,908 12 8	104,804 1 7	104,839 18 5	112,027 6 6	121,641 15 8	123,338 7 0
Minerals.....	15,121 0 3	15,079 18 5	15,076 12 9	15,203 11 4	15,179 13 4	15,153 2 6
Sturgesley & Chester Toll	1,250 0 0	1,312 10 0	1,378 2 6	1,446 19 2	1,519 5 3	1,519 5 3
Rents.....	529 18 7	492 16 3	711 17 9	917 17 0	684 1 4	610 16 3
Transfer Fees.....	...	...	...	...	...	...
Working Pt. Penryn Br.	...	...	149 8 3	154 17 8	105 15 8	101 17 2
Total Income.....	97,939 11 6	121,659 6 3	122,155 19 8	130,333 11 8	139,180 18 2	142,756 8 2
Charges.....	55,002 5 10	62,916 4 2	70,203 14 0	64,750 10 5	70,723 5 3	70,327 8 3
Balance in favour of Rail	42,937 5 8	58,743 2 1	51,949 5 8	65,583 1 3	68,457 8 0	72,428 19 11
STEAM BOATS—						
Receipts.....	8,734 5 7	20,775 6 10	22,338 16 9	23,971 14 8	27,667 1 10	29,192 10 8
Expenses.....	7,838 2 7	21,368 15 4	21,331 1 11	21,090 9 10	25,250 6 4	27,848 13 10
Balance acct. Steam Boats	...	503 8 6	...	...	...	...
In favour of ditto	1,336 3 0	...	1,037 14 10	2,891 4 10	2,416 15 6	1,344 5 10

SCHEDULE OF STEAM VESSELS.

NAME OF VESSEL	Registered Tonnage	Steam Power	NAME OF VESSEL	Registered Tonnage	Steam Power
PASSENGER VESSELS—			MERCHANDISE VESSELS—		
Anglia.....	291	330	Elfrida.....	282	406
Orford.....	293	339	Ocean.....	219	338
Scythia.....	262	375	Horatia.....	188	181
Telegraph.....	354	440	Sea Nymph.....	304	353

STATEMENT OF SHARE AND LOAN CAPITAL.

STATEMENT OF CAPITAL ACCOUNT.

Receipts and Expenditure from the formation of the Company to the 31st December, 1857.

STATEMENT OF REVENUE ACCOUNT,

Half-Year ended 31st December, 1857.

ABSTRACT A. GENERAL CHARGES, DIRECTION, &c.

(Abstract B.)		(Abstract C.)	
Expenditure Passenger Vessels.		Expenditure Merchandise Vessels.	
	£ s. d.		£ s. d.
Proportion of Office and other Expenses at Holyhead and Kingstown, } and Miscellaneous Charges }	244 5 8	Proportion of Office and other Expenses at North Wall, Holyhead, } and Miscellaneous Charges }	2,502 18 8
Salaries of Commanders, Wages of Crew, &c.	2,592 10 0	Light and Harbour Dues, and Toll at Dublin	1,616 14 10
Repairs, Ship Stores, &c.	2,063 6 0	Salaries of Commanders, Wages of Crew, &c.	2,881 11 0
Coal and Engineer's Stores (including Carriage)	3,411 2 2	Repairs, Ship Stores, &c.	1,424 0 1
Light and Harbour Dues, and Toll at Kingstown,	241 3 11	Coal and Engineer's Stores (including Carriage)	2,350 18 9
Compensation for Losses	124 3 2	Compensation for Losses	25 18 9
Delivery of Parcels	190 1 6		
	£9,365 15 8		£10,852 2 1

GENERAL REVENUE STATEMENT

	£	s.	d.
Balance of Revenue Account on 30th June, 1857	24,393	10	5
Less Amount of Dividend on First Preference Shares at 5s. 6d. per Share, declared at last Meeting	17,325	0	0
Second	6,577	13	5
	23,702	13	5
Balance of Revenue Account to 31st Dec, 1857	23,773	5	9
Less Interest on Advances	2,527	3	0
Less Rent of Bangor and Carnarvon Railway	3,000	0	0
	5,527	3	0
	65,245	2	9
	65,326	19	9
Less Debenture Interest, 10th January, 1858, including interest on Bangor and Carnarvon Debentures	26,389	2	0
BALANCE	38,947	17	9

GENERAL BALANCE SHEET

	£	s.	d.		£	s.	d.
To Balance of Revenue Account	65,936	19	9	By Balance of Capital Account	37,632	10	11
To Balance Insurance Account (See Abstract D)	8,085	14	2	By Stores	7,421	0	7
To Balance of Reserve Fund for Depreciation of Boats (See Abstract E)	2,068	9	10	By Cash with the Company's Bankers	15,995	19	9
				By Balance Outstanding Accounts	20,044	12	6
	476,094	3	9		476,094	3	9

ABSTRACT D. INSURANCE ACCOUNT. (STEAM BOATS.)				ABSTRACT E. DEPRECIATION ACCOUNT. (STEAM BOATS.)			
To Amount paid on account of two additional Vessels to 30th June, 1857	£11,167 15 10	By Amount set aside to 30th June, 1857, with interest	£21,321 13 1	To Amount expended on repair and improvement of Vessels to 30th June, 1857	£1,540 12 1	By Amount set aside to 30th June, 1857, with interest	£6,309 18 7
„ 31st December, 1857	5,261 14 7	„ Do. to 31st Dec., 1857	2,826 10 6	„ Do. 31st December	1,859 6 0	„ Do. 31st December	3,808 11 8
Balance	8,668 14 2	„ Interest	370 1 0	„ Do. invested in 2nd Preference Stock	4,761 6 6	„ Interest	119 4 2
				Balance	2,668 9 10		
	£24,518 4 7		£24,518 4 7		£10,236 14 5		£10,236 14 5

Examined, and found correct.

JOHN LAMBERT, }
R. W. HAND, } *Auditors.*
HENRY C. BELOE, *Public Accountant.*

Verified by

Chester & Holyhead
3/18-58

GENERAL MEETING.

REPORT AND ACCOUNTS

Chesler and Foughten Railway

31st December, 1857

18th March, 1858

McQuay-Norris & Co., Pittsburg, Pa.—W. H. DeWitt

THE *Great Northern* RAILWAY COMPANY.

SECRETARY'S OFFICE, KING'S CROSS STATION,

LONDON, 13th June, 1860.

CIRCULAR TO THE PROPRIETORS.

[COPY OF ADVERTISEMENT CONVENING THE MEETING.]

THE GREAT NORTHERN RAILWAY COMPANY. Incorporated by 9 and 10 Vic. cap. 71,
June 26th, 1846.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Proprietors of the Great Northern Railway Company will be held at the King's Cross Station, London, on TUESDAY, the 26th day of June, 1860, at eleven o'clock in the forenoon precisely, for the purpose of considering, and approving, or otherwise acting upon, the following Bills now pending in Parliament, namely:

1. A Bill for enabling the London Chatham and Dover Railway Company to extend their Railway communications to the Metropolis, and for other purposes connected with their undertaking.

2. A Bill for making an improved communication between the Great Northern Railway and the Metropolitan Railway near King's Cross Station, and for authorising certain arrangements between the Great Northern and Metropolitan Railway Companies with reference thereto.

3. A Bill to authorise the London and North Western Railway Company to abandon a part of their Edge Hill and Garston Railway, to construct Railways in lieu thereof and in connection therewith, to acquire additional lands in the County of Lancaster, and for other purposes.

By Order,
HENRY OAKLEY,
Secretary.

Secretary's Office,
King's Cross Station,
London, 8th June, 1860.

The powers sought to be obtained by the Bills to be submitted to the Meeting are as follow:—

- No. 1. "A Bill for enabling the London Chatham and Dover Railway Company to extend their Railway communication to the Metropolis; and for other purposes connected with their undertaking."

This Bill is to enable the Company to extend their Railway from Beckenham in the County of Kent, to Farringdon Street, in the City of London, and to form a junction with the Metropolitan Railway, and a Branch to West Smithfield and other Branches.

The Bill empowers the Chatham and Dover Company to enter into Agreements with the Great Northern and other Companies, subject to the approval of the Shareholders, and of the Board of Trade, as to the working, by the contracting Companies, of all or any part of the undertaking of the Chatham and Dover Company, the division and apportionment of traffic arising therefrom, the supply of rolling Stock, and the appointment of Joint Committees.

- No. 2. "A Bill for making an improved communication between the Great Northern Railway and the Metropolitan Railway, near the King's Cross Railway Station, and for authorising certain arrangements between the Great Northern and Metropolitan Railway Companies, with reference thereto."

This Bill is to empower the Great Northern Company to construct a short Branch to form a junction between their Railway and the Main Line of the Metropolitan Railway at King's Cross.

It is proposed to empower the Company to raise by Shares or Stock, any Sum not exceeding £30,000, and by Mortgage or Debenture Stock any Sum not exceeding £10,000.

- No. 3. "A Bill to authorize the London and North Western Company to abandon a part of their Edge Hill and Garston Railway; to construct Railways in lieu thereof, and in connection therewith; to acquire additional lands in the County of Lancaster, and for other purposes."

This Bill is also promoted by the London and North Western Company for power to construct a Railway between Edge Hill and the Brunswick Dock at Liverpool.

Standing Order of the House of Lords, No. 185 :—

ORDERED by the Lords Spiritual and Temporal in Parliament assembled :—

1. That no Bill which shall have been brought from the House of Commons, to empower any Company already constituted by Act of Parliament, to execute, undertake, or contribute towards any work other than that for which it was originally established, or to sell or lease their undertaking or any part thereof, or to amalgamate the same or any part thereof with any other undertaking, or to abandon their undertaking or any part thereof, or to dissolve the said Company, shall be allowed to proceed unless the Examiners shall have reported,—

1st. That the Bill as proposed to be introduced into this House was submitted to a meeting of the proprietors of such Company, at a meeting held specially for that purpose.

2nd. That such meeting was called by advertisement, inserted for two consecutive weeks in a morning newspaper published in London, Edinburgh, or Dublin, as the case may be, and in a newspaper of the county or counties in which the principal office or offices of the Company is or are situate ; and also by a circular addressed to each Proprietor at his last known or usual address, and sent by post or delivered at such address not less than ten days before the holding of such meeting, enclosing a blank form of proxy, with proper instructions for the use of the same ; and the same form of proxy, and the same instructions, and none other, shall be sent to every such proprietor ; but no such form of proxy shall be stamped, nor shall the funds of the Company be used for the stamping any proxies, except the Company shall, at a General Meeting, determine otherwise, in which case a stamped proxy shall be sent to each proprietor, with such instructions as aforesaid.

3rd. That such meeting was held on a period not earlier than seven days after the last insertion of such advertisement.

4th. That at such meeting the said Bill was submitted to the proprietors aforesaid then present, and was approved of by proprietors present in person or by proxy, holding at least three-fourths of the paid-up capital of the Company represented at such meeting, such proprietors being qualified to vote at the meeting in right of such capital.

Instructions for using the annexed Form of Proxy.

As required by the above standing order, a blank form is annexed, which may be used by a proprietor desiring to be represented at the meeting by proxy. The form must be impressed with a sixpenny proxy stamp before it is signed, or, if more convenient, the proxy may be written upon paper bearing a sixpenny proxy stamp.

The proxy, to be available, must be lodged at the Secretary's Office, King's Cross, London, on Saturday, the 23rd June, instant.

The proxy may be filled up with the name of any registered proprietor, but, if preferred, the names of EDMUND DENISON, Esq., Doncaster, and of G. H. PACKE, Esq., M.P., Caythorpe, Grantham, or either of them, can be inserted.

HENRY OAKLEY,

Secretary.

FORM OF PROXY.

THE *Great Northern* RAILWAY COMPANY.

Name and
Address in
full.

_____ of _____

one of the Proprietors of the *Great Northern* Railway Company, doth hereby appoint _____

_____ or either of them

to be the Proxy of the said _____

in his absence to vote in his name, upon any matter relating to the several bills to be submitted at the

Extraordinary General Meeting of the Proprietors of the said Company, to be held on Tuesday, the 26th day

of June, 1860, in such manner as they _____

_____ or either of them

do think proper.

IN WITNESS whereof the said _____

_____ hath hereunto set his hand, the

_____ day of _____ One Thousand Eight Hundred

and Sixty.

Proprietor's Signature _____

Great Northern
6/13-60

To the SECRETARY of the
Great Northern Railway Company,
King's Cross Station,
LONDON,
N.

The directors of the Great Northern Railway Company, Limited, have the honor to inform you that the dividend for the year ending on the 31st of December, 1862, has been declared, and will be payable on Saturday, the 1st of March, 1863, at the rate of 4s. 6d. per share, on the capital of £1,000,000, and on the reserve fund of £1,000,000, making a total of £2,000,000. The dividend is payable to the registered proprietors of the shares of the company, and to the holders of the debentures of the company, on the day of payment, at the office of the company, at 15, Abchurch Lane, London, E.C. 4.

The directors also have the honor to inform you that the company has the pleasure to announce that the dividend for the year ending on the 31st of December, 1862, has been declared, and will be payable on Saturday, the 1st of March, 1863, at the rate of 4s. 6d. per share, on the capital of £1,000,000, and on the reserve fund of £1,000,000, making a total of £2,000,000. The dividend is payable to the registered proprietors of the shares of the company, and to the holders of the debentures of the company, on the day of payment, at the office of the company, at 15, Abchurch Lane, London, E.C. 4.

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NOTICE.

The Dividend will be payable on Saturday, the 1st March. Proprietors are requested to give notice, without delay, of any change of address, so that their warrants may not be mis-sent.

A Copy of this REPORT is sent to every Registered Proprietor.

Any Copies required after this date can be obtained on application only to the Publishers, Messrs. Waterlow and Sons, 65 to 68, London Wall.—Price Threepence.

The Great Northern Railway Company's Report.

The directors of the Great Northern Railway Company, Limited, have the honor to inform you that the dividend for the year ending on the 31st of December, 1862, has been declared, and will be payable on Saturday, the 1st of March, 1863, at the rate of 4s. 6d. per share, on the capital of £1,000,000, and on the reserve fund of £1,000,000, making a total of £2,000,000. The dividend is payable to the registered proprietors of the shares of the company, and to the holders of the debentures of the company, on the day of payment, at the office of the company, at 15, Abchurch Lane, London, E.C. 4.

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THE Great Northern Railway Company.

Company's Office—KING'S CROSS STATION, LONDON.

No. 58. TUESDAY, 5th FEBRUARY, 1863.

Directors.

1. Edmund DENISON, Esq., Doncaster, Chairman.
2. Colonel PACKE, M.P., Caythorpe, Grantham, and 41, Charles-street, Berkeley-square. Deputy Chairman.
3. Major AMSINCK, Richmond, Surrey, S.W.
4. John Harvey ASTELL, Esq., M.P., Woodbury Hall, St. Neots.
5. John BARFF, Esq., Wakefield.
6. Col. The Hon. Octavius DUNCOMBE, Waresley Park, near St. Neots.
7. Edward Christopher EGERTON, Esq., M.P., 13, Lowndes Square, and Mountfield Court, Hunt Grove, Sussex.
8. Charles Wilson FABER, Esq., Newcastle, near Barnard.
9. Mr. Alderman MEEK, Middlethorpe Lodge, near York.
10. Francis PARKER, Esq., Sydenham, S.E.
11. Charles TURNER, Esq., M.P., Dingle Head, near Liverpool.
12. George WALKER, Esq., Osgathorpe, near Sheffield.

The attention of Proprietors is specially called to the Notice printed at page 15 of this Report.

[illegible][illegible][illegible][illegible]

number, because will not consent to reduce the pension to the minimum. It is with much pleasure that I move that the allowance to the directors for the future be £3,000 a year instead of £3,600. But I hope that that will be divided among a smaller number, and as vacancies occur, by death or otherwise, that they will not be filled up. I am sure the resolution that I move, therefore, the Chairman will concur in that opinion.

Mr. VALENTINE KNIGHT—I shall be very happy to second that resolution, and I should second it £4,000 had been proposed.

THE CHAIRMAN—£3,000 is quite enough.

Mr. VALENTINE KNIGHT—The directors of some of the banks receive £5,000 a year, and when the labour of a bank is compared with the labour that there is in connection with this railway, the difference is too ridiculous. There is no doubt that the directors have been very shabbily paid for many years. I was looking at the list of directors only last night to see how many I could find aged over 70. The Chairman (loud laughter), and I certainly thought that £2,000 a year for the directors of such a concern as this was a ridiculous sum to pay. (Hear, hear.) As to the opinion which Mr. Hughes expressed, that the number of directors should be cut down to one-third, I totally disagree with him. Considering the enormous extent of this line, if the duty is done as it ought to be done and as it must be done for your interests, it is in my opinion impossible to reduce the number of directors to nine. I should be very sorry to see them reduced by one, and I should be very sorry to see them reduced by two; indeed I am almost disposed to double the amount. The directors have been very badly paid for many years.

THE CHAIRMAN—Never mind bye-gones.

Mr. VALENTINE KNIGHT—We ought to meet men in a fair and honorable way. I am not going to vote to reduce the number of directors for money's sake, because I have taken an opposite course to that all the way through; but I need say, and I say so without fear of contradiction, that £2,000 a year is a ridiculous sum for an allowance to the directors. Instead of £3,000 a year as Mr. Hughes, I propose that it should be £2,000.

A PROSECUTOR—I have attended these meetings for many years, and my course has always been to "hear, see, and say nothing." But upon the present occasion I hope that I may be permitted to say a few words. I have attended the meetings which have been proposed by Mr. Hughes. Nor do I disguise the fact that I have thought for some time that your Board is most inadequately paid. When I remember that the managing Chairman of the Leeds and North Western Railway has received £2,000 a year, independently of the allowance made to the directors themselves, I think it is a monstrous thing that the directors of a corporation, which has been raised to the very highest position in the railway world by the energies of those directors, should be so inadequately paid for the services which they have rendered to the public affairs. Every one who knows that this railway is perfectly well aware that in its

He has had numerous difficulties which would have appalled many, but those difficulties were surmounted by the energy and attention of our Board. It is with great pleasure that I support the resolution of Mr. Hughes. I am glad that it has come from Mr. Hughes, because we have generally found that Mr. Hughes appears to have somewhat of a bias against the Directors.

MR. HUGHES.—No, no.

THE PRESIDENT.—So that we may be sure if it is proposed by him it is certainly well deserved. (Laughter.) Without wishing to allow you to go as to the number of directors, and leaving the question of the number of directors still in their hands, I support the resolution that the amount to be paid to the directors in future be £3,000 a-year.

THE CHAIRMAN.—I have only one word to say before I put the resolution. There is a persuasive force in the resolution, without wishing to reduce the number of Directors to ten. The matter is entirely in your hands, but still it is a subject that I may have my own opinion about. I do not retract the declaration which I made some time ago, that if you pay five or six gentlemen exceedingly well to do your work, the rest of you (I wish great respect to my colleagues on the right and left) that the work would be well done. But you must pay men well who can make thousands a-year by their talents; but if you are content to pay small sums to each by dividing £3,000 a-year among twelve or fourteen gentlemen—that must be so. The wonder to me is that you have not yet twelve or fourteen good men to act for such an allowance. I will put it which way you like. All I have to say is, that if you choose to reduce the number of directors to ten, you have the power to do so. When it is proposed to add to the present number, Mr. Hughes will have an opportunity of raising the question. My friend, Mr. Egerton, reminds me that I am bound to put the amendment first, which is, that the allowance to the directors be for the future £4,000 a-year.

MR. HUGHES.—Sir, the gentleman who *seconded* my motion that it should be £3,000 a-year, afterwards *proposed* that it should be £4,000. You surely cannot take it in that way. You cannot put *seconded* and *proposed* after having *seconded* my motion. If it is the motion of this meeting that it should be £4,000, I have no objection.

THE CHAIRMAN.—I will say candidly that I think you had better to content with £3,000. If I were on that side of the table, under all the circumstances of the case, I should vote for £3,000. Having taken all sorts of liberties with my colleagues, who I humbly apologise, they must forgive me for saying that I shall vote against £4,000.

MR. HUGHES then put the resolution—

“That for the future the allowance to the Directors be £3,000 a-year.”

Which having been seconded, was carried unanimously.

REPORT OF THE PROCEEDINGS
Ordinary General Meeting of
Company, held at the Kings
Saturday, the 22nd February
1904.
EDMUND DENISO

The Secretary (Mr. Oakley) read the advertisement convening the meeting, as follows:—
GREAT NORTHERN RAILWAY COMPANY,
(Incorporated by Royal Charter, cap. 17, 26th June, 1844.)
Notice is hereby given, that the HALF-YEARLY ORDINARY GENERAL MEETING of the PROPRIETORS will be held on SATURDAY, the 22nd February next, at Eleven o'clock in the Forenoon precisely, at the King's Cross Station, London, to receive the Report of the Directors and to transact the general business of the Company.
And notice is hereby further given, that a Resolution will be submitted to the meeting, that the Directors be authorised to execute the Mortgage Deeds of the East Lincolnshire Undertaking into Great Northern Railway Purposal Debenture Stock pursuant to the provisions of the Great Northern Railway Act of 1900.
The Books kept by the Company for the Registration of the Transfers of Stock will be closed on and from Saturday, the 1st February next, until Saturday, the 22nd February, inclusive.
By order,
HENRY OAKLEY, Secretary.
Secretary's Office, King's Cross Station, London,
22nd January, 1904.

THE CHAIRMAN affirmed the seal of the Company to the Register of Proprietors.
THE CHAIRMAN—Gentlemen, on these occasions I always think it desirable to call your attention to the General Report of the Company, which should be jealously watched; because, unless it be so, Railway Companies are apt sometimes to apply to Capital what ought to be put to revenue. The outlay on Capital Account during the past half-year has been £129,584. 10s., the details of which are to be found at page 10 of the Report. It is rather large, but small. The principal items are £31,361. 5s. on account of the subscription to the Garston and Liverpool Line, which, though expended, we calculate will pay us very good interest by and bye. £20,643 has also been expended for the new junction between the Great Northern Railway, near the Hatfield Station; and £24,579 for additional rolling stock, to meet the requirements of the traffic, and especially with reference to the approaching International Exhibition. The assets and liabilities of the Company on Capital Account are stated at page 11. I shall conclude my observations upon the General Report by saying that I do not think Auditors or Shareholders generally, can be too cautious in allowing sums to be applied to Capital Account. It is the duty of the

at the Thirty-First Half-Yearly
THE GREAT NORTHERN RAILWAY
at the Cross Station, London, on
1862.

, ESQ., IN THE CHAIR.

Auditors to see that the expenditure is properly
appropriated to "Revenue" or to "Capital," as the
case may be—and I am sure that they cannot object
to our charging those items to Capital, to which they
are really due. At paragraph 4 of the Report we
state that £2,600 New Irredeemable Preference
Shares at £5 each representing £13,000,
have been issued. You authorized the raising
of £500,000 at the meeting in August last,
but £215,000 only has been put out at present. All
the shares issued have been taken up, and the first
two calls paid upon them. If the number of
shares had been larger, there is no doubt that
they would all have been accepted. The 4 per cent.
Perpetual Debenture Stock has been increased in
the half-year by £65,739, making the whole amount
received £1,922,473. I must say this shows great con-
fidence on the part of the public in your property,
and I believe it is a larger amount than has been
offered to any other company. The average rate
of interest is only £4 1s. 11d. per cent. on the
mortgage and debenture debt. A resolution will
be submitted with regard to the conversion of the
East Lincolnshire Company's mortgage debt into
Debenture Stock—but that question will be dis-
cussed afterwards. I now come to the Revenue
Account. For the half-year just passed, we have
received in gross £768,654. 6s. 4d. against
£739,183.0.6d. in 1860, being an increase in the last
half-year, of £29,501. 5s. 10d., but then I ought to
state that a certain portion of that £29,501. 5s. 10d.
includes the receipts upon the Nottingham
and Grantham line, which we had not in our
possession this time last year. They may come to
about £19,000, so that the real increase is about
£40,000. The gross expenditure in 1861 was
£567,811. 2s. 8d. against £560,494. 4s. 5d.
in 1860, the two sums being within £7,300 of
each other; so that in point of fact we have
earned in one sense £59,501. 5s. 10d., and in
the other about £40,000, with only the additional
expenditure of £1,316. 18s. 3d. I am bound to
say that I think the officers of the company
are entitled to credit for having kept the
expenditure down while the traffic has been in-
creased. Although we have spent £567,811. 2s. 8d.
within the last half-year, that includes £212,000
paid out in converting the permanent way, so that

[illegible][illegible][illegible]

I have been thinking of you very much lately, and I have been wondering how you are getting on. I hope you are well and happy. I have been thinking of you very much lately, and I have been wondering how you are getting on. I hope you are well and happy. I have been thinking of you very much lately, and I have been wondering how you are getting on. I hope you are well and happy.

[illegible]

we could have made the statement appear rather more favorable than it does here. With respect to the Net Revenue Account, the net revenue is \$409,837, 13c. 11d. against \$354,151, 8c. 5d. in 1860, leaving \$55,776 5c. 6d. in excess of the corresponding half-year in 1860; but then the fixed charges are increased by \$22,840, 19c. 9d., leaving \$32,935 5c. 7d. in excess of the corresponding half-year in 1860, and the balance of \$23,840, 19c. 9d. is the interest on the \$400,000 of the new stock, and is also payable in consequence of the additional \$5 per cent. irredeemable capital called up last year, making the total increase \$22,840, 9c. 3d., leaving, therefore, for dividend a net increase of \$32,435, 9c. 9d. That is what we have to do here, and we have to do it, because the statement that is made here is a very satisfactory record of the half-year's transactions. (Hear, hear.) It will enable you to decide on the Original Stock a dividend at the rate of 47. 13c. per cent. per annum, giving 23. 17c. 6d. per cent. for the half-year; 43 per cent. for the half-year on the R's, and 44. 15c. per cent. for the half-year on the B's; the stock of the balance after payment of 45 per cent. on the B Stock, guaranteed by the A Stock. The result of the working in the year 1861 as compared with 1860, is that the Original Stock produced in 1860 25. 8c. 9d. per cent. per annum, B stock 46 per cent. and the A stock 44. 17c. 6d. per cent. and in the year 1861 the Original stock 45. 15c. per cent., B stock 46 per cent., and the A stock 45. 10c. per cent. (Hear, hear.) Gentlemen, I do not think it necessary to trouble you much further at the present moment. Every opportunity of making observations will be afforded you, but in order to save your time, I content myself with moving. That the Report be

THE CHAIRMAN.—I cannot answer for him. If you put the question to me, I will answer you in a moment.

MR. VALENTINE KNIGHT.—I will put the question to you, if you please. On the former occasion you referred me to the auditor. I would ask you whether the directors can assume the charge of the stock that \$40,000 is fairly placed in Capital Account. It is a matter of great importance, which I am sure every gentleman will see. (Heat, heat.)

THE CHAIRMAN.—I will give you the answer at once. On referring to page 10 of the Report, where all these matters are set out in detail, you will find that the net ordinary and extraordinary dividends for the last three years came to £5,379. 13s. 4d. the goods waggon £40,465, making altogether £45,784. 12s. You will also find, on turning to the account of the stock, that in the course of the half-year there were received into stock 394 new goods waggon and 34 other vehicles.

MR. VALENTINE KNIGHT.—Are they to replace old ones? That is the question. (Cries of "No, no.")

THE CHAIRMAN.—It is stated that there were 394 new waggon, received in addition to the stock which already existed; these waggon are clearly additional, and, as such, are properly charged to Capital Account, and the same, if you will be pleased to turn to page 21 of the account.

MR. VALENTINE KNIGHT.—Why should there be that increase? You are not doing more business or turning more rails. All I ask is the assurance of the directors that the money is fairly placed in the Capital Account. If you say it is, I am satisfied.

THE CHAIRMAN.—The auditor has just now

painful scene that did occur when Mr. Mowatt was dismissed from your service. The alteration of the salary of Mr. Mowatt to a year, then dropped to £800, then raised, then dropped again, until he knew not what he was to receive, and I do trust that your resolution upon this subject will be the raising of the salary it should be permitted that there shall not be hereafter any of the scenes which we have had (Cries of order and applause). There are many people who must remember the scene at the London Tavern. I was never pained in my life than at the position in which Mowatt was placed. Mr. Mowatt is a man of a way that is a way that is a way that such a thing will never occur again, and whatever you may think it necessary to Mr. Oakley, or any other Secretary, it shall afford a permanent salary, and that we will be subject to the fluctuation of salaries of others in the way have come. I say do not be subject to this resolution.

Mr. VALENTINE KNIGHT—The meeting satisfied to leave this in the hands of the Council.

It is rather too much to say if you cannot man's salary you shall not lower it. It is upon his conduct. The Secretary has done his duty well, and the chairman very properly said that he is not inclined to agree on that; but we are not to say that never be altered under any circumstances.

Mr. MARSH—If the Secretary is not a salary you propose to give him, dismiss him get another. Do not let us have those fluctuations in the salaries of an official, nor such the salary, and I think that it is, but do not let us be told here.

Mr. VALENTINE KNIGHT—That is right.

Mr. HICKEY—The following is the resolution I have drawn up, viz.:—"That the Directors be requested to increase the salary of the secretary, if they think it advisable to do so, to \$12,000 a year, which exceeds the salary of Mr. Knight, but that the resolution which I will now read do not know whether Mr. Knight approve or not.

Mr. VALENTINE KNIGHT—I have no objection.

[The Chairman having put the resolution to a vote, it was carried unanimously.]

THE CHAIRMAN—Gentlemen, this is a matter of a personal character which I may and under the same circumstances, but which I do not carry so far as I have done this. I have not spoken a single word to the effect that I am now going to mention, and that I have not said a word to the effect that I will freely state it, that the salary of \$12,000 a year to the Directors, as compared with the salary of the railway company, is a very unfair sum. I will not propose to raise it, and I am sure that no one upon this side of the table will go in for a single word to the effect that I will not propose to raise it, but I think it my duty, as the chairman, and as your Chairman, to make the case that I think \$12,000 a year to be allowed to the Directors for the attention they give to the management of your property, which consists of upwards of twelve millions, is quite a fair salary for their services. Now, if I have said anything which will not propose to do, I do not expect that any of you will propose

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Mr. VALENTINE KNIGHT: Mr. Chairman, I have already been asked to explain the value of a railway will never be fairly tested until the Capital Account has been closed for three years. With those notions, sir, I am very glad to have heard your expression as to the Capital Account, because it is the only way in which the Capital Account for rolling stock. Now that is a thing that I cannot quite understand. If that has been placed to Capital Account instead of Revenue, away goes your \$252,000 improvement. You have said that it is the consequence of the new Exhibition. I question whether we shall gain \$46,000 by the Exhibition; and I should like the shareholders to be assured that it is fairly and rightly to be placed to the Capital Account, and that the rolling stock ought to be placed to the Revenue Account. It is a matter of deep importance where there is such a large amount involved every year. If the right amounts are not placed to the right accounts, and if they are, they are not, it is a very serious matter. I do not charge the directors with anything wrong. I have no doubt they believe conscientiously that these accounts are correct, and I dare say they are; but if it so happens that they are not so, we are all liable for it. I am, Sir, very truly, Sir, Your Auditor will answer that for us as to the \$46,000.

his statement, that I would not have signed the accounts had it not been fairly charged, and, when you see my name at the bottom of the accounts, you may be sure I am an ass."

MR. VALENTINE KNIGHT—You are. That is no reason why we should be. There was a time, when Mr. Morgan stood on this side of the table, when he always said that he was not a shareholder, and, therefore, there has not been a single bit discovered. I stake for granted the Directors' assurance that the money is fairly paid to Capital Account. Then, if, there appears to me an enormous sum of money, I am bound to say that I do not think I think is also a very serious matter. In paragraph 15 it says "the directors have thought it prudent to apply to Parliament for leave to continue their loan from Gaimsbrough to Lincolnshire and the North of England branch of the loop between Lincoln and Gaimsbrough."

THE CHAIRMAN—The bill is thrown out.

MR. VALENTINE KNIGHT—So much the better. (Laughter) What I was about to observe was, that I thought it was surprising that the directors did not ask the shareholders before they went for a Bill in Parliament; but that does not appear to have been the case in this instance. I hope the time will not come when the directors may go to Parliament and say that they please to get a Bill passing. Then there is class 16 again—A

he is not a good man and not worth it. What I complain of.

THE CHAIRMAN.—I would make one before I take the vote. I have told you and I repeat it, that I do this upon my responsibility. I have never said a word to Mr. Marriott, or to the Secretary himself. It is to Mr. Marriott, and to the Secretary, that I remember that Mr. Mowat's salary time was fixed, when we were doing much spending money, at £1,200 a-year. I think was a large salary to pay under the circumstances, and made a good record for me. It is down. That was fifteen years ago.

MR. MARRIOTT.—No, no.

THE CHAIRMAN.—Aye, but it was in 1848. I have reason to remember it. And while the business was going on, it increased to £200; a greater amount of salary now rests upon the secretary, and it must say this, that being a good officer, were paid the additional sum of money, that, at, it would not be such. It is from me to fix the salary and say it is to be raised what ever his duties are. I would bind myself to such a proposition; but I think the directors should be at liberty, if they prefer, to add £200 a year to the salary, if more.

present. It is quite impossible that I can much longer your Chairman at all events. I am, I think, entitled to say that towards you, my duty towards my colleagues, and to my simply what I have. Any increase that is made in the cost of them will not make the slightest difference to me. I should most anxiously, not a single penny in addition to that which I have from you. You have always been welcome to my services, and as long as I consistently with my own comfort, remain in the House, I will do so. (Loud applause.)

Mr. HUGHES—Sir, I feel myself to be what an anomalous position, having for me devoted myself to retrenchment and to economy. I still always retained, and I still retain, the right to be paid for my services. I do not express former occasions, the opinion that the directors underpaid. I believe that the observations the Chairman has just made are most correct. I am only I object to, and I do not think the Chairman is correct in saying, I understand when your Act of Parliament is in reference to the minimum number of directors to be seen of position filling the directors of the company. I think that the Chairman has himself committed

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Table 2. *Continued*

5. A resolution will be introduced at the meeting to authorize the cancellation of the Mortgage Debt of the Great Saskatchewan Railway Line Great Northern Railway Property Debenture Stock, guaranteed to the province of the Great Northern Railway Act of 1917.

1991

CATHWAY COMPANY.

THE *Great Northern*
CAPITAL ACCOUNT

	TOTAL \$0.000, 000.	Percentage Per Cent.	TOTAL \$0.000, 000.	Percentage Per Cent.
75. PRELIMINARY EXPENSES.....	50,000 1 2	..	50,000 1 2	..
76. INTEREST paid to Manufacturers, Colon and Atlantic, the first 100,000 in Loans During the Construction of the Erie, One Interest and Premiums on bonds.....	40,170 10 3	..	40,170 10 3	..
77. LAND AND PARLIAMENTARY EXPENSES.....	120,000 10 3	..	120,000 10 3	..
78. LAND AND COMPENSATION.....	40,000 10 5	4,000 3 5	10,000 1 4	..
79. MACHINERY AND TOOLS for the Company's Workshop.....	100,000 8 4	10,000 8 4	60,000 5 2	..
80. MINING STOCK, also Intervention Rights and Undertakings Columbia, Niagara, and other Canals St. Paul, St. Louis, St. Paul, St. Paul.....	100,000 8 4	200,000 18 2	50,000 4 3	..
81. MACHINERY AND TOOLS for the Company's Workshop.....	10,000 1 2	4,000 3 5	10,000 1 2	..
82. EAST LANSING, MICHIGAN, Railway, Capital of \$100,000, and the Michigan North Michigan.....	50,000 4 3	50,000 4 3	50,000 4 3	..
83. BROOKLYN and NEW YORK Railway, Con- struction of Works.....	10,000 1 2	..	10,000 1 2	..
84. HARTFORD LITCHFIELD AND HARTFORD Railway, Additional Work.....	2,000 0 1	300 0 2	1,000 0 1	..
85. GREENBAY AND LIVERPOOL Railway, Purchase of Bonds of American Line.....	5,000 0 4	3,000 2 6	5,000 0 4	..
86. WILLIAM NAVIGATION.....	7,000 0 5	100 0 0	15,000 13 0	..
Total to 30th June, 1901.....	1,100,000 9 5	..	1,100,000 9 5	..
Total to 30th June, 1901.....	1,100,000 9 5	..	1,100,000 9 5	..
Total to 30th June, 1901.....	1,100,000 9 5	..	1,100,000 9 5	..
Total to 30th June, 1901.....	1,100,000 9 5	..	1,100,000 9 5	..

London, 10 February, 1988.

* The details of SuperDance is that I've been riding that hard, real, no, a serious, no.

Abstract referred to in the SEVENTH STATEMENT (Account No. 2), for the Half-year ended 31st December, 1955, continued.

Abstract 7

QUALITATIVE THAPPI SIZES

[illegible]

Abstract

WILLIAM G. VINEYARD, JR.

[illegible]

Abstract

NATIONAL TRADING COMPANY

[illegible]

Year		Number of cases	Percentage of cases
1990	1991	1992	1993
1994	1995	1996	1997
1998	1999	2000	2001
2002	2003	2004	2005
2006	2007	2008	2009
2010	2011	2012	2013
2014	2015	2016	2017
2018	2019	2020	2021
2022	2023	2024	2025
2026	2027	2028	2029
2030	2031	2032	2033
2034	2035	2036	2037
2038	2039	2040	2041
2042	2043	2044	2045
2046	2047	2048	2049
2050	2051	2052	2053
2054	2055	2056	2057
2058	2059	2060	2061
2062	2063	2064	2065
2066	2067	2068	2069
2070	2071	2072	2073
2074	2075	2076	2077
2078	2079	2080	2081
2082	2083	2084	2085
2086	2087	2088	2089
2090	2091	2092	2093
2094	2095	2096	2097
2098	2099	2100	2101
2102	2103	2104	2105
2106	2107	2108	2109
2110	2111	2112	2113
2114	2115	2116	2117
2118	2119	2120	2121
2122	2123	2124	2125
2126	2127	2128	2129
2130	2131	2132	2133
2134	2135	2136	2137
2138	2139	2140	2141
2142	2143	2144	2145
2146	2147	2148	2149
2150	2151	2152	2153
2154	2155	2156	2157
2158	2159	2160	2161
2162	2163	2164	2165
2166	2167	2168	2169
2170	2171	2172	2173
2174	2175	2176	2177
2178	2179	2180	2181
2182	2183	2184	2185
2186	2187	2188	2189
2190	2191	2192	2193
2194	2195	2196	2197
2198	2199	2200	2201
2202	2203	2204	2205
2206	2207	2208	2209
2210	2211	2212	2213
2214	2215	2216	2217
2218	2219	2220	2221
2222	2223	2224	2225
2226	2227	2228	2229
2230	2231	2232	2233
2234	2235	2236	2237
2238	2239	2240	2241
2242	2243	2244	2245
2246	2247	2248	2249
2250	2251	2252	2253
2254	2255	2256	2257
2258	2259	2260	2261
2262	2263	2264	2265
2266	2267	2268	2269
2270	2271	2272	2273
2274	2275	2276	2277
2278	2279	2280	2281
2282	2283	2284	2285
2286	2287	2288	2289
2290	2291	2292	2293
2294	2295	2296	2297
2298	2299	2300	2301
2302	2303	2304	2305
2306	2307	2308	2309
2310	2311	2312	2313
2314	2315	2316	2317
2318	2319	2320	2321
2322	2323	2324	2325
2326	2327	2328	2329
2330	2331	2332	2333

LAURENCE H. WHITE, JR.

THE POLYMER

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Source: *Journal of the American Statistical Association*, 1997, Vol. 92, No. 439, pp. 1092-1103.

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[illegible]

11
Statement X.

Comparative Statement of the Traffic of the Great Northern Railway for
Twelve Months Ending on 31st December, 1931.

Year	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	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AGENTS OF BUREAU, TOLLING, CARRIAGES AND WAGONET STOPS, AND BUREAU															
	Name	Address	Phone	NAME OF AGENT											
				1	2	3	4	5	6	7	8	9	10	11	12
1. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
2. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
3. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
4. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
5. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
6. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
7. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
8. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
9. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
10. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
11. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
12. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
13. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
14. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
15. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
16. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
17. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
18. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
19. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
20. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
21. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
22. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
23. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
24. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12
25. Mr. J. H. Smith, 1234 N. 1st St., St. Paul, Minn.	1234 N. 1st St., St. Paul, Minn.	1234	1234	1	2	3	4	5	6	7	8	9	10	11	12

8. Should either Company accuse the other of any deviation from the agreed fares, rates and charges, or of any violation of this agreement, such allegation shall be in writing, with full particulars and evidence of the charge, and shall be submitted in the first instance to the Chairmen of the respective Companies, who shall meet to decide upon the allegation, and who, if unable to agree, shall submit the facts in writing, with the evidence taken, to the referee, and should it be determined that such deviation or violation of agreement has been intentionally made by the Company, its servant or agent, a penalty of seven times the amount of the particular fare or freight, improperly charged, or in other respects of violation a penalty of such amount as the referee shall determine, shall be paid to the aggrieved Company.

9. The agreement shall be for three months certain, and continue until determined by notice in writing of one month on either side; and if confirmed by Chairmen of the two Companies on or before the 14th December, shall take effect on and from the 1st January, 1855.

14th December, 1854.

(No. 53).

THE BATTLE OF THE RAILWAYS.

To the Editor of the "Times."

The Secretary presents his compliments to the Editor of the *Times*, and would feel obliged by the insertion of the enclosed reply to Mr. Denison's letter published in the *Times* of the 15th instant.

London and North Western Railway,
Secretary's Office, Euston Station, London.
Feb. 16.

"THE GREAT NORTHERN AND MIDLAND, LONDON AND NORTH WESTERN, AND MANCHESTER SHEFFIELD AND LINCOLNSHIRE RAILWAY COMPANIES.

"Euston Station, London.

"Feb. 16.

"DEAR SIR,—Though not intending to be drawn into a lengthened correspondence with you, we feel it due to ourselves to notice an insinuation in your letter of yesterday, published in the *Times*, to the effect that, in ours of the 13th, we had, for some purpose of our own, withheld part of one of the letters of Mr. Clarke, which insinuation is wholly groundless, the portions of the letter not quoted having reference to a point never raised.

"It had never been alleged that Mr. Clarke or any of the managers had authority to conclude an arrangement, their proceedings being, of course, subject to the confirmation of their respective Boards.

"You, however, having authorised Mr. Clarke to negotiate with the officers deputed by our three Companies, subsequently disavowed him, alleging in your letter of the 28th of January that he 'was not authorised, directly or indirectly, to negotiate upon or to discuss any proposition which might affect the future or general policy of his Railway Company;' and you further alleged, in your letter of the 11th of February, that we 'knew and had known all along that Mr. Clarke had no authority whatever from this (the Great Northern) Board, or any member of it, to enter upon such negotiations.' These allegations we felt called upon to contradict, quoting in proof Mr. Clarke's letter of the 10th of August last, in which he stated that 'he had the authority of his Chairman (yourself) to meet for the discussion of a plan for the extension of the arrangement;' and further, that 'he had discussed with him (yourself) the policy of extending the arrangement to the Manchester Sheffield and Lincolnshire Company's district,' to which he added, 'he (yourself) sees no objection.'

"Of your refusal to assent to the amicable conclusion at which Mr. Clarke and the other gentleman arrived, after months of negotiation, we have never complained; but we had a right to complain of your denial of his authority to

discuss the question, and still more have we a right to complain that you again authorised Mr. Clarke (and this time you do not pretend to deny that you did authorise him) to write us another official letter, inviting us to meet you, and stating that 'Mr. Denison and Mr. Meek will attend any meeting that may be proposed by your united Companies, on any day next week; they have had under consideration the result of our conversation this morning, and I am authorised to say that this deputation from the Great Northern Board, to whom this subject is remitted, are prepared to enter upon negotiations on the basis laid down;' and that when we met you upon this invitation, and had agreed to a reference upon the basis thus laid down, then, and not till then, you told us that Mr. Clarke had no authority to write that letter, and that, to be binding on your Board, it ought to have been signed by its Secretary, and not by Mr. Clarke—demanding, moreover, to have a totally new basis laid down for any negotiation which should follow between us.

"We have abstained from any notice of your professions of concern for the public interests, as they may be affected by the present differences; because we did not suppose that any member of the public would value these professions very highly, or be drawn away by them from the real points in difference, for it was obvious, from your own statement of the case, that you differed with us, not because we deprecate competition, but because we refused to combine with you on your own terms.

"We have the honour to be your obedient servants,

"CHANDOS.

"JOHN ELLIS.

"JOHN CHAPMAN.

"Edmund Denison, Esq., M.P."

(No. 54).

THE RAILWAY BATTLE.

To the Editor of the "Times."

SIR—Permit me, through you, to thank Lord Chandos and his associates most sincerely for their last letter, for they have now settled the following points conclusively:—

1. They have shown that the pretence of their having reduced the fares against us, because we repudiated the acts of our "authorised agent," never had any foundation whatever; that they knew all along that he never was our authorised agent to make any agreement whatever, or even to negotiate upon any such conditions as he was induced to agree to; and that they have no right to complain, and now, "do not complain, of our refusal" to adopt the Managers' agreements, so far as they did agree.

2. They do not deny that in so reducing the fares for competition, they have deliberately violated a regularly sealed agreement, deliberately made, and, I may add, mainly negotiated by themselves, and not very willingly assented to by us.

3. They are convicted of having published so much of one letter as they thought would tell in their favour, and suppressed the remainder, which proved our case completely.

4. They do not attempt to answer the charge of having published another letter, and appending to it a certain document or "memorandum," with the obvious intention of making it appear something totally different from what it was, and adopted by our Board when it was not.

5. They tried at first to make it appear that our disavowal of that document in connection with that letter was the final ground of the competition; whereas it now appears that the competition was ordered and begun before they even saw the letter.

6. They have throughout evaded all discussion of the real question at issue—*viz.*, the propriety of three companies requiring another to adopt the secret agreements between the three, and to exclude itself absolutely from competition with them in the west, while they claim to be treated as having equal rights with us in the east.

Such are the principles, moral and commercial, on which this Euston Square confederacy, representing directly and indirectly a capital of nearly £190,000,000, is not ashamed to deal with smaller companies who may have the audacity to make a stand against them. If railway business is to be carried on in this way, it is of very little use for Parliament to reject amalgamation bills. All the shareholders in the kingdom must sooner or later acknowledge the General Managers at Euston Square for their masters.

But I am very much mistaken if these gentlemen do not find, the next time Government seeks to lay its hand on railways, that they have done something more than they intended when they began carrying passengers from here to London for 3s.

If Lord Chandos wishes for the last word, he is now welcome to it.

Your obedient servant,

ED. DENISON.

Doncaster, February 19th.

The following Articles of Agreement and Letters were not circulated to the Proprietors with the Report, which had gone to press before the latter were published; they are therefore sent now to make the correspondence complete.

The Articles of Agreement are those referred to in letter No. 26, from the Great Northern to the London and North Western Railway Company.

ARTICLES OF AGREEMENT between the London and North Western Railway Company and the Great Western Railway Company.

1. The two Companies agree that the fares for passengers of all classes, and the rates and charges for every other description of traffic, including merchandise, minerals, parcels, cattle, carriages, horses, &c., shall be the same by both lines between the same towns or places to which both Companies shall be or shall become competitors for traffic, whether alone over their own railway or elsewhere, in alliance by, through booking or otherwise, with the other Companies or persons over any other lines of railway, or by any other means, to or from places beyond their own railways.

2. That the fares, rates, and charges between all such places shall be fixed from time to time by mutual agreement, or, in case of difference, by a third person previously selected.

3. That the rates of goods shall include collection and delivery by the Companies or their agents within specified districts, and a deduction to be made for collection and delivery, if not performed by either Company or their agents, shall be defined and be the same for both Companies. The same regulations shall rule both Companies as regards credits, rates, warehousing, &c., &c., and no special rates or time bargains shall be made without mutual consent. Existing special agreements or time bargains, if any, shall be terminated as soon as possible, by notice or otherwise, by both Companies, a schedule of such time bargains being exchanged.

4. That no reduction be made directly or indirectly from the fares for passengers, or charges for cattle, horses, &c., by way of discount or allowance, nor by season, return tickets or excursion tickets available by regular trains, nor by re-booking immediately or otherwise. The third class trains shall be agreed, and there shall be no increase of third class accommodation beyond that necessary for the requirements of the several districts, and the adoption of such third class trains and fares shall be subject to the decision of the referee in case of difference.

5. That a scale of excursion fares shall be fixed by agreement, or by the referee in case of difference, such fares to be limited exclusively to special excursion trains, and the period for which an excursion ticket is to be available shall be the same on both lines from the same places.

6. Each Company shall be held responsible for all the acts of its respective agents in relation to the traffic arrangements, rates and conditions of this agreement in like manner as for its own servants.

7. Should either Company desire to alter any rate or fare, it shall give five clear days' notice (Sundays excepted) in writing to the other; such notices to be delivered at the London stations of the Companies, and failing acceptance of the proposed change after three clear days from day of notice, it may then give notice to the other Company to refer the matter to the referee, who shall forthwith decide the question, upon hearing the views of both, from one person on behalf of each Company.

THE GREAT NORTHERN RAILWAY

COMPANY.—The Company has obtained Loans to the amount required for three years; therefore, from this date, the Directors are open to receive TENDERS for LOANS on MORTGAGE, to a limited extent only, and for periods only of four and five years, at four-and-a-half per cent. per annum interest. The interest to be paid half-yearly, in January and July, by Coupons, at Messrs. Smith, Payne, and Smiths, Bankers, London. Offers of Loans to be addressed to J. R. MOWATT, Secretary.
Secretary's Office, King's-cross Station, London, Jan. 17, 1856.

A Copy of the REPORT and ACCOUNTS having been sent to every Proprietor, by the Post of Monday, 18th February, it is considered unnecessary to re-circulate them.

The Dividend Warrants will be issued, payable on and after Saturday, the 15th March next.

A Copy of this Report has been sent to every Registered Proprietor.

Any Copies required after this date can be obtained on application only to the Publishers, Messrs. Waterlow and Sons, 65 to 68, London Wall.—Price Twopence; Post Free, Threepence.

The EAST LINCOLNSHIRE RAILWAY Dividend Warrants in favour of Proprietors Registered on the Books of the Company on the 31st March next, will be issued payable on and after 15th April.

2/25-36

The Great Northern Railway Company's Reporter.

THE *Great Northern* RAILWAY.

Company's Offices—KING'S CROSS STATION, LONDON.

No. 28. MONDAY, 25th FEBRUARY, 1856.

Directors.

Edmund DENISON, Esq., M.P., Doncaster, *Chairman*.

George Hussey PACKE, Esq., Caythorpe, Grantham, } *Deputy Chairman*.
and 41, Charles-street, Berkeley-square,

Major AMSINCK, Richmond, Surrey.

James ARBOUIN, Esq., 3, Brunswick-square.

John Harvey ASTELL, Esq., Tetworth Hall, Everton, St. Neots.

John BARFF, Esq., Wakefield.

Isaac BURKILL, Esq., Leeds.

Charles CHAPLIN, Esq., Blankney, Sleaford.

Charles Wilson FABER, Esq., Doncaster.

Graham HUTCHINSON, Esq., Blythswood-square, Glasgow.

Mr. Alderman MEEK, Middlethorpe Lodge, near York.

Charles Atticus MONCK, Esq., Chester-square, London.

Francis PARKER, Esq., Sydenham.

Francis PYM, Esq., The Hasells, Biggleswade.

George WALKER, Esq., Osgathorpe, near Sheffield.

Thomas WETHERELL, Esq., Lincoln.

1. The first step in the process of the development of a new product is the identification of a market need. This is often done through market research, which can be conducted in a number of ways. One common method is through surveys, which can be conducted online or through direct mail. Another method is through focus groups, which are small groups of people who are brought together to discuss their needs and preferences. A third method is through observation, which involves watching people use products and services in their everyday lives. Once a market need has been identified, the next step is to develop a product that meets that need. This is often done through a process of prototyping, which involves creating a small-scale model of the product to test its feasibility. Once a prototype has been developed, the next step is to conduct a pilot test, which involves selling the product to a small group of people to see if it is accepted. If the product is accepted, the next step is to launch it into the market. This is often done through a combination of advertising and sales efforts. Finally, the product is monitored to see if it is meeting the market need and if it is profitable. If it is not, the product may be discontinued or modified.

It is possible to use the same word in different contexts and still have the same meaning. For example, the word "cat" can refer to a feline animal, a brand of car, or a type of hat. However, the meaning of the word "cat" is determined by the context in which it is used. In the first example, "cat" refers to a feline animal. In the second example, "cat" refers to a brand of car. In the third example, "cat" refers to a type of hat. The meaning of the word "cat" is determined by the context in which it is used.

[illegible]

1. The first step in the process of creating a new product is to identify a market need. This involves conducting market research to determine what consumers want and what problems they are trying to solve. Once a need is identified, the next step is to develop a concept that addresses this need. This concept should be unique, valuable, and feasible.

2. After developing a concept, the next step is to create a prototype. A prototype is a preliminary model of the product that allows the designer to test the concept and make necessary adjustments. This step is crucial for refining the design and ensuring that it meets the requirements of the target market.

3. Once a prototype is created, the next step is to conduct a feasibility study. This study evaluates the technical, financial, and market viability of the product. It involves assessing the resources required for production, the potential costs, and the likelihood of successful market entry.

4. Following the feasibility study, the next step is to develop a business plan. A business plan outlines the overall strategy for the product, including marketing, sales, and distribution channels. It also provides a detailed financial forecast, including projected revenues, expenses, and profit margins.

5. The final step in the process is to launch the product. This involves manufacturing the product, setting up distribution channels, and implementing a marketing campaign to promote the product to the target market. Successful product development requires careful planning, execution, and a willingness to adapt to changing market conditions.

6. That the sum of £212 15s. 6d. awarded by the Chairman, Mr. Denton, in relation and in favour of the Company's Solicitor at Doncaster, be repaid to him out of the funds of the Company.
7. That Edward Denton, Esq., M.P., of Doncaster, be and he is re-elected a Director.
8. That John Harvey Astell, Esq., of Teworth Hall, Evesham, St. Neots, be and he is re-elected a Director.
9. That John Burff, Esq., of Walsall, be and he is re-elected a Director.
10. That Francis Fynn, Esq., of the Island of the Higginsonade, be and he is re-elected a Director.
11. That John Chapman, Esq., be and he is re-elected to the office of Auditor.

(Signed) EDWARD DENTON,

[illegible][illegible][illegible]

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a dark horizontal band across the top edge, possibly indicating the binding or a shadow. A small, dark, irregular mark is visible near the top center of the page.

This image shows a blank page from a document. The top edge features a dark horizontal band, likely representing the binding or gutter of a book. The main body of the page is white and contains no text or other markings.

[illegible]

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a dark horizontal band near the top edge, possibly indicating a binding or a shadow from the scanning process. There is no text or other markings on the page.

[illegible]

Meeting of the *Great*
in *Tavern, Binghampton*
1856.

is *CRASH.*

Protections.

typical.

ably agree and applaud
the most eloquent
and the most
the knowledge their gra-
obligations which he has

The *Company* called 23d Dec.,
Register of the *Company*

The Perpetual Foreclosure

the 5 per cent. Preference
dividend at a premium of
upon the 41 per cent.
Company, redeemable at a

the 5 per cent. Preference
dividend at a premium of

the *ORIGINAL* Unfinished
dividend at a premium of

year upon the B. Stock,
for next, as guaranteed

year upon the A. Stock, as
payment of 5 per cent.

should naturally a sum not
rendering direct service
at the *Company* at the *Company*

its record naturally a sum
nearly and *Mintore*, and
the *Company's* service at

18

GENERAL REVENUE STATEMENT

	£	s.	d.
Balance of Revenue Account on 30th Jan'y, 1857	24,703	10	5
Less Amount of Dividend on First Performance Share at 5s. 6d. per Share, declared at last Meeting	417,345	0	0
" " Second " "	6,377	13	5
	23,709	13	5
Balance of Revenue Account to 31st Dec., 1857	75,773	2	9
Less Interest on Advances	43,127	3	0
" Rent of Range and Carriswain Railway	5,000	0	0
	5,597	3	0
	45,246	2	9
	45,386	13	9
Less Debenture Interest, 10th January, 1858, including interest on Range and Carriswain Debentures	26,899	2	0
BALANCE	18,947	17	9

GENERAL BALANCE SHEET.

	£	s.	d.		£	s.	d.
To Balance of Reserve Account	45,385	12	9	By Balance of Capital Account	37,432	10	11
To Balance Insurance Account (See Abstract D)	5,038	14	2	By Stocks	7,421	0	7
To Balance of Reserved Fund for Depreciation of Boats (See Abstract E)	2,048	9	10	By Cash with the Company's Bankers	10,385	10	9
				By Balance Outstanding Accounts	10,644	12	6
	476,694	3	2		476,694	0	0

[illegible]

Examined, and found correct.

JOHN LAMBERT, } *Auditors.*
R. W. HAND, }
HENRY C. BELOE, *Public Accountant.*

Verified by

The Haggerty General Meeting of the Improvement will be held at the Easton Station, on Thursday the 18th March, 1858, at Twelve o'clock precisely.

Chas. J. Holyhead
3/18-58

GENERAL MEETING.

31st December, 1831

STATEMENT OF ACCOUNTS

Chinese and Japanese Architecture

Chester and Worphead Railway.

STATEMENT OF SHARE AND LOAN CAPITAL

[illegible]

STATEMENT OF CAPITAL ACCOUNT.

Receipts and Expenditure from the formation of the Company to the 31st December, 1857

Receipts.		To 30th June, 1937.	To 31st Dec., 1937.	Total.	Expenditure.		To 30th June, 1937.	To 31st Dec., 1937.	Total.
	£	s.	d.	£	s.	d.	£	s.	d.
Original Stock	£2,100,000	2,092,250	0 0						
First Preference Stock	£250,000	250,000	0 0						
Second Preference Stock	£225,000	224,065	1 6	47 6	6 6				
Loans on Debentures:—									
Bearing Interest at 5½ per cent.				4,000	0 0				
" " 4 "				500	0 0				
" " 4½ "				102,750	0 0				
" " 4½ "				138,443	14 3				
" " 5 "				807,242	0 9				
" " 5 " (Longford and Newry Railway)				10,000	0 0				
Advances—				4,085,243	9 6				
On Surplus Lands, Deposit of Shares, and other Security				221,096	7 3				
Balance				57,612	10 13				
				£4,343,952	7 1				£4,343,952 7 1
Parliamentary Charges							41,120	1 5	
Land and Construction							3,322,866	5 5	3,322,872 4 11
Incidental Charges							138,175	6 8	141 0 4
Interest, Commission, & Stampage, Less Received							89,588	7 1	89,588 11 0
Carrying Stock & Locomotives ..							5,411	18 0	5,411 18 0
STEAM BOATS—Stock Additions ..							124,000	13 7	124,000 13 7
INTEREST TO SHAREHOLDERS OF CANAL							179,144	12 3	179,144 12 3
INTEREST OF LOANS ON DEBENTURES ..							168,209	4 4	168,209 3 6
DIVIDEND ON PREFERENCE SHARES ..							75,226	4 5	75,226 6 5
WOLD RAILWAY							197,031	9 0	197,031 9 0

STATEMENT OF REVENUE ACCOUNT.

Half-Year ended 31st December, 1857.

[illegible]

ABSTRACT A. GENERAL CHARGES, DIRECTION, &c.

Director	£250 0 0
Secretary and Office Expenses	750 0 0
Audit	50 0 0
Incidental Charges, including Travelling Expenses, and sundry	302 12 11
Accounts prior to July, 1857	\$
	£1,400 19 11
Less—Contributions from London and North Western Company ..	375 0 0
	£1,025 19 11
Law Charges	59 7 2
	£1,085 0 0

(Abstract B.)

Expenditure Passenger Vessels.		£	s.	d.
Proportion of Office and other Expenses at Holyhead and Kingstown, and Miscellaneous Charges		264	5	0
Salaries of Commanders, Wages of Crew, &c.		2,052	10	8
Repairs, Ship Stores, &c.		2,063	4	8
Coal and Engineer's Stores (including Carriage)		3,411	9	2
Light and Harbour Dues, and Toll at Kingstown.		541	11	10
Compensation for Losses		124	3	9
Delivery of Parcels		193	1	6
		43,264	13	

(Abstract C₆)

Exp. on Maritime Vessels.		£	s.	d.
Provision of Office and other Expenses at North Wall, Holyhead, & Miscellaneous Charges.....		2,502	18	0
Light and Harbour Dues, and Toll at Dublin.....		1,616	14	10
Salaries of Commandants, Wages of Crew, &c.....		2,883	11	0
Repairs, Ship Stores, &c.....		1,484	0	1
Fuel and Engineer's Stores (including Carriage).....		2,389	18	2
Compensation for Losses.....		25	18	2
		£10,832	2	1

THE *Great Northern* RAILWAY COMPANY.

FORM OF PROXY.

This Proxy can be held only by a registered Proprietor of Great Northern Railway Stock ; and the name of a Proprietor must therefore be written in the space for the purpose ; but in the event of a Proprietor, not having a friend a registered Proprietor, to whom to give his proxy, he is at liberty to use and insert the name of, and to give his Proxy to, any of the Directors. This permission is given by the Directors for the convenience of the Proprietors, and not from any desire on their part for Proxies.

Name and _____
Address _____
in full. of _____

one of the Proprietors of the *Great Northern* Railway Company, doth hereby appoint

_____ to be the proxy of the said _____

in his absence to vote in his name, upon any matter relating to the undertaking proposed at the Half-yearly Ordinary General Meeting or at the Extraordinary General Meeting of the Proprietors of the said Company to be held on Saturday, 29th August, 1857, or on any other day or days to which such Meetings or either of them shall be postponed, or any adjournment thereof in the usual manner, in such manner as the said

_____ doth think proper.

IN WITNESS whereof the said _____

_____ hath hereunto set his hand, the

_____ day of _____, One Thousand Eight

hundred and fifty-seven.

Proprietor's Signature _____

Note.—This Proxy, to be available, must be lodged at the Secretary's Office, King's Cross Station, before 11 o'clock on Thursday, the 27th of August, 1857, that is to say, 48 hours before the time of holding the meeting.

GREAT NORTHERN RAILWAY COMPANY.

Incorporated by 9 and 10 Vic. cap. 71, Jano 26, 1846.

Notice is hereby given, that the HALF-YEARLY ORDINARY GENERAL MEETING of the PROPRIETORS will be held on SATURDAY, the 25th August, at Eleven o'clock in the Forenoon, precisely, at the London Tavern, Bishopsgate-street, in the City of London, for the purpose of receiving a Report from the Directors, and for other the general business of the Company. The books kept by the Company for the registration of the names of the Proprietors, will be open for inspection on and from Monday, the 3rd to Saturday the 25th August, both days inclusive, and transfers cannot be received or noticed until after the 25th August. J. R. MOWATT, Secretary.

By order,

Secretary's Office, King's Cross Station, London, Aug. 4, 1857.

GREAT NORTHERN RAILWAY COMPANY.

Notice is hereby given, that immediately after the Half-yearly Ordinary General Meeting of the Company, convened for Saturday, the 25th August instant, at Eleven o'clock in the Forenoon, at the London Tavern, Bishopsgate-street, in the City of London, an EXTRAORDINARY GENERAL MEETING will be held at the same place, for the purpose of receiving a Report from the Committee appointed at the General Meeting of the 13th of March last. To entitle fully into the accounts of the Company, including the Registration, and to report to a Special Meeting."

By order of the Committee,

J. R. MOWATT, Secretary.

Secretary's Office, King's Cross Station, London, 11th Aug. 1857.

List of the Directors of the Company.

Edmund DENISON, Esq., M.P., Chairman, Doncaster.
George Hussey PACKE, Esq., Deputy Chairman, Caythorpe, Grantham, and 41, Charles-street, Berkeley-square, London.
Major AMSICK, Richmond, Surrey.
James ARBOUTH, Esq., 3, Brunswick-square, London.
John HARVEY ASTELL, Esq., 47, Eaton-place.
John BAILEY, Esq., Wakefield.
Isaac BURNELL, Esq., Leeds.
Charles CHAPLIN, Esq., Blankney, Sleaford.
The Hon. Octavius DUNCOMBE, M.P., Waresley-park, Caxton.
Charles Wilson FARRER, Esq., Doncaster.
Mr. Alderman MEER, Middlethorpe Lodge, near York.
Francis PARKER, Esq., Sydenham.
Archibald Frederick PAULI, 33, Devonshire place.
Francis PYM, Esq., The Hasells, Biggleswade.
George WALKER, Esq., Osgathorpe, near Sheffield.
Thomas WETHERILL, Esq., Lincoln.

To the SECRETARY of the

GREAT NORTHERN Railway Company.

King's Cross,

LONDON.



[illegible]

GREAT NORTHERN RAILWAY COMPANY,
NOTICE.
At the next ordinary meeting it will be moved—That any number or members
of the Company shall be entitled to an Liberty, on payment of any rates or expenses
incurred by them, to insert any advertisement or notices or anything relating to the affairs of
the Company, in the Great Northern Railway Company's Newspaper.

(Signed)
RICHARD J. GREENING,

Old Wigs, 1867.

At the next ordinary meeting, there will be invited a vote of censure on the Directors in so far as they are concerned with the 13th of March last, for their long mismanagement or neglect of the Registration Commission, by which Leopold Boshagh during many years was enabled to commit frauds which have caused enormous loss to the Company.

(Signed) RICHARD J. GREENING.

GRAND NORTHERN RAILWAY COMPANY,
Norwich.
2nd May, 1907.

10

GREAT NORTHERN RAILWAY,
Engineer's Office, King's Cross,
London. August 17th. 1857.

GENTLEMAN.—The operation of re-balling the southern end of the line, which has been for some years in progress, has been actively continued during the past half-year; the gravel added is of excellent quality, and a great improvement of the state of the road has resulted from the somewhat large but necessary outlay which has been made. I hope to complete this work during the autumn of this year.

Some considerable slips of earthworks in the clay districts, which have been repaired and drains cut, increased the expenditure of the past half-year.

At Peterborough and Bedford, alterations and additions to the station in order to provide accommodation for the increasing traffic, are being rapidly effected.

At Bawtry the brick viaduct, of the length of a quarter of a mile, which has been for twelve months in progress, as a substitute for the timber structure, is now nearly finished; the permanent way is being laid, and the traffic will now be turned over the new building.

The new locomotive yard, with engine sheds and turntable, tank cranes, &c., at Wortley Junction, near Leeds, necessary for the working of the new line from Wakefield to Leeds, are close upon completion, and will be ready for use on the opening of that railway.

The way and works throughout the lines of the Company have been maintained during the last half-year, and are in a proper state of repair.

I have the honour to be, Gentlemen,
Your obedient servant,
(Signed) WALTER M. BRYDSON

To the Directors of the Great Northern
Railway.

THE GREAT NORTHERN RAILWAY,
Locomotive Department,
Doncaster, 25th July, 1857.

To the Directors of the Great Northern Railway Company.

GENTLEMEN,—I have now the honour to present you with my accounts for the half-year ending June, 1857, and trust you will consider them satisfactory.

The total train mileage for the half-year is 2,554,102 against 2,731,890 in the corresponding half-year of 1898, being 177,788 miles less; and the cost of running these miles, including carriage and wagon repairs, is £114,919 2s. 1d. against £117,886 7s. 1d., or a decrease of £2,967 5s., or a charge of 10·71d. against 10·35d. per train mile.

This shows an increase, in the present half-year, of 36¢. in the cost per train mile, which, on reference to the details, will be found to have taken place almost entirely in the greater repairs required by the Locomotive Stock. The above expenditure has, however, enabled me to fully maintain all the rolling stock, which is now in the highest state of efficiency.

I have the honour to be, Gentlemen,
Your obedient servant,
(Signed) ARCHD. STURROCK.

Statement B.

Showing the number of Miles of Railway worked, renewed, and maintained by the Great Northern Railway Company; the number of Miles run by Trains and by Engines; and the Cost and Consumption of Fuel, &c., &c., for the Half-year ended 30th June, 1857.

The Miles maintained, for which the sum of £54,326 0s. 10d. is charged in the Revenue Statement for the Half-year ended 30th June, 1857, consist of the following, viz.:-

London by Fenchurch, Greenwich, Newark, Redford, & Doncaster to Akerker (<i>Main Line</i>)	169	19
Wotton by Fenchurch, near Fenchurch, near Boston & Lincoln to Gainsborough (<i>Loop</i> ")	4	4
Boston to Grimsby (<i>East Lincolnshire Line</i>)	48	0
Total mileage, Great Northern and East Lincolnshire	221	6
Greenwich to Colwich (<i>Lammerley Railway</i>)	4	4
Kirkstall to Harncliffe	8	0
Stanford Railway (from 15th June, 1857)	11	0
Aggregate miles of Railway maintained	232	4

Statement of the Miles run by Engines during the Six Months ended 30th June, 1887, and

	2018 June, 1856, respectively.	1857.	1858 June, 1860.
With Passenger Trains	1,308,461	Miles.	9,212,379
With Goods, Coal, and Cattle Trains	1,435,641	"	8,278,490
Total number of miles run with Trains..	2,734,102		
Plating and empty Engines	163,328		7,717,385
Balasting and Special	121,348		98,781
			63,668
Gross number of miles run by Engines..	2,778,778		8,806,193

Oil and Coal consumed in the performance of the Mileage of Engines, in the Six Months ended March, 1887.

	Miles run	Coke & Coal Consumed	Consumption per Mile
1900	1,000	1,000	1.00
1901	1,000	1,000	1.00
1902	1,000	1,000	1.00
1903	1,000	1,000	1.00
1904	1,000	1,000	1.00
1905	1,000	1,000	1.00
1906	1,000	1,000	1.00
1907	1,000	1,000	1.00
1908	1,000	1,000	1.00
1909	1,000	1,000	1.00
1910	1,000	1,000	1.00
1911	1,000	1,000	1.00
1912	1,000	1,000	1.00
1913	1,000	1,000	1.00
1914	1,000	1,000	1.00
1915	1,000	1,000	1.00
1916	1,000	1,000	1.00
1917	1,000	1,000	1.00
1918	1,000	1,000	1.00
1919	1,000	1,000	1.00
1920	1,000	1,000	1.00
1921	1,000	1,000	1.00
1922	1,000	1,000	1.00
1923	1,000	1,000	1.00
1924	1,000	1,000	1.00
1925	1,000	1,000	1.00
1926	1,000	1,000	1.00
1927	1,000	1,000	1.00
1928	1,000	1,000	1.00
1929	1,000	1,000	1.00
1930	1,000	1,000	1.00
1931	1,000	1,000	1.00
1932	1,000	1,000	1.00
1933	1,000	1,000	1.00
1934	1,000	1,000	1.00
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1945	1,000	1,000	1.00
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1957	1,000	1,000	1.00
1958	1,000	1,000	1.00
1959	1,000	1,000	1.00
1960	1,000	1,000	1.00
1961	1,000	1,000	1.00
1962	1,000	1,000	1.00
1963	1,000	1,000	1.00
1964	1,000	1,000	1.00
1965	1,000	1,000	1.00
1966	1,000	1,000	1.00
1967	1,000	1,000	1.00
1968	1,000	1,000	1.00
1969	1,000	1,000	1.00
1970	1,000	1,000	1.00
1971	1,000	1,000	1.00
1972	1,000	1,000	1.00
1973	1,000	1,000	1.00
1974	1,000	1,000	1.00
1975	1,000	1,000	1.00
1976	1,000	1,000	1.00
1977	1,000	1,000	1.00
1978	1,000	1,000	1.00
1979	1,000	1,000	1.00
1980	1,000	1,000	1.00
1981	1,000	1,000	1.00
1982	1,00		

	Rate per ton.	Consumption, cwt.	per ton. Btu.
By Passenger Engines.....	1,107,881	216,351	21.8
By Goods Engines	1,679,897	578,456	38.7
	2,778,778	794,807	32.0 Average.

The 794,807 cwt. Coke and Coal consumed during the Half-year cost £29,321 18s. 5d., or 14s. 9d. per ton, or 2.53d. per engine mile run, or 2.75d. per train mile.

The total working charges, including Rates and Taxes, and Government Duty, for the Six Months, £296,955 10s. 8d. are 31.40 per cent. of the gross receipts, and show an average cost of 2.32d. per mile for the 2,354,102 miles run by trains.

In addition to the 283 miles of the Great Northern System, the Company's Trains have, in the performance of the above 2,554,382 Train miles run, worked over 164 miles of Railway the property of other Companies, viz:—

Cleburne Branch, between Relford and	13	0	Miles. Feet.
(Manchester Sheffield and Lincolnshire)	13	0	
Reinford to Sheffield (Manchester, Sheffield and Lincolnshire)	24	0	
Ashkote to Kettleingale and York (Leicestershire and Yorkshire, and the York and	31	0	
North Midland)	15	0	
Knottingley to Leeds (Leicestershire, the Midland)	11	0	
Knottingley to Wakefield (Leicestershire and Yorkshire)	24	0	
Leeds, Bradford and Halifax, including Branches	24	0	
Grantham to Colwick Junction (Ambergote)	20	4	
Colwick Junction to Nottingham (Midland)	2	4	
Kirkstall to Harrogate	8	0	
Stanford to Easington	8	0	
Stanford Railway (opened 15th June 1857)	11	0	
Total Foreign Miles	164	0	
Great Northern	253	Miles.	
Foreign Lines	164	"	
Total Number of Railway Miles worked over by Great	417		
Northern Trains.	417		

Of these 447 miles of Railway, 322½ miles are maintained by the Great Northern Railway Company, as shown at the top of this page.

Reproduction of the Director of the Investigation, made by Order of the Directors, into the Books and Documents in the Registration Department, showing the Amount of Stock registered in Texas on the 31st January, 1897, and the Amount of Dividend paid in respect thereof, to the 31st December, 1896.

Regulation Department, 2nd August, 1932

MINERAL TREATING EXPERIMENT

	Quantity

COTTON AND COTTON KERNALS

ALBERTS AND KIRKMAN

COGNITIVE THERAPY APPROACHES

Always use your seat on the train.

1990

Average 10.12 per acre, on the Washington Post

AL- CRYSTAL MONITOR POLYMER COMPANY

REPORT OF THE DIRECTORS

To the Twenty-second Half-yearly Ordinary General Meeting of the Proprietors, to be held at the London Tavern, Bishopsgate Street, in the City of London, at Eleven o'Clock precisely, on Saturday, the 29th August, 1857.

- | | | |
|--|--|----------------|
| I. Capital expended to 25th December, 1954 | | 41,127.26 11 3 |
| Less: Dividends paid 1954 | | 52,530 1 16 |
| Total amount of Capital expended to 30th Dec. 1957 | | 11,779.41 6 3 |
| Cash and Securities held by the Company 30th Dec. | | 187,323 1 3 |
| Five per cent. Preference Capital yet to be called up | | 200,000 0 0 |
| II. The gross Receipts during the Half-year ended 30th Dec. 1957 were: | | 4561.83 13 10 |
| Less: 1. Mr. G. Glendon, of the 2nd April 1957, this Company have to pay over a portion of their share of the Receipts for the Half-year ended 30th Dec. 1957, and half of the total amount has been paid to the Receiver of the 2nd April 1957. | | |
| 2. Deducted from this Half-year's actual net | | 5,205 2 0 |
| Residue available to pay to the shareholders | | 177,831 3 10 |
| III. The Receipts 1957 were: | | |
| 1. The amount was | | 4567,830 13 6 |
| After deduction of the £4,205 2 0 | | 9,771 14 2 |
| The total Expenditure for the Half-year | | 296,933 16 8 |
| Less: a balance of Receipts beyond Repayment of 1954, £25,25 10 10, from the balance arrived in 1954. | | 4298,870 1 10 |
| The balance of £5,000 from the Eastern Counties Railway Company, as shown by the North River Account | | 5,000 0 0 |
| Made available to meet fixed charges and dividend of 1957 | | 4299,870 1 10 |
| The fixed charges, mortgage interest, etc., due, as shown in the North River Account (No. 2), amount to | | 165,750 9 10 |
| | | 4133,120 12 0 |

LIABILITIES		ASSETS	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
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53	54	55	56
57	58	59	60
61	62	63	64
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369	370	371	372
373	374	375	376
377	378	379	380
381	382	383	384
385	386	387	

Statement K

Comparative Statement of the Traffic of the Great Northern Railway during
 Monday, Wednesday to 26th June 1907

[illegible]

^a This includes \$100,000 of the interest on the Mortgage held by the Railport.
^b This includes \$100,000 of the interest on the Mortgage held by the Railport.
^c This includes \$100,000 of the interest on the Mortgage held by the Railport and the interest on the Mortgage held by the Railport and the interest on the Mortgage held by the Railport.

[illegible][illegible]

[illegible]

10. THOMAS WETHERELL, Esq; Lincoln.

THE GREAT NORTHERN RAILWAY COMPANY.

DEBENTURE STOCK.

NOTICE IS HEREBY GIVEN, that the Directors have determined to give effect to the powers conferred by the Company's Act of 1853, by issuing Debenture Stock, bearing a fixed and perpetual irredeemable yearly dividend or interest at the rate of 4 per cent. per annum, to be applied in paying off and extinguishing the mortgage debt of the Company.

The Act provides that this stock shall be a charge upon the tolls and undertaking, and lands, tenements, and hereditaments of the Company, and that the interest or dividend thereon shall, for ever, have priority of payment over all other dividends, on any other stock, or shares, of the Company, whether ordinary, or preference, or guaranteed.

The mortgage debt of the Company amounts to nearly £3,207,000, and is now represented by mortgage deeds issued under seal. These mortgages become payable at certain fixed periods; varying from three to seven years from their respective dates of issue.

By the conversion of this debt into a Debenture Stock at 4 per cent. per annum, the Company will be relieved from the inconvenience of its periodical renewal; and a considerable sum, expended annually in stamps, commission, &c., will be saved.

The consolidation and permanent settlement of this most important annual charge on the Company's revenue will thus be directly beneficial in reducing expenditure; and will, it may safely be assumed, materially enhance the value of the Company's property.

The annual interest payable on the total amount of Debenture Stock will be about £128,300, and will be the first charge upon the Revenue of the Company; which for the year 1857 was, after payment of the working expenses, £597,306 16s. 9d.

At the half-yearly Meeting held on Saturday, the 23rd August, 1856, the following resolution was passed, viz.:—

RESOLVED—

That the Directors be, and hereby are, authorised to convert into "Great Northern Railway Debenture Stock" any portion, or the whole amount, of the mortgage debt of the Company, from time to time, and upon such terms as they may consider advisable, in accordance with the provisions of "The Great Northern Railway Company's Increase of Capital Act, 1853."

It was stated at that Meeting that the option of accepting a proportionate share of this stock would be offered to each Proprietor; and, in accordance with that understanding, it has been so allotted.

THE FOLLOWING ARE THE CONDITIONS OF THE ALLOTMENT—

The first instalment of 20 per cent. of the amount allotted is to be paid on or before the 20th day of December, 1858, and in default thereof the allotment will become void and cancelled without further notice.

The remaining 80 per cent. of the allotment is to be paid in four separate instalments of 20 per cent. each, as follows:—

The 2nd Instalment on the 15th June, 1859.

" 3rd " " 15th December, 1859.

The 4th Instalment on the 15th June, 1860.

" 5th " " 15th December, 1860.

Interest at the rate of 4 per cent. per annum will commence from the dates of the respective payments, and be paid half-yearly, to the 30th June and 31st December, by warrants on the Company's bankers, payable on the 15th January and the 15th July in each year; the first payment of interest to be made on the 15th July, 1859. The warrants will be sent by post to the Proprietors.

Proprietors have, however, the option of paying the whole, or any one, or more, of the instalments, in advance, and, on application to the Secretary, the requisite authority will be sent. Interest at 4 per cent. will be allowed on instalments paid in advance, commencing from the date of payment.

IMMEDIATELY AFTER PAYMENT OF THE FIRST INSTALMENT the banker's receipt is to be sent to the Secretary for registration (the name and address of the party in whose favour it is to be registered being first written in full across it); and a certificate for the amount of Stock allotted, shewing the Amount paid, and to be paid, in respect thereof, will be forthwith issued and sent to the Proprietors, who will receive notice 14 days before each subsequent instalment becomes due, appointing the places at which it is to be paid.

It is indispensable that the receipt for the first instalment should be sent in for registration, otherwise the above notice cannot be given, nor the Warrants for Interest forwarded.

After the registration of the Banker's receipt for the first instalment, Proprietors may transfer the whole or any portion of their allotment, and the purchaser or transferee will hold it subject to the same conditions as the original allottee.

Each subsequent instalment must be paid on the day appointed, and if any instalment be not so paid, Proprietors making default will, thereupon, cease to have the right to pay the remaining instalments, or any of them.

When all the instalments are paid, the certificate given in exchange for the Banker's receipt for the first instalment, and the Banker's receipts for the subsequent instalments, are to be sent in to be exchanged for Debenture Stock Certificates representing the whole amount of the allotment.

The stock has been allotted in amounts proportionate to the Share Capital held by each Proprietor (no sum less than £10 being allotted), and the whole or any portion of the allotment, not less than £10, may be accepted.

If a Proprietor desire to accept a part only of the sum allotted to him, the original allotment letter is to be returned to the Secretary, in order that one for the amount agreed to be accepted may be substituted for it.

KING'S CROSS STATION, LONDON,
20th Nov., 1858.

By order,

HENRY OAKLEY, Secretary.

THE *Great Northern* RAILWAY COMPANY.

(INCORPORATED BY 9 & 10 VICTORIA, CAP. 71, 26TH JUNE, 1846.)

OFFICES—KING'S CROSS STATION, LONDON, 9th November, 1858.

GREAT NORTHERN RAILWAY DEBENTURE STOCK,

Issued under the provisions of the Great Northern Capital Act, 1853, and by the authority of Resolution of General Meeting 23rd August, 1856, bearing a fixed and perpetual irredeemable Yearly Dividend or Interest at the rate of **Four per Cent. per Annum.**

Allotment
No.

3696

NAME

Mrs Hannah Woodville

The holder of this Allotment is entitled to become the Proprietor of £25 Great Northern Railway Debenture Stock, on the terms and conditions stated in the Notice on the back hereof.

The First Instalment of 20 per Cent is £5 and is payable on the 20th December, 1858, at one, or other, of the following Bankers :—

Messrs. SMITH, PAYNE & SMITHS, Lombard Street, London.

Messrs. SMITH, ELLISON, & Co., Lincoln.

Messrs. BECKETT & Co., Leeds.

Messrs. SWANN & Co., York.

Messrs. MOSS & Co., Liverpool.

Messrs. LOYDS, ENTWISLE & Co., Manchester.

The BRITISH LINEN COMPANY, Scotland.

DIRECTIONS.—This Letter is to be presented to the Company's Bankers when payment of the First Instalment is tendered, and the Bankers will sign the Receipt Form hereunder, and the Memorandum on the next page, and retain the latter.

Immediately on payment of the First Instalment, the Proprietor is to transmit this Half Sheet to the Company's Office for Registration, first writing his Name and Address in full across the face thereof, on the lines provided for that purpose.

It is important that the Stock should be Registered as soon as possible after payment of the Instalment, as in the event of the loss of this Document it cannot be replaced, nor can the Warrants for Interest be forwarded when due, if the Stock is not Registered.

First Instalment of 20 per cent., due, Monday, 20th DECEMBER, 1858.

If this Instalment be not paid on or before the 20th December, 1858, this Allotment becomes, by such default, void and cancelled without further notice.

RECEIVED at* this day of DECEMBER, 1858,

the Sum of £5 being the First Instalment of 20 per Cent. on £25 Debenture Stock, allotted as above.

Banker to Sign here

Name

Address

Banker to affix
RECEIPT STAMP
HERE.

* The Bankers are particularly requested to insert, in the space for the purpose, the PLACE of payment as well as the date.

The Bankers are instructed not to receive payment unless this Sheet be presented entire.

MEMORANDUM

Notice to the Bankers.—This Memorandum is to be detached by the Bankers when the FIRST INSTALMENT is paid, and transmitted to the Company's Offices.

THE *Great Northern* RAILWAY COMPANY.

OFFICES,—KING'S CROSS, LONDON, 9th November, 1858.

FIRST INSTALMENT.

Allotment No.

3696

DEBENTURE STOCK,

Name

Miss Hannah Woodville

Amount of Stock

£25

The First Instalment of 20 per Cent. has been this day paid, and a stamped receipt given for the amount,

£5

Date

* Banker to whom and where paid

* The Bankers are particularly requested to insert the Place and Date of Payment in the space left for that purpose, both in the receipt given to the Proprietor and in this Memorandum.

MEMORANDUM

Notice to the Bankers—This Memorandum is to be detached by the Bankers when the First Instalment is paid, and forwarded to the Company's Office.

THE GREAT NORTHERN RAILWAY COMPANY.

OFFICE—KING'S CROSS, LONDON, 6th November, 1858.

DEBENTURE STOCK

Name of the Debenture Holder

Amount of Stock

The First Instalment of 20 per Cent. has been this day paid, and a stamped receipt given for the amount.

Date

Banker to whom and where paid

The Bankers are invited

The Bankers are requested to insert the Name and Date of Payment in the space left for that purpose, within the receipt given to the Proprietor and in this Memorandum.

Wm. Karlsson
11/20-58



God Save
the King.

THE *Great Northern* RAILWAY COMPANY.

SECRETARY'S OFFICE, KING'S CROSS STATION, LONDON,

Thursday, June 19, 1856.

CIRCULAR TO THE PROPRIETORS.

Explanation and Instructions for the use of the annexed Form of Proxy.

As required by the Standing Order of the House of Lords, No. 185—of which a copy is annexed—an Extraordinary General Meeting of the Proprietors of this Company will be held at the King's Cross Station, London, at Eleven o'clock in the Forenoon of Tuesday, the 1st July next, for the purpose of considering and approving, or otherwise acting upon, the two Bills now pending in Parliament, described hereunder.

Annexed is the **Form of a Proxy**, which may be used by any Proprietor not attending the meeting, and wishing to have his, or her, vote recorded on the Bills in question, or either of them; this, however, is optional with the Proprietor.

The Proxy, to be available, must be lodged at this Office not later than in the course of Saturday, the 28th June instant—that is to say, 48 hours before the time of holding the Meeting.

If the form of Proxy be used, it must be stamped, before being lodged at this Office, with a 2s. 6d. stamp, or it may be copied on to paper bearing a 2s. 6d. stamp.

The names of Mr. Denison and Mr. Packe, the Chairman and Deputy Chairman, are printed in the Proxy for the convenience of the Proprietors; but the name of any other proprietor may be substituted for those Gentlemen—their names being first erased by drawing a pen across them, and the name, address, and description of the Proprietor selected to hold the Proxy inserted in the line left blank for the purpose.

The alterations must be verified by the Proprietor putting his initials opposite to them in the margin.

The two Bills are as follows—

1st. "A Bill to enable the North Western Railway Company to vary their undertaking; to use certain other undertakings; and to enter into arrangements with other Companies."

NOTE. 1.—This Bill is promoted by the North Western Railway Company, and it extends the time limited by the "North Western Railway Act, 1852," for the completion of their works.

It also authorises the sale or lease or amalgamation of the undertaking to or with the Midland, the Lancaster and Carlisle, the Great Northern, the Caledonian, or the Glasgow and South Western Railway Companies, with the authority and approbation of an Extraordinary Meeting of the Proprietors of each of such Companies respectively.

The North Western Railway is a line 47 miles long, connecting the Midland Company's Leeds and Bradford Extension Line at Skipton, north west of Leeds, with the Lancashire and Carlisle Railway.

2nd. "A Bill to extend the times limited for certain purposes by the Acts relating to the Metropolitan Railway, and to enable the Metropolitan Railway Company to form a Junction with the Great Northern Railway, and for other purposes."

NOTE 2.—This Bill empowers the Metropolitan Railway Company to form a Branch Railway from that Company's Main Line near King's Cross, to terminate by a Junction with the Great Northern Railway, near the south entrance to the Tunnel under the Regent's Canal.

By clauses inserted in the Bill, the Metropolitan Railway Company are to apply to the construction of the Branch Railway so much of the money raised under the powers of their several Acts as may be necessary for the purpose, and in order that it may be constructed and opened for traffic at the same time with the other part of their undertaking.

The Bill also authorises the Great Northern Railway Company, subject to the sanction of an Extraordinary Meeting of the Proprietors, to be held subsequent to the passing of the Act, to become Shareholders in the Metropolitan Railway Company to an extent not exceeding £175,000, and to apply for that purpose any capital in their possession or control raised or to be raised by shares or by borrowing under the provisions of any Act relating to the Great Northern Railway Company.

By Order,

J. R. MOWATT,

Secretary.

Standing Order of the House of Lords, No. 185.

ORDERED by the Lords Spiritual and Temporal in Parliament assembled:—

1. That no Bill to empower any Company, already constituted by Act of Parliament, to execute, undertake, or contribute towards any work other than that for which it was originally established, or to sell or lease their undertaking, or any part thereof, or to amalgamate the same or any part thereof with any other undertaking, or to abandon their undertaking or any part thereof, or to dissolve the said Company, shall be allowed to proceed, unless the Committee on Standing Orders shall have reported,—

1st. That the Bill as proposed to be introduced into this House was submitted to a meeting of the proprietors of such Company, at a meeting held especially for that purpose.

2nd. That such meeting was called by advertisement, inserted for two consecutive weeks in a morning newspaper published in London, Edinburgh, or Dublin, as the case may be, and in a newspaper of the county or counties in which the principal office or offices of the Company is or are situate; and also by a circular addressed to each Proprietor at his last known or usual address, and sent by post or delivered at such address not less than ten days before the holding of such meeting, enclosing a blank form of proxy, with proper instructions for the use of the same; and the same form of proxy, and the same instructions, and none other, shall be sent to every such Proprietor; but no such form of proxy shall be stamped, nor shall the funds of the Company be used for the stamping any proxies, except the Company shall, at a General Meeting, determine otherwise, in which case a stamped proxy shall be sent to each Proprietor, with such instructions as aforesaid.

3rd. That such meeting was held on a period not earlier than seven days after the last insertion of such advertisement.

4th. That at such meeting the said Bill was submitted to the Proprietors aforesaid then present, and was approved of by Proprietors, present in person or by proxy, holding at least three-fourths of the paid-up Capital of the Company represented at such meeting, such Proprietors being qualified to vote at the meeting in right of such Capital.

FORM OF PROXY.

NOTE.—The names of Mr. Denison and Mr. Packe, the Chairman and Deputy-Chairman, are printed in the Proxy for the convenience of the Proprietors; but the name of any other Proprietor may be substituted for those gentlemen—their names being first erased by drawing a pen across them, and the name, address, and description of the Proprietor selected to hold the Proxy inserted in the line left blank for the purpose.

THE *Great Northern* RAILWAY COMPANY.

Name and
Address in
full.

of

one of the Proprietors of the *Great Northern* Railway Company, doth hereby appoint EDMUND DENISON, of
Doncaster, Esquire, M.P., and GEORGE HUSSEY PACKE, of Caythorpe, Grantham, Esquire, or either of them

to be the proxy of the said

in his absence to vote in his name, upon any matter relating to the undertaking proposed at the Extraor-
dinary General Meeting of the Proprietors of the said Company, to be held on Tuesday, the 1st day of July,
1856, in such manner as they the said EDMUND DENISON and GEORGE HUSSEY PACKE, or either of them

doth think proper.

IN WITNESS whereof the said

hath hereunto set his hand, the

day of , One Thousand Eight

Hundred and Fifty-six.

Proprietor's Signature

[COPY OF ADVERTISEMENT.]

**THE GREAT NORTHERN RAILWAY
COMPANY.**

(Incorporated by 9th & 10th Vic. cap. 71, June 26, 1846.)

Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Proprietors of the GREAT NORTHERN Railway Company will be held at the King's Cross Station, London, on TUESDAY, the 1st day of July next, at 11 o'clock in the forenoon precisely, for the purpose of considering and approving or otherwise acting upon the following Bills now pending in Parliament—viz.,

1. A Bill to enable the North Western Railway Company to vary their undertaking, to use certain other undertakings, and to enter into agreements with other Companies.

2. A Bill to extend the times limited for certain purposes by the Acts relating to the Metropolitan Railway, and to enable the Metropolitan Railway Company to form a Junction with the Great Northern Railway, and for other purposes.

By order,

J. R. MOWATT,

Secretary.

Secretary's Office King's Cross Station,
London, June 13th, 1856.

*Fre. Northern
6/19-56*

To the SECRETARY of the

Great Northern Railway Company,

King's Cross,

LONDON.

NORTH EASTERN RAILWAY.

DIRECTORS.

HARRY STEPHEN THOMPSON, Esq., <i>Chairman</i>	Kirby Hall, York.
GEORGE LEEKMAN, Esq., <i>Deputy-Chairman</i>	York.
ISAAC LOWTHIAN BELL, Esq.,.....	Washington, Newcastle.
JOHN CLEGHORN, Esq.,.....	3, Spring Gardens, London. S.W.
WILLIAM CHARLES COPPERTHWAITE, Esq.,.....	The Lodge, Malton.
GEORGE DODSWORTH, Esq.,.....	The Mount, York.
JOHN FOGG ELLIOT, Esq.,.....	Elvet Hill, Durham.
GEORGE FENWICK, Esq.,.....	Bywell Hall, Stocksfield-on-Tyne.
THE RT. HON. THE EARL OF FEVERSHAM,.....	Duncombe Park, Helmsley.
JAMES HARTLEY, Esq.,.....	Ashbrooke, Sunderland.
WILLIAM RUTHERFORD HUNTER, Esq.,.....	Newcastle-upon-Tyne.
SIR HARCOURT JOHNSTON, Bart.,.....	Hackness Hall, Scarborough.
ALFRED KITCHING, Esq.,.....	Elm Field, Darlington.
JAMES KITSON, Esq.,.....	Elmete Hall, Leeds.
JOHN LOMSDEN, Esq.,.....	{ Woodfield House, Hensale, near Hull.
HENRY OXLEY, Esq.,.....	Westwood, Leeds.
HENRY PEARSE, Esq.,.....	Pierremont, Darlington.
JOSEPH WHITWELL PEARSE, Esq.,.....	Hutton Hall, Guisborough.
ISAAC WILSON, Esq.,.....	Nunthorpe Hall, Middlesbrough.

REPORT

OF THE

Directors of the North Eastern Railway, to be submitted to the Proprietors at the Fortieth Half-Yearly General Meeting, to be held at York, on Friday, the 13th day of February, 1874.

The Accounts for the Half-year ending 31st December, 1873, are herewith presented to the Shareholders.

In the course of the Half-year, the sum of £946,277 6s. 8d. has been paid up on Share Account, and in respect of Four Per Cent. Debenture Stock, the sum of £681,442 has been received. During the same period, the Debenture Account has been reduced by £500,479 2s. 7d., thus leaving an addition to the receipts on Capital Account of £1,127,240 4s. 1d.

The outlay under the head of New Lines has been £134,849 0s. 7d.; in providing additional Station, Warehouse, and other accommodation, the sum of £27,721 10s. 0d. has been expended; and new Rolling Stock to the value of £391,808 17s. 8d. has been delivered during the Half-year. Full details of the expenditure on Capital Account during the Half-year, amounting in the aggregate to £854,379 8s. 3d., are given in statement No. 5.

The receipts and expenses on Revenue Account appear in the general statements numbered 9 and 10, and in the several Abstracts on the seventh page.

From the following summary it can be observed that, compared with the corresponding period of last year, there has, during the past Half-year, been an increase in the gross revenue of £297,805; in the expenditure of £225,318; and in the net receipts, of £72,487.

REVENUE.					EXPENDITURE.				
	Half-year ending Dec. 31st, 1872.	Half-year ending Dec. 31st, 1873.	Increase.	Decrease.		Half-year ending Dec. 31st, 1872.	Half-year ending Dec. 31st, 1873.	Increase.	Decrease.
Passenger Traffic.....	£ 837,991	£ 714,993	122,998	...	Maintenance of Way, Works, Stations.....	£ 546,503	£ 515,074	31,429	...
Travels, Mails, &c.....	125,664	113,459	12,205	...	Locomotive Power.....	571,702	466,594	105,108	...
Goods Traffic.....	1,039,354	909,549	129,805	...	Carriage and Wagon Repairs.....	189,215	178,111	11,104	...
Cattle Traffic.....	44,598	49,409	4,811	...	Traffic Expenses.....	272,299	296,719	24,420	...
Mineral Traffic.....	1,146,261	1,035,349	110,912	...	General Charges.....	49,385	37,830	11,555	...
Rents, Dock Dues, &c.....	58,764	59,499	735	...	Stationary Engines, Incline, &c.....	21,522	19,564	1,958	...
Gross Receipts.....	3,191,132	2,893,327	297,805	...	Law Charges.....	5,265	2,803	2,462	...
Expenditure.....	1,677,464	1,452,145	225,318	...	Parliamentary Expenses.....	13,560	8,500	5,060	...
Net Receipts.....	1,513,668	1,441,181	72,487	...	Compensation.....	23,534	23,401	1,133	...
Miles open for Traffic.....	1,332	1,399	67	...	Rates and Taxes.....	66,173	59,091	7,082	...
					Government Duty.....	14,326	13,852	474	...
					Total.....	1,677,464	1,452,145	225,318	...
					Train Mileage.....	10,249,863	9,681,399	568,464	...

After providing for interest, rents, and other preferential charges, there remains a balance of £863,373 1s. 4d. available for dividend on North Eastern Consols; and the Directors recommend that a dividend at the rate of 10 per cent. per annum be declared thereon. This will absorb the sum of £855,008 10s. 4d., and leave a balance of £8,364 11s. 0d. to be carried to the next Half-year's Account. On the Hull and Hornsea Revenue Account, there remains a balance of £1,160 7s. 7d., out of which the Directors recommend the payment of a dividend on Hull and Hornsea Stock at the rate of 3½ per cent. per annum, which will leave a balance of £73 16s. 1d., to be carried forward.

The above-named dividends will be paid on the 27th February.

The working expenses and other outgoings chargeable to Revenue Account are equal this Half-year to 52.57 per cent. of the gross receipts, against 50.19 per cent. in the corresponding period of 1872. The accounts again present a large increase in the cost of coal and coke, of which about £60,000 is due to increase in price.

At the Special Meeting to be held at the termination of the Ordinary Meeting, the Directors will lay before the Shareholders the several Bills which they propose to introduce into Parliament in the ensuing Session, and to which they ask the sanction of the Proprietors.

With the view of improving the means of communication between the Cleveland and Hartlepool districts, the Directors recommend the construction of a line of Railway from Middlesbrough to a point on the West Hartlepool Railway near Greatham Station. The Shareholders will recollect that on a former occasion it was proposed to effect this object by means of a bridge over the River Tees; by the present plan the same object is intended to be effected by a tunnel East of Middlesbrough, where the river passes over a solid bed of clay. The Directors also recommend the construction of a Railway between Pickering and Seamer, a distance of about sixteen miles, and from Hull to Kirk Ella, a distance of about three miles. A Bill to carry out these objects has been prepared, and in it are included the requisite powers for the formation of a line to the York Cattle Market, a scheme which has been previously explained, and for a Branch to a Dock about to be constructed at Tweedmouth, by the Berwick Harbour Commissioners, and other short connecting lines in the County of Durham, which are required for the purpose of affording greater facilities in the working of the traffic.

No. 3

CAPITAL RAISED BY LOANS AND DEBENTURE STOCK

		RAISED BY LOANS							RAISED BY ISSUE OF SHAREHOLDERS STOCKS				TOTAL RAISED BY LOANS AND BY SHAREHOLDERS STOCKS	
		At 4 1/2 per cent.	At 4 1/4 per cent.	At 4 per cent.	At 3 1/2 per cent.	At 3 1/4 per cent.	Total Loans	At 4 1/2 per cent.	At 4 per cent.	Total Shareholder Stocks	Total Shareholder Stocks	Total	Total	
Expiring at 30th June, 1873	...	£ 41,275 0 6	£ 975,324 2	£ 27,997,734 5	£ 21,343 5 4	£ 4,330 0 0	£ 4,122,774 0 0	£ 1,128 13 6	£ 5,143,687 0 0	£ 97,673,735 0 0	£ 102,817 3 5	£ 102,817 3 5	£ 102,817 3 5	
Do. 30th Dec., 1873	...	27,475 0 6	962,111 3	27,763,359 2 8	89,019 5 7	4,330 0 0	3,721,216 8 0	1,128 13 6	5,143,687 0 0	97,339,250 0 0	97,339 2 5	97,339 2 5	97,339 2 5	
Increase	...	...	...	...	...	...	...	...	...	...	...	...	...
Decrease	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	13,600 0 0	116,213 0 0	354,376 2 7	10,330 0 0	4,199 0 0	490,479 2 7	...	682,442 0 0	682,442 0 0	181,647 17 5	181,647 17 5	181,647 17 5	

* North Western, £1,001,540—Eastern and Dorsetshire, £406,250.

Total amount authorized to be raised by Loans and by Shareholder Stocks, in respect of Capital Created as per Memorandum No. 1. £ 21,827,206 17 5

Total amount raised by Loans and by Shareholder Stocks, as above. £ 21,476,430 5 0

Balance, being available Borrowing Power, at 30th Dec, 1873. £ 350,776 17 5

Notes.—Lenses ruled under the Acts of the Tenth and Eleventh and Great North of England Charities and Northern Junction Railway Companies, and also ruled in the above Acts.

No. 4

RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT

	Amount Expended to June 30th, 1975	Amount Expended during Half year ending Dec. 31st, 1975	Total		Amount Received to June 30th, 1975	Amount Received during Half year ending Dec. 31st, 1975	Total
To EXPENDITURE--	£ s d.	£ s d.	£ s d.	By RECEIPTS--	£ s d.	£ s d.	£ s d.
On Lines and Works open for Traffic--	30,251,27 14 1	37,735 10 0	67,986,47 4 1	Shares and Stock, per Account No. 2.....	33,862,936 14 4	961,227 6 8	34,824,164 1 0
On Lines, &c., in course of construction--				Debiture Stock, per Account No. 2	1,670,732 0 0	682,448 0 0	2,353,230 0 0
						1,667,719 4 8	
Boundary and Fencing Branch	65,291 11 3	15,354 17 8	79,465 8 11				
Extension of Middleborough Dock	107,145 24 5	1,758 19 3	118,416 2 8	Loans, per Account No. 3 ..	4,221,774 6 0	629,673 2 7	4,851,447 8 7
Extension of Ipswich Harbour	55,344 2 1	5,326 10 7	60,670 12 8	West Hartlepool Account--			
Ipswich and Haverham Branch	15,547 4 3	15,611 7 7	31,158 12 0	"Pierway Cargo"	34,389 0 0	---	34,389 0 0
Northwich and Frimley Branch	1,759 3 8	3,025 0 7	4,784 3 5	G. M. E. Purchase Account--			
Ipswich and Fenny Stratford Railway	6,348 11 1	15,927 17 10	22,275 8 11	Outstanding Debentures ..	121,566 5 0	1,000 0 0	122,566 5 0
Leeds and Wakefield Branch	31,641 14 9	12,819 17 8	44,460 12 7			209,673 2 7	
Railways and Station at York	16,495 6 10	24,354 11 9	40,849 8 1				
Railways and Dock at West Hartlepool	30,343 13 3	14,445 15 4	44,788 18 7				
Allocation of North Road Stocks	---	4,564 7 0	4,564 7 0				
Working Stock	6,661,422 11 2	23,868 17 8	6,725,291 8 11				
Subscriptions to other Companies--					4,543,418 5 8	1,127,260 4 1	5,670,678 9 9
Cochran & Co., Ltd., and Pen- arth Railway	25,000 0 0	---	25,000 0 0	Balance	---	---	61,567 2 4
Beacons & Abbeville Railway	25,000 0 0	---	25,000 0 0				
Don Valley Railway	25,000 0 0	---	25,000 0 0				
Hull Dock Company	25,000 0 0	---	25,000 0 0				
Standard Dock Company	25,000 0 0	---	25,000 0 0				
North South Bridge Company	25,000 0 0	---	25,000 0 0				
Total Expenditure--	66,306,738 3 6	69,273 8 5	67,162,967 11 9				67,162,967 11 9

No. 5

DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING DECEMBER 31st, 1873

[illegible]

No. 6.

RETURN OF WORKING STOCK

	LOCOMOTIVE ROLLING STOCK	COACHING STOCK.								MERCHANDISE WAGGONS.										GENERAL WAGGONS.						TOTAL.	
		1st Class Carriages	2nd Class Carriages	3rd Class Carriages	4th Class Carriages	5th Class Carriages	6th Class Carriages	7th Class Carriages	Total.	Goods Waggon.	General Goods Waggon.	Shops or Box Waggon.	Cattle Waggon.	Timber Waggon.	Wagonettes	Wagonettes and Cattle Waggon.	Stores Van.	Brick Van.	Total.	Coal and Lime Waggon.	Wagonettes	Ballast Waggon.	Empty Coal Waggon.	Empty Coal Waggon.	Empty Coal Waggon.		Total.
Stock on the 30th June, 1873	1051	281	256	334	605	208	82	334	2149	15856	435	334	1248	5255	52	22	7	591	23720	2392	1557	502	4271	13374	21497	45443	70354
Less broken up during this half-year, and replaced by stock of a different class.	...	1	...	...	3	...	...	4	29	29	...	...	...	...	...	...	...	40	...	...	...	...	...	...	1191	1191	1235
Built to replace stock broken up as above	1051	281	256	334	605	208	82	334	2149	15856	435	334	1248	5255	52	22	7	591	23689	2392	1557	502	4271	13374	20306	42352	69119
Additions to stock during half-year, charged to Capital	52	...	...	...	6	5	...	...	11	1037	...	...	...	234	...	...	...	18	1209	...	...	...	...	...	...	1051	2383
Stock at the 31st Dec., 1873.	1503	281	256	334	611	213	82	334	2251	16893	435	334	1248	5389	52	22	7	609	23689	2392	1557	502	4353	14413	20306	43573	72416
Increase during the half-year	452	...	...	...	6	5	...	...	102	1037	...	...	...	234	...	...	...	18	1209	...	...	...	...	...	...	1191	1238
Decrease do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

No. 7.

ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	FURTHER EXPENDITURE.		
	During the Half-Year ending June 30th, 1874.	In subsequent Half-Year.	TOTAL.
Lines and Works open for Traffic—			
Land and Conveyance Charges	52,157 0 0	15,808 0 0	67,965 0 0
New Goods Warehouse at Newcastle	10,933 0 0	...	10,933 0 0
Property, Sidings, and Warehouse at Hull	43,972 0 0	...	43,972 0 0
Workshops, Engine Sheds, &c., at Gillingham, York, Hull, &c.	24,897 0 0	6,008 0 0	30,905 0 0
Doubling Line between Hummel and Eshah Viaduct	7,000 0 0	18,000 0 0	25,000 0 0
Timber Road, &c., at West Hartlepool	4,073 0 0	...	4,073 0 0
New Station and Sidings, &c., at Middlesbrough	35,000 0 0	46,544 0 0	81,544 0 0
Additional Sidings, Cottages, Station Accommodation, Turntables, Cranes, and other Works now required	315,621 0 0	65,265 0 0	380,886 0 0
	483,653 0 0	131,735 0 0	615,388 0 0
Lines, &c., in course of Construction—			
Branches at Ferry Hill	1,500 0 0	504 0 0	2,004 0 0
Extension of Middlesbrough Dock	5,000 0 0	2,299 0 0	7,299 0 0
Curves at Ayrton	...	3,500 0 0	3,500 0 0
Helmley and Pickering Branch	18,784 0 0	27,707 0 0	46,491 0 0
Alteration of Norton Road, Stockton	4,000 0 0	490 0 0	4,490 0 0
Leeds and Wetherby Branch	25,309 0 0	142,759 0 0	168,068 0 0
Knaresborough and Donbridge Branch	15,833 0 0	53,673 0 0	69,506 0 0
Railway and Dock at West Hartlepool	15,000 0 0	93,516 0 0	108,516 0 0
Railways and Station at York	12,800 0 0	143,327 0 0	156,127 0 0
Malmesbury and Malmesbury Branch	17,173 0 0	3,959 0 0	21,132 0 0
Leyburn and Hawes Branch	28,265 0 0	143,367 0 0	171,632 0 0
	143,664 0 0	615,151 0 0	758,815 0 0
Additional Rolling Stock ordered but not delivered	722,529 0 0	156,610 0 0	879,139 0 0
Works not yet commenced, or in abeyance—			
Filmor Branch	5,000 0 0	11,000 0 0	16,000 0 0
Gaisford Branch	...	7,500 0 0	7,500 0 0
Dyker and Ferry Main Railway	18,000 0 0	216,870 0 0	234,870 0 0
Monkwearmouth Junction	10,000 0 0	237,747 0 0	247,747 0 0
Castle Eden and Stockton Branch	8,000 0 0	190,600 0 0	198,600 0 0
	41,000 0 0	657,717 0 0	698,717 0 0
TOTAL ESTIMATED FURTHER EXPENDITURE OF CAPITAL	1,290,836 0 0	1,611,213 0 0	2,902,049 0 0

No. 8. CAPITAL POWERS, AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER ACCOUNT No. 7.

	£	s.	d.	£	s.	d.
Share and Loan Capital Authorised, but not yet created or sanctioned—per Account No. 1	1,000,000	0	0	...	...	...
Share Capital Created, but not yet received—per Account No. 2	1,988,602	0	0	...	...	...
Borrowing Powers Unexercised—per Account No. 3	82,788	14	1	...	...	...
Deduct—						
G. N. E. Purchase—Outstanding Debentures	123,996	5	0	...	...	...
West Hartlepool Primary Charges	264,800	0	0	...	...	...
Balance of Capital Account—per Account No. 4	691,219	2	4	...	...	...
				880,135	7	4
				2,797,132	10	1

No. 14.

MILEAGE STATEMENT.

	HALF-YEAR ENDING DEC. 31st, 1873.				HALF-YEAR ENDING DEC. 31st, 1874.			
	Mile Actual.	Mile Contracted.	Mile Contracted or to be Contracted.	Mile Wasted.	Mile Actual.	Mile Contracted.	Mile Contracted or to be Contracted.	Mile Wasted.
Lines owned by Company	1,433½	1,315½	83½	1,335½	1,433½	1,315½	83½	1,335½
Do. partly owned	5	5	—	5	5	5	—	5
Do. Leased or Rented	8½	8½	—	8½	8½	8½	—	8½
Foreign Lines worked over	1,512½	1,332	180½	1,332	1,419½	1,332	87½	1,332½

No. 15.

STATEMENT OF TRAIN MILEAGE.

	Half-year ending Dec. 31st, 1873.	Half-year ending Dec. 31st, 1874.
Passenger Trains	8,517,381	8,594,935
Goods and Mineral Trains	6,172,709	6,173,454
TOTAL	14,690,090	14,768,389

GREAT NORTH OF ENGLAND PURCHASE ACCOUNT.

	£	s.	d.
By Balance	25,192	7	5
Amount received this Half-Year	541	6	8
To Purchase Debentures Paid off Balance	1,000	0	0
	25,992	14	1
	26,996	14	1

H. S. THOMPSON, Chairman.

WM. TIDSWELL, Accountant.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canals, and other Works, have, during the past Half-year, been maintained in good working condition and repair.

Newcastle-on-Tyne, 29th January, 1874.

THOS. E. HARRISON, Chief Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Waggon, Machinery, and Tools, also the Marine Engines of the Steam Vessels, have, during the past Half-year, been maintained in good working order and repair.

Newcastle-on-Tyne, 29th January, 1874.

THOS. E. HARRISON, Chief Engineer.

AUDITORS' CERTIFICATE.

Newcastle-on-Tyne, 29th January, 1874.

We hereby certify that the Half-yearly Accounts proposed to be issued, contain a full and true Statement of the Financial Condition of the Company, and that the Dividends proposed to be declared on the several Stocks and Shares are bona fide due thereon, after charging the Revenue of the Half-year with all Expenses, which in our judgment ought to be paid thereout.

QUILTER, BALL & Co., Accountants.

ROBT. FLETCHER, }
J. E. BYWATER, } Auditors.

NOTICE IS HEREBY GIVEN, that the Fortieth Half-Yearly General Meeting of the Shareholders of the North Eastern Railway Company will be held at the De Grey Rooms, in the City of York, on Friday, the Thirtieth day of February next, at Twelve o'Clock at Noon.

And such Meeting is also specially convened for the purpose of submitting to the Proprietors for approval the following Bills, promoted in Parliament by this Company solely, or jointly with other Companies, respectively intitled:—

"A Bill for enabling the North Eastern Railway Company to construct Railways in the Counties of York and Durham, and at or near York, Hull, and Tinsdale, and for other purposes."

"A Bill for conferring additional powers on the North Eastern Railway Company for the Construction of Works, and for the Acquisition of Lands, and for other purposes connected with their undertaking."

"A Bill for vesting the undertaking of the Blyth and Tyne Railway Company in the North Eastern Railway Company."

"A Bill for enabling the Midland and North Eastern Railway Companies to make a Railway from the Midland Railway, near Swinton, to the North Eastern Railway, near Knottingley, and for other purposes." and

"A Bill for enabling the North Eastern and London and North Western Railway Companies to extend and enlarge the Leeds New Railway Station, and to make an approach thereto, and for other purposes."

H. S. THOMPSON, Chairman.
C. N. WILKINSON, Secretary.

York, 28th January, 1874.

[illegible][illegible]

1. The first step in the process of the development of a new product is the identification of a market need. This is done by conducting market research, which involves gathering information about the needs and wants of potential customers. This information is then used to develop a product concept that meets the identified need.

2. The second step is the development of a business plan. This plan outlines the financial aspects of the product, including the costs of production, distribution, and marketing. It also includes a sales forecast and a break-even analysis. The business plan is used to secure financing and to guide the development of the product.

3. The third step is the development of a prototype. This is a small-scale model of the product that is used to test the design and to make any necessary adjustments. The prototype is also used to demonstrate the product to potential customers and to investors.

4. The fourth step is the production of the product. This involves the manufacturing of the product in large quantities. The production process is typically managed by a factory or a manufacturing plant. The product is then distributed to retailers or directly to customers.

5. The fifth and final step is the marketing of the product. This involves promoting the product to potential customers and encouraging them to purchase it. Marketing activities may include advertising, sales promotion, and public relations. The goal of marketing is to create a strong brand image and to increase sales.

[illegible]

Chester and Holyhead Railway.

SECRETARY'S OFFICE,

Chester, 25th September, 1854.

No.

1188

Mudam

I am instructed to inform you, that in accordance with the terms of the arrangement with the Bangor and Caernarvon Railway Company, sanctioned at a Special Meeting of this Company, on the 7th September, 1853, the option is now offered to you of taking, at par, Bangor and Caernarvon Shares, in proportion to the amount of your holding in this Railway.

The Bangor and Caernarvon Railway, was constructed under the authority of the Bangor and Caernarvon Railway Act, 1851, (14 Vic. cap. 21,) by which the amount of each Share is fixed at the sum of Twenty Pounds.

The undertaking is now vested in this Company, and an annual Rent, (equal to interest at the rate of Four per Cent per annum on the Capital) is secured in perpetuity to the Holders of Bangor and Caernarvon Shares, by the Bangor and Caernarvon (Transfer) Act, passed during the last Session of Parliament.

The option of taking up the Shares must be exercised, and the purchase money paid in full, on or before the 25th October next, after which date the privilege absolutely ceases.

If you decide to take any portion of the Shares, I have to request that the annexed form may be filled up and returned to this Office at your earliest convenience, when if the allotment be confirmed, a Call Letter for the purchase money will be issued.

I am,

Mudam

Your obedient Servant,

ROBERT S. MANSEL,

SECRETARY.

CHURCH AND HOSPITAL

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1888

No. 1188

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1854.

Sir,

In reply to your Circular, under date 25th September, I elect to receive Shares in the Bangor and Caernarvon Railway, and hereby undertake to pay the purchase money for the above number, or such portion thereof as may be allotted to me, on or before the Twenty-fifth day of October in the present year.

I am,

Sir,

Your's faithfully,

To the Secretary,
Chester and Holyhead Railway,
Chester.

Chester & Holyhead
9/25 - 1854

THE SECRETARY,

Chester and Holyhead Railway,

CHESTER.

THE GREAT NORTHERN RAILWAY. Locomotive Department, Percussors, 2nd August, 1900.

To the Directors of the Great Northern Railway.

Gentlemen,—I have the honor to report to you that the Rolling Stock under my charge has been fully utilized, and is at the present time in good working order.

Considerable work beyond the due to ordinary repairs has been expended in improving the Road Class Coaches.

The total expenditure for the half-year is £43,749 3s. 6d., against £10,300 in 1899, for the corresponding period of last year.

£10,300 being the sum paid for the purchase of new stock, and the balance of £33,449 being the sum paid for repairs and other expenses.

The total expenditure for the half-year is £43,749 3s. 6d., against £10,300 in 1899, for the corresponding period of last year.

The total expenditure for the half-year is £43,749 3s. 6d., against £10,300 in 1899, for the corresponding period of last year.

I have the honor to be, Gentlemen,
Your obedient servant,
ARCHER HURLOCK.

[Account No. 4.]

THE GREAT NORTHERN RAILWAY COMPANY.
CAPITAL BALANCE SHEET—30th June, 1900.

£.	s.	d.		£.	s.	d.	
By Balance at 1st July 1899	10,300	0	0	By Cash at Balance	1,000	0	0
By Profit and Loss at 30th June 1900	33,449	3	6	By Profit and Loss at 30th June 1900	33,449	3	6
Total	43,749	3	6	Total	43,749	3	6
To Balance at 1st July 1899	10,300	0	0	To Balance at 1st July 1899	10,300	0	0
To Profit and Loss at 30th June 1900	33,449	3	6	To Profit and Loss at 30th June 1900	33,449	3	6
Total	43,749	3	6	Total	43,749	3	6

— Amounts owing to the Company and Public Revenue.
in the Ledger.

£.	s.	d.		£.	s.	d.	
By Balance at 1st July 1899	10,300	0	0	By Cash at Balance	1,000	0	0
By Profit and Loss at 30th June 1900	33,449	3	6	By Profit and Loss at 30th June 1900	33,449	3	6
Total	43,749	3	6	Total	43,749	3	6
To Balance at 1st July 1899	10,300	0	0	To Balance at 1st July 1899	10,300	0	0
To Profit and Loss at 30th June 1900	33,449	3	6	To Profit and Loss at 30th June 1900	33,449	3	6
Total	43,749	3	6	Total	43,749	3	6

— Amounts owing to the Company and Public Revenue.
in the Ledger.

Examined and found correct,
JAMES H. WILSON,
Auditor, 1st August, 1900.

Accounts referred to in the REFERENCE STATEMENT (Account No. 3), for the half-year ended 30th June, 1900—continued.

1900		1901		1902		1903		1904		1905		1906		1907		1908		1909		1910		1911		1912		1913		1914		1915		1916		1917		1918		1919		1920		1921		1922		1923		1924		1925		1926		1927		1928		1929		1930		1931		1932		1933		1934		1935		1936		1937		1938		1939		1940		1941		1942		1943		1944		1945		1946		1947		1948		1949		1950		1951		1952		1953		1954		1955		1956		1957		1958		1959		1960		1961		1962		1963		1964		1965		1966		1967		1968		1969		1970		1971		1972		1973		1974		1975		1976		1977		1978		1979		1980		1981		1982		1983		1984		1985		1986		1987		1988		1989		1990		1991		1992		1993		1994		1995		1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038		2039		2040		2041		2042		2043		2044		2045		2046		2047		2048		2049		2050		2051		2052		2053		2054		2055		2056		2057		2058		2059		2060		2061		2062		2063		2064		2065		2066		2067		2068		2069		2070		2071		2072		2073		2074		2075		2076		2077		2078		2079		2080		2081		2082		2083		2084		2085		2086		2087		2088		2089		2090		2091		2092		2093		2094		2095		2096		2097		2098		2099		2100																																																																																																																																																																																
...

Examined and found correct,
JAMES H. WILSON,
Auditor, 1st August, 1900.

Accounts referred to in the REFERENCE STATEMENT (Account No. 3), for the half-year ended 30th June, 1900—continued.

THE GREAT NORTHERN RAILWAY.

MANAGER'S OFFICE, KING'S CROSS,
London, July 21st, 1890.

SIR,

I have the honour to refer to you first several new works now satisfactorily completed during the past half-year, including a considerable extension of the hays for mooring cattle at the London Station, necessary to provide accommodation for the various numerous new trading firms; you have been offered with the T. & N. Metropolitan Railway Mailbox Lane, by which convenient access is secured for vehicles and carriages to the London Station at Finsbury Circus;

James Lane, also has been made, now finished, with a high stage from Tottenham, by which the traffic of these towns will be placed in direct communication with King's Cross.

Under the management of the Great Northern Country Company in London, and under the Chief Hays Station and the Country, are fast becoming a reality, the new fish, chicken, and salmon (chilled under water), as well as the new vegetable and fruit, and the new cold storage and freezing machinery, these have efficiently completed, and the passenger is supplied in the winter with Glen.

The stations and facilities throughout the Line are in a high state of repair during the past half-year notwithstanding accidents, wrecks, engine, and train failures, and the maintenance of the Line and Finsbury, which has been kept, East London, and along length, and the portion of the line from Finsbury to the north, as in condition.

As regards the state of the main line between London and Finsbury, which was held during the last and some previous half-years, in a much better state, there were no new works completed, and I am engaged, in fact, with the works with which you have contracted, in increasing the size of guaranteed rail and other material, of improved weight, for the smaller freight economy, which will be done from which I anticipate an increased and advantageous result.

I have the honour to be,
Sir,
Yours obedient Servant,
WALTER MAIR SETTEGE.

Director of the Great Northern Railway.

LANDS IN

1899

1899

1. The following is a list of the lands in the County of ...

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89. The following is a list of the lands in the County of ...

90. The following is a list of the lands in the County of ...

Examined and found correct,
JAMES H. WILSON,
Auditor, 1st August, 1900.

Accounts referred to in the REFERENCE STATEMENT (Account No. 3), for the half-year ended 30th June, 1900—continued.

1900	£	s.	d.
By Balance at 1st July 1899	10,300	0	0
By Profit and Loss at 30th June 1900	33,449	3	6
Total	43,749	3	6

Only use these tags: `<table>`, `<tr>`, `<td>`, `<th>`, `<th>`

Examined and found correct,
JAMES H. WILSON,
Auditor, 1st August, 1900.

Accounts referred to in the REFERENCE STATEMENT (Account No. 3), for the half-year ended 30th June, 1900—continued.

RAILWAY COMPANY.

30th June, 1900.

£. s. d.

By Balance at 1st July 1899 10,300 0 0

By Profit and Loss at 30th June 1900 33,449 3 6

Total 43,749 3 6

Examined and found correct,
JAMES H. WILSON,
Auditor, 1st August, 1900.

Accounts referred to in the REFERENCE STATEMENT (Account No. 3), for the half-year ended 30th June, 1900—continued.

£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
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10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
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33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0	0	33,449	3	6	43,749	3	6
10,300	0	0	33,449	3	6	43,749	3	6	10,300	0	0
33,449	3	6	43,749	3	6	10,300	0	0	33,449	3	6
43,749	3	6	10,300	0							

REPORT OF THE DIRECTORS To the Twenty-eighth Half-Yearly Ordinary General Meeting of the Proprietors, to be held at the London Tavern, Holborn- village Street, in the City of London, on Saturday, the 15th August, 1900, at Eleven o'clock a.m. precisely.

1. With this Report the Accounts of the Company for the six months ended 30th June, 1900, are transmitted to the proprietors, as usual.

CAPITAL ACCOUNT.

Expanded to 30th December, 1899, —	£1,000,000 0s. 0d.
— during Half-year ended 30th June, 1900, —	£1,000 0s. 0d.
Total expended in Capital Account —	£1,001,000 0s. 0d.

2. The details of the share issue of £1,000,000 are given in statement A, page 18; the principal items being for the new Junction with the North London Railway, for works at the eastern junction with the branch of the Metropolitan Railway in Balton Lane, the extension of the Coal Drift in King's Cross, and the additional accommodation at London, Euston, Peterborough and Great Central.

3. The statement of Assets and Liabilities on page 17 shows the estimated cost of the further works undertaken.

4. Twelve new powerful Engines have been ordered since last year, those which have been delivered fully realize the advantages expected from them. It is intended to repeat about £25,000 in the construction of additional engines and wagoons, to meet the requirements of the increased traffic.

5. The issue of the Four per Cent. Perpetual Debenture Stock proceeds satisfactorily, nearly £400,000 having been received on this account during the last six months, making the whole amount paid up £3,412,105.

THE GREAT NORTHERN RAILWAY COMPANY. CAPITAL BALANCE SHEET—30th June, 1900.

CAPITAL ACCOUNT.

Expanded to 30th December, 1899, —	£1,000,000 0s. 0d.
— during Half-year ended 30th June, 1900, —	£1,000 0s. 0d.
Total expended in Capital Account —	£1,001,000 0s. 0d.

2. The details of the share issue of £1,000,000 are given in statement A, page 18; the principal items being for the new Junction with the North London Railway, for works at the eastern junction with the branch of the Metropolitan Railway in Balton Lane, the extension of the Coal Drift in King's Cross, and the additional accommodation at London, Euston, Peterborough and Great Central.

3. The statement of Assets and Liabilities on page 17 shows the estimated cost of the further works undertaken.

4. Twelve new powerful Engines have been ordered since last year, those which have been delivered fully realize the advantages expected from them. It is intended to repeat about £25,000 in the construction of additional engines and wagoons, to meet the requirements of the increased traffic.

5. The issue of the Four per Cent. Perpetual Debenture Stock proceeds satisfactorily, nearly £400,000 having been received on this account during the last six months, making the whole amount paid up £3,412,105.

THE GREAT NORTHERN RAILWAY COMPANY. CAPITAL BALANCE SHEET—30th June, 1900.

CAPITAL ACCOUNT.

Expanded to 30th December, 1899, —	£1,000,000 0s. 0d.
— during Half-year ended 30th June, 1900, —	£1,000 0s. 0d.
Total expended in Capital Account —	£1,001,000 0s. 0d.

2. The details of the share issue of £1,000,000 are given in statement A, page 18; the principal items being for the new Junction with the North London Railway, for works at the eastern junction with the branch of the Metropolitan Railway in Balton Lane, the extension of the Coal Drift in King's Cross, and the additional accommodation at London, Euston, Peterborough and Great Central.

3. The statement of Assets and Liabilities on page 17 shows the estimated cost of the further works undertaken.

4. Twelve new powerful Engines have been ordered since last year, those which have been delivered fully realize the advantages expected from them. It is intended to repeat about £25,000 in the construction of additional engines and wagoons, to meet the requirements of the increased traffic.

5. The issue of the Four per Cent. Perpetual Debenture Stock proceeds satisfactorily, nearly £400,000 having been received on this account during the last six months, making the whole amount paid up £3,412,105.

THE GREAT NORTHERN RAILWAY COMPANY. CAPITAL BALANCE SHEET—30th June, 1900.

CAPITAL ACCOUNT.

Expanded to 30th December, 1899, —	£1,000,000 0s. 0d.
— during Half-year ended 30th June, 1900, —	£1,000 0s. 0d.
Total expended in Capital Account —	£1,001,000 0s. 0d.

2. The details of the share issue of £1,000,000 are given in statement A, page 18; the principal items being for the new Junction with the North London Railway, for works at the eastern junction with the branch of the Metropolitan Railway in Balton Lane, the extension of the Coal Drift in King's Cross, and the additional accommodation at London, Euston, Peterborough and Great Central.

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CHESTER AND HOLYHEAD RAILWAY.

TO THE PROPRIETORS OF THE

CHESTER AND HOLYHEAD RAILWAY COMPANY.

Referring to the advertised notice of a Special Meeting on the 30th inst., for the purpose of considering and approving, or otherwise, an agreement proposed to be entered into with the London and North Western Railway Company, I am instructed to lay before you the following explanation as to the intent and purpose of the heads of agreement which, as prepared by Counsel, will be submitted at the intended meeting.

To meet the urgent requirement for improved communication, between England and Ireland, an Act of Parliament was passed, on 23rd July, 1855, intituled "An Act for improving the Postal and Passenger communication between England and Ireland, and for authorizing Arrangements between Companies in England and Ireland, in relation thereto, and for other purposes;" by which Act powers were conferred upon the Chester and Holyhead Railway Company, the London and North Western Railway Company, and the City of Dublin Steam-Packet Company, for facilitating the Postal Service, and the convenient transmission of Passengers between England and Ireland.

In the course of the last year a provisional contract was negotiated with the Government, by the London and North Western, Chester and Holyhead, and City of Dublin Companies, but so many and serious difficulties were experienced in carrying out the agreement between the contracting Companies, which was essential to the completion of the contract with Government, that it was deemed advisable to apply to Parliament, during the past session, for further powers of arrangement with the London and North Western Railway Company, and the application resulted in the passing of Act, intituled "An Act to authorize Arrangements between the Chester and Holyhead Railway Company, and London and North Western Railway Company; and to authorize the Chester and Holyhead Railway Company to raise a further sum of money, and for other purposes."

By clause No. 20 of the above Act, the following powers are conferred:—

Sec. 20.—"It shall be lawful for the said Two Companies to amalgamate their Undertakings into One, or it shall be lawful for the Chester and Holyhead Railway Company to sell their undertaking to the London and North Western Railway Company, and for the London and North Western Railway Company to purchase the same, on such Terms and Conditions as shall be mutually agreed upon between the said Companies, with the Consent of Three-Fifths at least of the Votes of the shareholders of such Companies respectively present in Person or by Proxy at Meetings of such Companies respectively convened with special Notice of the Purpose: Provided always, that at any meeting of the Chester and Holyhead Railway Company to be held for any such Purpose, it shall not be lawful for the London and North Western Railway Company, or for any Person or Persons whomsoever in their Name, or on their Behalf, to vote for or in respect of any Shares in the Capital Stock of the Chester and Holyhead Railway Company of which the London and North Western Railway Company, or any Person or Persons on their Behalf, are for the time being the registered Proprietors."

In pursuance of the authority thus granted by Parliament, the heads of an arrangement have been agreed with the London and North Western Board, of which the following are the general provisions.

That, subject to the completion by all parties of the contract and sub-contract for the improvement of the Irish Postal and Passenger communication, and to the verification substantially of the financial position of the Chester and Holyhead Company, as set forth in the published accounts,

1.—The Chester and Holyhead Railway Company agree to sell, and the London and North Western Railway Company to purchase the undertaking of the Chester and Holyhead Railway Company, and all the fixed and moveable property and assets, powers and privileges of that Company, whether vested in the Company or in Trustees, including

their interest in the Bangor and Carnarvon Railway, and including the Packets, Plant, and Stores of every description, both Railway and Marine, and all Credits, including the unexpended balances at the credit of the Steam-Boat Insurance and Depreciation Funds, upon the following terms and conditions.

2.—The purchase to take effect, as from 1st January 1859, on and from which day the London and North Western Company are to enter into possession of the Chester and Holyhead Railway, and undertaking, and of the earnings and income thereof of every description, including rents of surplus lands, and the earnings and income of the Mold, and Bangor and Carnarvon Railways, and of the Steam-Boats and payments for conveyance of Mails, and thereafter are to have the complete and undisturbed control of the same, and of the working and management thereof, in every respect as if the Chester and Holyhead undertaking was part of, and amalgamated with the London and North Western undertaking; all outgoings and liabilities up to the 1st January, 1859 (other than those hereinafter mentioned), being provided for and paid by the Chester and Holyhead Railway Company, and all future accruing working expenses, outgoings, and liabilities being paid by the London and North Western Railway Company.

3.—During the continuance of the payments mentioned in the next clause, and as one of the terms and conditions of the purchase, the Directors of the Chester and Holyhead Railway Company must also be Directors of the London and North Western Railway Company, provided that a sufficient number of such Directors are duly qualified and willing to act as Directors; and all officers and servants connected with the management or working of the undertaking, are to be officers and servants of the London and North Western Railway Company.

4.—In consideration of the premises, and during the continuance of the performance and observance of the terms and conditions herein contained, and as part of the terms and conditions of purchase, the London and North Western Railway Company to pay the following sums by half-yearly payments, free of all deductions except Income Tax.

SCHEDULE.

1.—The rent from time to time, payable under the lease of the Bangor and Carnarvon Railway, commencing from 1st January, 1859.

2.—The Interest from time to time payable in respect of the Debenture Debt, not exceeding £1,092,841 : 1 : 0, commencing from 1st January, 1859.

3.—The Dividend on the first Preference Shares or Stock issued, not exceeding £630,000; and on the second Preference Shares or Stock issued, not exceeding £269,075 : 10 : 0, commencing from 1st January, 1859.

4.—Interest at the rate from time to time payable, but not exceeding five per cent., and commencing from 1st January, 1859, on so much of a sum not exceeding £305,172 : 16 : 10 (estimated at £289,890 : 5 : 10), as bears interest, being the amount of liabilities set forth in the approximate statement of assets and liabilities on capital account to 30th June, 1858, less any diminution by realization of the Assets, stated in such account as amounting to £305,172 : 16 : 10, which are to belong to the London and North Western Railway Company.

5.—For the year 1861, the sum of £11,000.

6.—For the year 1862, the sum of £22,000.

7.—For the year 1863, and thereafter in perpetuity, the sum of £27,500.

It is estimated that the profits, for the current half-year, will suffice to pay the outgoings of that half-year, and the Preference dividend for the current half-year, and also the arrears of dividend on the Second Preference Shares or Stock, amounting to £6726, failing which, the deficiencies to be added to the liabilities, hereinbefore mentioned as estimated at £289,890 : 5 : 10.

8.—The arrangement to be submitted to Special Meetings of the Shareholders of the respective Companies, to be at once convened for the purpose, and, if approved, to commence from the 1st January, 1859, or so soon thereafter as the requirements of Clause 3 are effected, and to be carried out by all necessary deeds, such deeds to be settled, in case of difference, by JOHN HORATIO LLOYD Esq., whom failing, by JOHN BULLAR, Esq.

The sums to be paid as above, commencing with the year 1861, are to be applied solely to the payment of Dividend on the Ordinary Stock of the Company, in the hands of the public (£1,100,000), and it is estimated, will yield—

For the year 1861	1	per cent. per annum.
" 1862	2	" "
" 1863 and thereafter	2½	" "

The obvious consideration to the Chester and Holyhead Proprietors, is the security of a fixed return on their capital invested in the undertaking; whilst the postponement of the dividend affords to the London and North Western Company the opportunity for bringing into full operation their larger means for developing the traffic, so as to meet the required payments.

Although the scale of dividend, secured under the arrangement, does not equal the expectations entertained at the formation of the Company, it has the effect of improving materially the present value of the property: the agreement is, in the opinion of the Directors, equitable between the two Companies, and as such it is recommended to the Proprietors for adoption.

I am instructed to request your attendance, either personally or by proxy, at the intended meeting.

Your obedient servant,

ROBERT S. MANSEL,
Secretary.

CHESTER, December 23, 1858.

CHESTER AND HOLYHEAD RAILWAY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the Proprietors of the Chester and Holyhead Railway Company will be held at the London Tavern, Bishopsgate Street, within the City of London, on THURSDAY, the 30th day of December, 1858, at TWELVE o'clock at Noon, for the purpose of considering, and if approved, sanctioning an agreement under the provisions of the Chester and Holyhead Railway Act, 1858, between the London and North Western and Chester and Holyhead Railway Companies, for the guarantee by the London and North Western Railway Company of interest on the debt, and of dividends on the shares, of the Chester and Holyhead Company, upon the terms and conditions to be stated at such Meeting, and for the purpose of sanctioning the sale of the undertaking of the Chester and Holyhead Railway Company to, or the amalgamation of that Company with, the London and North Western Railway Company, and its undertaking, and fixing and determining, or authorizing the Directors to fix and determine, the terms and conditions of such sale or amalgamation.

Dated this 17th day of December, 1858.

S. MORTON PETO, Chairman.

ROBERT S. MANSEL, Secretary.

Chester & Holyhead

CHESTER AND HOLYHEAD RAILWAY: NOTICE IS

hereby given, that a SPECIAL GENERAL MEETING of the Proprietors of the Chester and Holyhead Railway Company will be held at the London Tavern, Bishopsgate Street, within the City of London, on THURSDAY, the 20th day of December, 1861, at Twelve o'clock at Noon, for the purpose of considering, and if approved, sanctioning an agreement under the provisions of the Chester and Holyhead Railway Act, 1858, between the London and North Western and Chester and Holyhead Railway Companies, for the guarantee by the London and North Western Railway Company of interest on the debt, and of dividends on the shares of the Chester and Holyhead Company, upon the terms and conditions to be stated at such Meeting, and for the purpose of sanctioning the sale of the undertaking of the Chester and Holyhead Railway Company to the amalgamation of that Company with the London and North Western Railway Company, and its undertaking, and fixing and determining, or authorizing the Directors to fix and determine, the terms and conditions of such sale or amalgamation. Dated this 17th day of December, 1861.

R. MORTON PETO, Chairman.
ROBERT S. MANSIELL, Secretary.

The sum to be paid to shareholders in respect of the year 1861, will be paid on the 1st day of January 1862, and no dividend will be paid in respect of the year 1862, and it is determined that the dividend for the year 1861 shall be paid on the 1st day of January 1862.

For the year 1861	For the year 1862
1861	1862
1862	1863
1863	1864

Although the sale of the undertaking of the Chester and Holyhead Railway Company to the London and North Western Railway Company, and its undertaking, and fixing and determining, or authorizing the Directors to fix and determine, the terms and conditions of such sale or amalgamation, is a matter of great importance, and it is recommended that the Proprietors should be consulted on this subject.

I am instructed to request your attendance, either personally or by proxy, at the intended meeting.

Yours obedient servant,

ROBERT S. MANSIELL

Given, December 15, 1861.

THE *Great Northern* RAILWAY COMPANY.

SECRETARY'S OFFICE, KING'S CROSS STATION,
LONDON, 21st March, 1859.

CIRCULAR TO THE PROPRIETORS.

[COPY OF ADVERTISEMENT CONVEYING THE MEETING.]

THE GREAT NORTHERN RAILWAY COMPANY. Incorporated by 9 and 10 Vic., cap. 71, June 26, 1846.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Proprietors of the Great Northern Railway Company will be held at the King's Cross Station, London, on FRIDAY, the 1st day of APRIL, 1859, at eleven o'clock in the forenoon precisely, for the purpose of considering and approving, or otherwise acting upon, the following Bills now pending in Parliament, viz.:-

1. A Bill to facilitate the communication between the Great Northern and the North London Railway; to improve the Station at King's Cross; and enable the Company to make arrangements with regard to certain parts of their Preference Capital, and the Mortgage Debt of the East Lincolnshire Railway Company.
2. A Bill for authorising Working and Traffic arrangements between the London and North Western, Great Northern, and Manchester Sheffield and Lincolnshire Railway Companies, and for other purposes.
3. A Bill for enabling the London and North Western Railway Company to make a Railway from their existing line at Edge Hill, in the County of Lancaster, to the St. Helen's Railway, near Garston, and for other purposes.
4. A Bill to transfer the Warrington and Stockport Railway to the London and North Western and St. Helen's Railway Companies.
5. A Bill to authorise the London and North Western Railway Company to use certain Stations and Railways at Burton-upon-Trent, and to enter into Agreements with the Great Northern and certain other Railway Companies.
6. A Bill to authorise the Leeds Bradford and Halifax Junction Railway Company to construct a Branch Railway to the Lancashire and Yorkshire Railway at Bradford, and for other purposes.
7. A Bill to authorise the Bradford Wakefield and Leeds Company to construct a Branch Railway to Methley, in the West Riding of the County of York, and for other purposes.

By order, HENRY OAKLEY, Secretary.

Secretary's Office,
King's Cross Station,
London, 16th March, 1859.

The powers sought to be obtained by the Bills to be submitted to the Meeting are as follow:—

- No. 1. "A Bill to facilitate the communication between the Great Northern Railway Goods Department, and the North London Railway, near York Road, London; and to enable the Great Northern Railway Company to make arrangements with regard to certain parts of their Capital, and that of the East Lincolnshire Railway Company."
- This Bill is to empower the Great Northern Company to make a short line for the purpose of effecting a Junction between their Main line and the North London Railway near York Road, London, and to improve the means of access to the Great Northern Company's Goods Station at King's Cross.
- The Bill also enables a future Meeting of the Great Northern Company to create Stock for the redemption of such of the Preference Stocks as were issued subject to a right of redemption, and also for the conversion of the East Lincolnshire Mortgage Debt into Debenture Stock. The Bill also authorises a reduction of the number of Directors.
- No. 2. "A Bill for authorising working and traffic arrangements between the London and North Western, Great Northern, and Manchester Sheffield and Lincolnshire Railway Companies, and for other purposes."
- This Bill is promoted by the three Companies jointly for the purpose of enabling them to carry into effect the arrangements lately made for the interchange of Traffic, and otherwise as stated in the Report to the last Half-yearly Ordinary General Meeting.
- No. 3. "A Bill for enabling the London and North Western Railway Company to make a Railway from their existing line at Edge Hill, in the County of Lancaster, to the St. Helen's Railway near Garston, in the same County, and for other purposes."
- The objects of this Bill are to authorise the London and North Western Railway Company to make the Railway above described, and also to enter into agreements with the Great Northern and Manchester Sheffield and Lincolnshire Companies, with respect to the traffic to be conveyed over the proposed line.
- No. 4. "A Bill to transfer the Warrington and Stockport Railway to certain Companies."
- The object of this Bill is to enable the London and North Western and St. Helen's Companies to purchase or Lease the Warrington and Stockport undertaking, and it empowers the Great Northern and Manchester and Sheffield Companies to enter into agreements with the proposed Lessees with respect to the conduct of any Traffic on the said Warrington and Stockport Railway.
- No. 5. "A Bill to authorise the London and North Western Railway Company to use certain Stations and Railways at Burton-upon-Trent, and to enter into agreements with certain other Railway Companies."
- This Bill is promoted by the London and North Western Railway Company for the purpose of expediting the conveyance of Traffic from the town of Burton-upon-Trent and its neighbourhood, to the various places reached by their railway. The Bill also authorises the London and North Western Company to enter into agreements with the Great Northern and certain other Companies for the conveyance of traffic.
- No. 6. "A Bill to authorise the Leeds, Bradford and Halifax Junction Railway Company to construct a Branch Railway to the Lancashire and Yorkshire Railway, at Bradford, in the West Riding of the County of York, and for other purposes."
- The object of this Bill is to enable the Promoters of it to construct a Branch Railway to Bradford by a Junction with the Lancashire and Yorkshire Railway.
- No. 7. "A Bill to authorise the Bradford Wakefield and Leeds Railway Company to construct a Branch Railway to Methley, in the West Riding of the County of York, and for other purposes."
- This Bill is promoted by the Bradford, Wakefield and Leeds Railway Company for the purpose of extending their line to Methley, and to enter into agreements with the North Eastern Railway Company.

Standing Order of the House of Lords, No. 185.

ORDERED by the Lords Spiritual and Temporal in Parliament assembled :—

1. That no Bill which shall have been brought from the House of Commons, to empower any Company already constituted by Act of Parliament, to execute, undertake, or contribute towards any work other than that for which it was originally established, or to sell or lease their undertaking or any part thereof, or to amalgamate the same or any part thereof with any other undertaking, or to abandon their undertaking or any part thereof, or to dissolve the said Company, shall be allowed to proceed unless the Examiners shall have reported,—

1st. That the Bill as proposed to be introduced into this House was submitted to a meeting of the proprietors of such Company, at a meeting held specially for that purpose.

2nd. That such meeting was called by advertisement, inserted for two consecutive weeks in a morning newspaper published in London, Edinburgh, or Dublin, as the case may be, and in a newspaper of the county or counties in which the principal office or offices of the Company is or are situate; and also by a circular addressed to each Proprietor at his last known or usual address, and sent by post or delivered at such address not less than ten days before the holding of such meeting, enclosing a blank form of proxy, with proper instructions for the use of the same; and the same form of proxy, and the same instructions, and none other, shall be sent to every such proprietor; but no such form of proxy shall be stamped, nor shall the funds of the Company be used for the stamping any proxies; except the Company shall, at a General Meeting, determine otherwise, in which case a stamped proxy shall be sent to each proprietor, with such instructions as aforesaid.

3rd. That such meeting was held on a period not earlier than seven days after the last insertion of such advertisement.

4th. That at such meeting the said Bill was submitted to the Proprietors aforesaid then present, and was approved of by Proprietors present in person or by proxy, holding at least three-fourths of the paid-up capital of the Company represented at such meeting, such Proprietors being qualified to vote at the Meeting in right of such capital.

Instructions for the use of the annexed form of Proxy.

As required by the above standing order, a blank form is annexed, which may be used by a proprietor desiring to be represented at the meeting by proxy. The form must be impressed with a Sixpenny stamp before it is signed, or, if more convenient, the proxy may be written upon paper bearing a Sixpenny stamp.

The Proxy to be available must be lodged at the Secretary's Office, King's Cross, London, before 11 o'clock on Wednesday the 30th March, that is, 48 hours before the time of holding the meeting.

The proxy may be filled up with the name of any registered proprietor, but, if preferred, the names of EDMUND DENISON, Esq., M.P., of Doncaster, and of G. H. PACKE, Esq., of Grantham, or either of them, can be inserted.

HENRY OAKLEY,
Secretary.

FORM OF PROXY:

THE *Great Northern* RAILWAY COMPANY.

Name and
Address in
full.

of _____
one of the Proprietors of the *Great Northern* Railway Company, doth hereby appoint _____
_____ or either of them

_____ to be the proxy of the said _____
in his absence to vote in his name, upon any matter relating to the several bills to be submitted at the
Extraordinary General Meeting of the Proprietors of the said Company, to be held on Friday, the 1st day of
April, 1859, in such manner as they _____
_____ or either of them
doth think proper.

IN WITNESS whereof the said _____

_____ hath hereunto set his hand, the
_____ day of March, One Thousand Eight Hundred and
Fifty-nine.

Proprietor's Signature _____

FORM OF PROXY

THE GREAT NORTHERN RAILWAY COMPANY

Great Northern
3/21-59

To the SECRETARY of the

Great Northern Railway Company,

King's Cross Station,

LONDON.

N.

Chester and Holyhead Railway.

SECRETARY'S OFFICE,

CHESTER, 18th September, 1856.

SECOND PREFERENCE. In compliance with the undertaking contained in the Report of the Directors, presented at the Half-Yearly Meeting on the 16th instant, I am instructed to enquire, if it is your wish to purchase any of the Second Preference Reserved Capital of the Company.

The Stock, which is guaranteed a Preference Dividend, at the rate of five per cent. per annum, second only to the Dividend on the First Preference Shares, and the interest on Loans, will be issued at par, as Consolidated Second Preference (5 per cent.) Stock, entitled to interest at that rate from the date, of issue.

In the event of your deciding to avail yourself of this offer, please to fill up the form annexed, and return it to this office on or before the 1st October proximo.

Yours, &c. I am, _____

Your obedient Servant,

ROBERT S. MANSEL,

Secretary.

Chester & Holyhead
9/18-56

This Half-sheet to be returned to the Secretary, in Chester (Post paid), with the Signature of the Proprietor, or his duly authorised Agent.

No. _____

Chester and Holyhead Railway.

SECOND PREFERENCE (5 PER CENT.) RESERVED STOCK.

SIR,

With reference to your Circular of the 18th September, I have to request that the Directors will allot me, from the Reserved Capital of the Company, Second Preference (5 per Cent.) Stock to the extent of £ _____; and I hereby undertake to accept the said allotment, or any less amount which may be allotted to me, subject to the rules and regulations of the Company, and to pay the purchase-money, on demand, to the credit of the Company, at such bank as may be directed.

I am, Sir,

Yours, &c.,

Name _____

Address _____

TO THE SECRETARY,
CHESTER AND HOLYHEAD RAILWAY,
CHESTER.

This Half-sheet to be returned to the Secretary, in Chester (Post paid) with the Signature of the Proprietor, or his duly authorised Agent.

Chester and Holyhead Railway.
SECOND PREFERENCE (5 PER CENT) RESERVED STOCK.
No. _____
To the
SECRETARY,
CHESTER & HOLYHEAD RAILWAY,
CHESTER.

Paid.

To the Secretary,
Chester and Holyhead Railway,
Chester.

THE *Great Northern* RAILWAY COMPANY.

(Incorporated by Act 9 & 10 Vict., cap. 71, 26th June, 1846.)

COMPANY'S OFFICES, KING'S CROSS STATION, LONDON.

No. *478*

Memorandum of Particulars of WARRANT for SIXTEENTH DIVIDEND,

For the Half-Year ending 30th June, 1859; as declared by the Half-Yearly General Meeting held Saturday, 20th August, 1859; payable to the Proprietors, registered on the closing of the Books, on 30th July, 1859.

Reg. No. } *3696*

PROPRIETOR *Miss Hannah Woodville*

£ s. d.

<i>£12-10</i>	Consolidated 5 per cent. PERPETUAL PREFERENCE Stock.—At the rate of 5 per cent. per annum	— " 6 " 3
<i>£</i>	Consolidated 5 per cent. PREFERENCE Stock, REDEEMABLE at 10 per cent. premium.—At the rate of 5 per cent. per annum	" "
<i>£</i>	Consolidated 4½ per cent. PREFERENCE Stock, REDEEMABLE at 10 per cent. premium.—At the rate of 4½ per cent. per annum	" "
<i>£</i>	Consolidated 5 per cent. PREFERENCE Stock, REDEEMABLE at 5 per cent. premium.—At the rate of 5 per cent. per annum, as under. viz.—	
	Amount Registered 30th July	" "
	Less 4th Call due 11th July	" "
	Amount on which Dividend is payable to 30th June	
<i>£50</i>	Consolidated ORIGINAL Stock.—At the rate of £3 7s. 6d. per cent. per annum, or £1 13s. 9d. per cent. for the Half-year	— " 16 " 10
<i>£</i>	Consolidated B Stock.—At the rate of £6 per cent. per annum, or £3 per cent. for the Half-year, as guaranteed by the A Stock	" "
<i>£</i>	Consolidated A Stock.—At the rate of 7s. 6d. per cent. for the Half-year, being the balance after payment of £3 per cent. to the B Stock	" "
	Less Income Tax, at the rate of 9d. in the Pound—i.e., from 1st January to 5th April at 5d., from that date to 30th June at 1s. 1d. in the Pound as explained on the back hereof	1 " 3 " 1
		— " — " 10

Net Amount of Dividend ... *£1 " 2 " 3*

HENRY OAKLEY, SECRETARY.

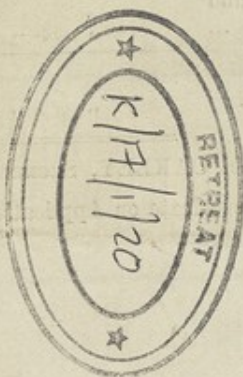
Any Proprietor claiming exemption from Income Tax, may have the necessary Certificate on Application.

THIS HALF SHEET IS TO BE DETACHED, AND RETAINED FOR THE INFORMATION OF THE PROPRIETOR.

**Deduction of Income Tax for the Half-year ending
30th June, 1859.**

*Extract from a Letter from Thomas Keogh, Esq., Secretary of the Board of Inland Revenue,
dated July 26th, 1859.*

"In paying the Shareholders the Half-year's Dividend, due the 30th June last, a deduction should be made at the rate of 5d. in the pound, on the portion of such Dividend which accrued to the 5th April last, and at 1s. 1d. in the pound on the remainder; and in like manner, the deduction in respect of the Dividend for the subsequent half-year, to the 31st December next, should be made at the rate of 1s. 1d. in the pound, on the portion which shall have accrued to the 10th October, and at 5d. in the pound, on the remainder."



£113/6

Wm. Keogh
6/30-59

CHESTER AND HOLYHEAD RAILWAY.

CLAUSES INTRODUCED INTO THE BILL TO AUTHORIZE THE SUBSTITUTION OF DEBENTURE SHARES IN PLACE OF THE EXISTING MORTGAGE DEBT OF THE COMPANY.

Power to
raise money
by debenture
shares or
debenture
stock. 35

X.—It shall be lawful for the Chester and Holyhead Railway Company from time to time to raise by the creation of Shares or stock, to be called Debenture Shares or Debenture Stock, which shall not entitle the holders thereof to the privilege of voting at meetings of the Company, such sum or sums of money as they shall think fit, not exceeding in the whole one million and eighty-four thousand three hundred and thirty-two pounds, and all moneys so raised shall be applied in paying off and discharging the principal moneys due on mortgage of their undertaking, and to no other purpose.

As to
amount,
payment,
and deposit
of debenture
shares. 5 10

XI.—The debenture shares to be so created shall be of such amount respectively, and payable at such times, or by such instalments or calls, and at such periods, and shall be allotted or disposed of in such manner, and subject to such terms and conditions, (but not for less than the amount at which they were issued,) as the said Company, with the consent of three-fifths at least of the votes of the shareholders present in person or by proxy at any general meeting convened with special notice of the intention to consider the terms and conditions on which such shares shall be issued, shall think proper.

Preference
on the
debenture
shares or
debenture
stock. 15 20

XII.—It shall be lawful for the said Company, with the like consent, to guarantee such fixed amount of dividend on any such debenture shares or debenture stock not exceeding five pounds per centum per annum on the amount for the time being paid thereon as they may think fit, and to attach such other privileges to any such debenture shares or debenture stock in the way of preference or priority in payment of dividend, or the time of paying such dividend, over all other shares and stock of the Company, both preferential and ordinary, or over any of such classes of shares or stock, as they may think fit.

Mortgages
may be
taken in ex-
change for
shares. 25 30 35

XIII.—The Company may take in exchange for debenture shares of equal value any mortgage granted by the Company, or for which the Company shall be liable at the time of the creation of such shares, or a release or acquittance for any part of the principal money secured by any such mortgage; and every mortgage so taken in exchange shall be forthwith cancelled, and the principal money secured thereby, or for which any release and acquittance as aforesaid shall be given to the directors, shall, for all the purposes of this Act, be considered as repaid by money raised by means of the said debenture shares; and all trustees and other persons authorised to advance money on the mortgages or bonds of the Company may accept and hold such debenture shares in lieu of the said mortgages or bonds.

Mortgaging
powers to
cease to the
extent of
sums raised
by debenture
shares.

XIV.—The powers of the Company for borrowing and re-borrowing money on mortgage under any of the Acts relating to the said Company shall, to the extent of the sums raised by means of the said debenture shares or debenture stock, cease and determine.

Chester & Holyhead

CHESTER AND HOLYHEAD RAILWAY

CLAUSES INTRODUCED INTO THE AGENT TO AUTHORISE THE SUBSTITUTION OF DEBENTURE
SHARES IN PLACE OF THE EXISTING STOCKHOLDERS OF THE COMPANY.

21.—It shall be lawful for the Directors and Holyhead Railway Company from time to time to raise for the purpose of the Company such sum or sums of money as they shall think fit by the issue of debentures, which shall not exceed the amount of the authorised capital of the Company, and which shall be repaid by the Company in such manner and at such times as shall be determined by the Directors, and which shall be subject to the same conditions and restrictions as shall be determined by the Directors.

22.—The debentures shall be created either in whole or in part by the issue of debentures, and shall be payable at such times and in such manner as shall be determined by the Directors, and which shall be subject to the same conditions and restrictions as shall be determined by the Directors.

23.—It shall be lawful for the Directors from time to time to raise for the purpose of the Company such sum or sums of money as they shall think fit by the issue of debentures, which shall not exceed the amount of the authorised capital of the Company, and which shall be repaid by the Company in such manner and at such times as shall be determined by the Directors, and which shall be subject to the same conditions and restrictions as shall be determined by the Directors.

24.—The Company may take in exchange for debentures of equal value any mortgage or other security which the Company may from time to time think fit to accept, and which shall be subject to the same conditions and restrictions as shall be determined by the Directors.

25.—The terms of the Company's debentures and the conditions and restrictions to which they shall be subject shall be determined by the Directors, and which shall be subject to the same conditions and restrictions as shall be determined by the Directors.

THE GREAT NORTHERN RAILWAY COMPANY.

(Incorporated by 9 and 10 Victoria, Cap. 71, 26th June, 1846.)

Five per Cent. Irredeemable Preference Shares, created August 17th, 1861.

NOTICE IS HEREBY GIVEN that, pursuant to the following Resolution of the Special General Meeting of the Company, held on Saturday, the 17th August, 1861.

"That new irredeemable £5 Shares be created under the powers of the following Acts, viz.:-

Garston and Liverpool Railway Act, 1861, £225,000.

Stockport, Timperley and Altrincham Junction Railway Act, 1861, £50,000.

West Cheshire Railway Act, 1861, £65,000.

Great Northern Railway Act, 1861, £20,000.

"That the Shares be allotted to the Proprietors generally, and the Calls thereon be paid at such times as the Directors may appoint, and be entitled to a preferential dividend at the rate of £5 per cent. per annum, payable half-yearly, to commence from the 1st January, 1864, and any deficiency in the first half of any year is to be made up out of the profits available for dividend in the second half of such year, but no deficiency for any year is to be made up out of the profits of any subsequent year."

THE DIRECTORS HAVE RESOLVED AS FOLLOWS:

"That the following Calls be and hereby are made on the 72,000 new 5 per cent. Irredeemable Preference Shares, created at the Special General Meeting of the Company, held on the 17th August, 1861, payable at the undermentioned dates, viz.:-

£1 5s. per Share on Tuesday, 15th October, 1861.

£1 5s. " " Friday, 10th January, 1862.

£1 5s. " " Tuesday, 10th June, 1862.

£1 5s. " " Friday, 10th October, 1862.

and that such Calls be paid at one or other of the following Bankers, viz.:-

Messrs. SMITH, PAYNE & SMITHS, 1, Lombard Street, London.

" SMITH, ELLISON & Co., Lincoln.

" BECKETT & Co., Leeds.

" SWANN & Co. York.

" MOSS & Co., Liverpool.

" LOYDS, ENTWISLE & Co., Manchester; and

THE BRITISH LINEN COMPANY, Scotland.

"That no Interest be allowed on Calls paid in advance.

"That the Shares be issued rateably to proprietors of all descriptions of Stock, in Scrip Shares of £5 each, one Share at the least being allotted to every registered Proprietor, whatever amount of Stock he may hold.

"That if the first Call be not duly paid on any Share, the allotment thereof shall thereupon become cancelled and of no effect.

"That a month's notice be given by advertisement in one or more London daily newspapers, of the dates at which the second, third, and fourth Calls are payable, and if any Shareholder fail to pay either of such Calls at the appointed date, interest shall be payable thereon at the rate of 6 per cent. per annum for fourteen days, and if such Call and Interest be not paid within that period, the Share or Shares in default shall thereupon become forfeited to the Company, with all previous Calls paid thereon.

"That after payment of all the Calls, the Scrip Shares be converted into Five per cent. Irredeemable Preference Stock.

IN ORDER TO GIVE EFFECT TO THE FOREGOING RESOLUTIONS the allotment of Shares is sent by post to each Proprietor at his registered address.

Immediately on payment of the FIRST Call, the Banker's receipt is to be sent to the Secretary at the Office of the Company, King's Cross Station, London, with the name, address, and description of the Allottee of the Shares, or of any other person who may have become the Proprietor thereof, written across the face of the document, and Share Certificates will be issued in exchange, which will have affixed to them forms of receipt for payment of the second, third, and fourth Calls, to be paid as above mentioned.

These Shares will be transferable without a deed of Transfer, and it will not be necessary to register any change of ownership in the books of the Company until the Shares are sent in for conversion.

It is indispensable that the Share Certificates should be carefully preserved, as they cannot under any circumstances be replaced.

After payment of the last Call the Share Certificates are to be sent to the Secretary, at the Office of the Company, King's Cross Station, London, between the 1st of January and 31st May, 1864, for conversion into Five per cent. Irredeemable Preference Stock, which will be entitled to a Preferential Dividend at the rate of 5 per cent. per annum, to commence from the 1st January, 1864, in terms of the Resolution of the 17th August, 1861, and subject to any preference or priority in payment of Interest or Dividend on any other Shares or Stock previously granted by the Company.

The first payment of Dividend will be made at the same time as the Dividend on the other Stocks of the Company, for the half-year ending June 30th, 1864, but no Dividend can under any circumstances be paid unless the Share Certificates have been previously sent in for conversion into Stock,

King's Cross Station, London,
10th September, 1861.

By order,
HENRY OAKLEY,
Secretary.



NOTICE TO THE PROPRIETOR.—The Bankers will sign the Receipt and return this Half-sheet to the Proprietor, who is requested to forward the same immediately to the Company's Office, to be exchanged for Share Certificates, in accordance with the Directions.*

THE *Great Northern* RAILWAY COMPANY.

OFFICES—KING'S CROSS STATION, LONDON, 14th September, 1861.

Five per cent. Irredeemable Preference Scrip Shares of £5 each.

Created 17th August, 1861.

Dividend will accrue on these Shares from the 1st January, 1864, and be payable at the same time as the Dividend on the other Stocks of the Company, for the Half-year ending 30th June, 1864.

Allotment N^o. 3096 NAME Miss Hannah Woodville

The Holder of this Allotment of Scrip is entitled to One Share

of £5 each, on the terms and conditions stated in the notice on the back hereof.

The First Call of £1 5s. per Share, amounting to £ 1-5-

is payable on the 15th October, 1861, at one or other of the following Banks:—

Messrs. SMITH, PAYNE & SMITHS, 1, Lombard Street, London.

Messrs. SMITH, ELLISON & Co., Lincoln.

Messrs. BECKETT & Co., Leeds.

Messrs. SWANN & Co., York.

Messrs. MOSS & Co., Liverpool.

Messrs. LOYDS, ENTWISLE & Co., Manchester.

THE BRITISH LINEN COMPANY, Scotland.

* DIRECTIONS.—This letter is to be presented to the Company's Bankers when payment of the First Call is tendered, and the Bankers will sign the receipt form hereunder, and the memorandum on the next page, and retain the latter.

Immediately after payment of the Call, this document is to be sent in to the Secretary at the office of the Company, King's Cross Station, London, with the name, address, and description of the allottee of the Share or of any other person who may have become the proprietor thereof, written across the face of it, and Scrip Share Certificates will be sent to such person in exchange, and such Certificates will have affixed to them Blank forms of receipt for payment of the 2nd, 3rd and 4th Calls.

It is important that the Bankers' receipt for the First Call should be sent in to be exchanged for Share Certificates as soon as possible.

FIRST CALL of £1 5s. per Share, due Tuesday, 15th October, 1861.

If this Call be not paid on or before the 15th October, 1861, this allotment becomes thereupon cancelled and of no effect.

RECEIVED at* _____ Bank this _____ day of _____ 1861,
the sum of One Pounds, five
Shillings, being the first Call on One Share, at £1 5s. per Share.

Banker to sign here _____

Name

Address

£ 1-5-

Banker to affix
Receipt Stamp
here.

The Bankers are instructed not to receive Payment unless this Sheet be presented entire, and to insert in the space for the purpose, the place of payment as well as the date.

MEMORANDUM.

Notice to the Bankers.—This Memorandum is to be detached by the Banker when the Call is paid, and transmitted to the Company's Offices.

THE GREAT NORTHERN RAILWAY COMPANY.

OFFICES—KING'S CROSS, LONDON,

14th September, 1861.

5 per Cent. Irredeemable Preference Scrip Shares
of £5 each.

Created 17th August, 1861.

Allotment N^o. 3696

Name

Miss Hannah Woodville

No. of Shares

One

The First Call of £1 5s. per Share has been this day paid, and a stamped receipt

given for the amount . . . £ 1—5—

Date

* Banker to whom and where paid

* The Bankers are particularly requested to insert the place and date of payment in the space left for that purpose, both in the receipt given to the proprietor and in this memorandum.

MEMORANDUM

Notice to the Bankers—This Memorandum is to be delivered by the Banker when the Cash is paid, and transmitted to the Company's Office.

THE GREAT NORTHERN RAILWAY COMPANY.

OFFICES—KING'S CROSS, LONDON.

First September, 1861.

For Gent. Irredeemable Preference Share Shares

of £5 each.

Created 17th August, 1861.

*Spelt Northern
8/17-61*

No. of Shares

The First Call of £1 5s per share has been this day paid, and a stamped receipt

given for the amount . . . £

Done

Banker to whom and where paid

The Banker and First Call of £1 5s per share has been this day paid, and a stamped receipt given for the amount . . . £

29, PAVEMENT,
YORK

Saml Woodrill

1854
March 18
10-8
28
7

Bo. of Jas. Baker

Wholesale & Retail

Linen & Woollen Draper.

Silk Mercer &c.

Terms Cash

Drawn So March

1854

10-8	-	15 1/4	Blue Calico 4 1/2	-	5-8 1/2
			Reels — 2		2
28.		2 1/4	W ^o Holland 8 1/2	-	1-7
		7	Wudoro line 1/2		3 1/2
					<hr/> 7-9

3079/54 Recd for Baker

Jas. Baker.
Sagehen 1857.

Chester and Holyhead Railway.

PROXY.

I, _____
of _____
one of the Proprietors in the CHESTER AND HOLYHEAD RAILWAY COMPANY, do hereby Nominate,
Constitute and Appoint _____
of _____ to be my Proxy,
to Vote in such manner as he, the said _____
shall think proper on any question which shall be proposed at the SPECIAL GENERAL MEETING of
the said Company, to be held on the _____ day of _____
or at any adjournment or adjournments thereof.

In witness whereof, I, the said _____
have hereunto set my hand, the _____ day of _____.

(SIGNATURE OF THE PROPRIETOR.)

N.B.—This Proxy cannot be used unless a Stamp, value Sixpence, is affixed thereto, previously to its Signature; and the Proxy, when filled up and signed, must be transmitted to the Office of the Company Three Days at least before the time appointed for the Meeting. The Proxy must be a Shareholder.

Chester & Houghton

Provy

Prof. Woodville

1853

To Robt Hetcher

Dec 10th $\frac{1}{2}$ lb Lard — 4 $\frac{1}{2}$

$\frac{1}{2}$ lb Candles — 3 $\frac{1}{2}$

Dec 14th $\frac{1}{2}$ lb Candles — 3 $\frac{1}{2}$

Dec 17th 1th Candle — 7

Dec 21st 3 stone Floor — 9.3

2 oz Caraway seeds — 1 $\frac{1}{2}$

Dec 26th 7th Candles — 7

1854 Jan 3rd 1th Candles — 7

Do 7th $\frac{1}{2}$ lb Best Lard — 4 $\frac{1}{2}$

Dec 12th 1th Candles — 7

Settled $\overline{13.0\frac{1}{2}}$
Hetcher

Robt Fletcher
1853.

Dear Sir

Yours truly

Wm Woodcock

Yours truly

Chester and Holyhead Railway.

FIRST HALF-YEARLY GUARANTEED DIVIDEND,

To 30th June, 1859.

	£	s.	d.
1st Preference Stock, 5½ per Cent. per Annum..... £ 15 —	—	8	3
2nd Preference Stock, 5 per Cent. per Annum 22. 2. 6	—	11	1
	—	19	4
Less Income Tax, 9d. in the Pound	—	—	9
(Being 3 months at 5d., and 3 months at 1s. 1d.)			
	£ —	18	2

OFFICE, EUSTON STATION, LONDON,

15th August, 1859.

SIR,

I am instructed to send you the above Statement, and the Draft annexed for the Dividend due.


I am desired also to request your *particular* attention to the Notes at the foot of the Warrant, and to beg that you will not fail to give timely notice of any change in your residence, that the Warrants for your future Dividends may not be mis-sent.

I am, SIR,

Your obedient Servant,

CHARLES E. STEWART,

Secretary.

 This HALF SHEET to be retained, the OTHER to be presented to the Bankers entire.



No. 567.

Miss H. Woodville
East Parade
Westminster Road
York

Chester and Holyhead Railway.

N. Woodville
Div. Warrent.



Retreat-

Charles & Holyhead
6/30-59

1854

Miss Woodville

To Robt Fletcher

\$

March 1 st To new Dressing Table	60
To Bedstead Loring window Blind rack fixing	
2 doors easing door knobs putting on Furniture removing	13
To dressing Table Leg piecing	10.
March 9 th To Kitchen Table new Top putting on	33
To To small oak stand altering	20
March 13 th Front door Plate 2 nuts door knob	
scru fitting Plate Cleaning & setting on	
door Catch setting on	16
	<hr/> \$14.10 <hr/>

March 31st settled

Robt Fletcher

Wm Woodville
Belle Vue St
Westington Road

Robt Fletcher
1837

CHESTER AND HOLYHEAD RAILWAY.

Incorporated 4th July, 1844, 7 & 8 Vict., cap. 65.

THIRTIETH HALF-YEARLY MEETING.

MINUTES OF PROCEEDINGS.

At a Meeting of the Proprietors of the CHESTER AND HOLYHEAD RAILWAY COMPANY, held at Euston Station, London, on Friday, the 18th March, 1859;

IN THE CHAIR—

SIR S. MORTON PETO, BART., CHAIRMAN OF THE DIRECTORS.

Read—Notice convening the Meeting.

The Meeting being declared duly constituted,

The Minutes of the last Meeting were read and confirmed.

Also, Minutes of Special Meeting, 30th December, 1858.

The Seal of the Company was affixed to the Register of Proprietors.

The Report and Statement of Accounts having been received as read,

It was Moved, Seconded, and

Resolved—That the Report and Statement of Accounts now read be approved and adopted.

„ That a Dividend for the past half-year at the rate of $5\frac{1}{2}$ per cent. per annum be, and the same is hereby declared, on the First Preference Stock of the Company, payable on the 28th instant.

„ That a Dividend for twelve months at the rate of 5 per cent. per annum be, and the same is hereby declared, on the issued portion of the Second Preference Stock of the Company, payable on the 28th instant.

„ That RICHARD BIRLEY, Esq., of Sedgley Hall, Manchester, be, and is hereby elected, a Director of this Company, in place of S. D. DARBISHIRE, Esq., who retires by rotation.

„ That HARDMAN EARLE, Esq., of Liverpool, be, and is hereby elected, a Director of this Company, in place of WILLIAM JACKSON, Esq., who retires by rotation.

„ That THOMAS EDWARD BIGGE, Esq., Bryanstone Square, London, be elected an Auditor of this Company, in place of JOHN LAMBERT, Esq.

„ That HENRY CROSFIELD, Esq., of Liverpool be, and is hereby elected, an Auditor of this Company, in place of R. W. HAND, Esq.

„ That the thanks of this Meeting be given to the Chairman and Directors.

(Signed)

S. MORTON PETO, Chairman.

ROBERT S. MANSIE, Secretary.

REPORT OF THE DIRECTORS.

The arrangement, recently concluded with the London and North Western Railway Company, secures to the Proprietors of the Chester and Holyhead Railway, a fixed scale of dividend, irrespective altogether of the earnings of the undertaking; it was therefore deemed unnecessary, on this occasion, to incur the expense of sending out, before the Half-Yearly Meeting, copies of the accounts to be then submitted.

Why Accounts not sent out as formerly before the Meeting.

It will be seen, from the accompanying statement, that the general result of the half-year's working is a net balance to the credit of Revenue, of £29,560.5.11, a little less than the sum required to liquidate the dividends on the Preference Stocks; as under:—

Result of half-year's working.

Six months' Dividend on First Preference Stock at $5\frac{1}{2}$ per cent. per annum	-	-	-	£17,325	0	0	Dividend Statement.
Dividend on Second Preference Stock, to 31st December, (including arrears) at 5 per cent. per annum	-	-	-	13,453	14	4	
Total	-	-	-	£30,778	14	4	

leaving a deficiency, of £1,218.8.5, to be supplied by the London and North Western Railway Company.

Deficiency.

Your Directors recommend that the full dividends, to 31st December last, be declared on both the Preference Stocks of the Company, and be made payable on, or after, 28th instant.

Declaration of Dividend.

It was announced at the Special Meeting of Proprietors, on December 30th, that in conformity with the terms of the agreement with the London and North Western Railway Company, the Directors, elected by the Proprietors, would in due course retire, in favour of members to be nominated by the London and North Western Board.

Direction.

In accordance with this arrangement, Hon. A. F. Kinnaird, M.P., has since the last meeting, resigned his seat at the Board; the vacancy, thus created, has been filled by the appointment of Captain Henry Creed, of Bucknalls, near Watford.

Hon. A. F. Kinnaird, Resignation of.

The Directors, retiring by rotation at this meeting, are Samuel Duckinfield Darbishire, Esq., and William Jackson, Esq., M.P., in place of whom Richard Birley, Esq., of Sedgley Hall, near Manchester, and Hardman Earle, Esq., of Liverpool, are proposed for election.

Directors retiring by rotation.

The Auditors, Robert W. Hand and John Lambert, Esqrs., also retire from office on this occasion; and in their place Henry Edward Bigge, Esq., of Bryanstone Square, London, and Henry Crosfield, Esq., of Liverpool, offer themselves for election.

Auditors.

S. MORTON PETO,

Chairman.

2 COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURE.

	Half-year ending 31st Dec., 1853.	Half-year ending 31st Dec., 1854.	Half-year ending 31st Dec., 1855.	Half-year ending 31st Dec., 1856.	Half-year ending 31st Dec., 1857.	Half-year ending 31st Dec., 1858.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
RAILWAY—						
Passengers.....	66,772 5 1	62,179 0 4	64,242 11 11	68,539 9 10	72,817 2 7	71,160 4 5
Parcels.....	5,090 8 8	3,519 14 4	3,743 10 0	4,003 14 3	4,264 18 11	4,028 11 7
Goods.....	32,341 7 10	39,141 3 9	44,641 4 7	49,098 11 7	48,236 5 6	48,804 14 8
	104,804 1 7	104,839 18 5	112,627 6 6	121,641 15 8	125,338 7 0	123,993 10 8
Mails.....	15,079 18 5	15,076 12 9	15,206 11 4	15,179 15 4	15,153 2 6	15,232 16 3
Shrewsbury and Chester Toll.....	1,312 10 0	1,378 2 6	1,446 19 2	1,519 5 3	1,519 5 3	1,519 5 3
Rents.....	492 16 3	711 17 9	917 17 0	684 1 4	610 16 3	660 19 8
Transfer Fees.....	“ “	“ “	“ “	“ “	“ “	“ “
Working Port Penryn Branch.....	“ “	149 8 3	134 17 8	105 15 8	104 17 2	116 4 8
Total Income.....	121,689 6 3	122,155 19 8	130,333 11 8	139,130 13 3	142,756 8 2	141,522 16 6
“ Charges.....	62,916 4 2	70,206 14 0	64,750 10 5	70,723 5 3	70,327 8 3	81,061 16 8
Balance in favour of Railway.....	58,773 2 1	51,949 5 8	65,583 1 3	68,407 8 0	72,428 19 11	60,460 19 10
STEAM BOATS—						
Receipts.....	20,775 6 10	22,338 16 9	23,971 14 8	27,667 1 10	29,192 19 8	28,163 4 3
Expenses.....	21,368 15 4	21,331 1 11	21,090 9 10	25,250 6 4	27,848 13 10	25,470 1 6
Balance against Steam Boats.....	593 8 6	“ “	“ “	“ “	“ “	“ “
“ in favour of ditto.....	“ “	1,007 14 10	2,881 4 10	2,416 15 6	1,344 5 10	2,693 2 9

SCHEDULE OF STEAM VESSELS.

PASSENGER VESSELS.			MERCHANDISE VESSELS.		
NAME	Registered Tonnage for Duty.	Steam Power Nominal.	NAME	Registered Tonnage for Duty.	Steam Power Nominal.
Anglia.....	201	330	Hibernia.....	282	406
Camelia.....	255	352	Ocean.....	219	238
Scotia.....	262	379	Hercules.....	188	181
Telegraph.....	374	446	Sea Nymph.....	304	353

STATEMENT OF SHARE AND LOAN CAPITAL

STATEMENT OF CAPITAL ACCOUNT.

From 1st July to 31st December, 1858.

Cr

STATEMENT OF REVENUE ACCOUNT,

Half-Year ended 31st December, 1858.

Cr.

ABSTRACT A. GENERAL CHARGES, DIRECTION, &c.

(Abstract B.)	Expenditure Passenger Vessels.	£ s. d.	(Abstract C.)	Expenditure Merchandise Vessels.	£ s. d.
Proportion of Office and other Expenses at Holyhead and Kingstown, } and Miscellaneous Charges.....}	265 0 6		Proportion of Office and other Expenses at North Wall, Holyhead, } and Miscellaneous Charges.....}	3,076 11	
Salaries of Commanders, Wages of Crew, &c.....	2,312 2 10		Light and Harbour Dues, and Toll at Dublin.....	1,732 8	
Repairs, Ship Stores, &c.....	1,594 7 7		Salaries of Commanders, Wages of Crew, &c.....	2,724 14	
Coal and Engineer's Stores (including Carriage).....	2,102 1 10		Repairs, Ship Stores, &c.....	1,249 17	
Light and Harbour Dues, and Toll at Kingstown.....	183 5 0		Coal and Engineer's Stores (including Carriage).....	2,414 15	
Compensation for Losses.....	3 12 9		Compensation for Losses.....	65 4	
Delivery of Parcels.....	208 3 1				
	£6,578 13 7			£11,263 11	

GENERAL REVENUE STATEMENT

	£	s.	d.	£	s.	d.
Balance of Revenue Account on 30th June, 1858	22,311	17	5			
Less Amount of Dividend on First Preference Shares at 5s. 3d. per Share, declared at last Meeting	417,525	0	0			
" " Second " "	3,361	8	10			
	20,688	8	10			
				1,663	8	7
Balance of Revenue Account to 31st December, 1858	63,151	2	7			
Less Interest on Advances	45,527	3	0			
" Rent of Bangor and Carnarvon Railway	5,000	0	0			
	8,527	3	0			
				54,624	19	7
				56,250	8	2
Less Debenture Interest, 10th January, 1859, including interest on Bangor and Carnarvon Debentures				26,730	2	3
BALANCE				429,560	5	11

GENERAL BALANCE SHEET.

	£	s.	d.		£	s.	d.
To Balance of Revenue Account.....	56,290	8	2	By Balance of Capital Account	54,671	18	9
Balance Insurance Account (See Abstract D)	3,387	18	1	„ Cash with the Company's Bankers	10,049	10	5
„ Balance of Reserved Fund for Depreciation of Boats (See Abstract E).....	3,547	15	6				
„ BALANCE Outstanding Accounts	1,493	7	5				
	<u>£64,721</u>	<u>9</u>	<u>2</u>				
					<u>£64,721</u>	<u>9</u>	<u>2</u>

ABSTRACT D. INSURANCE ACCOUNT. (STEAM BOATS.)		ABSTRACT E. DEPRECIATION ACCOUNT. (STEAM BOATS.)	
To Amount paid on account of two additional Vessels to 30th June, 1858	£21,734 19 2	To Amount expended on renewal and improvement of Vessel to 30th June, 1858	£4,411 2 1
" 31st Dec, 1858	5,180 16 5	" Do. 31st Dec, 1858	382 12 0
" Invested in Debentures	500 0 0	" Do. invested in 2nd Preference Stock	6,870 11 0
		" Invested in Debentures	2,500 0 0
Balance	3,387 18 1	Balance	3,747 15 6
	£30,803 13 8		£17,912 0 7
By Amount set aside to 30th June, 1858, with interest	£27,645 1 2	By Amount set aside to 30th June, 1858, with interest	£13,975 18 10
" Do. to 31st Dec, 1858	3,023 7 6	" Do. 31st Dec, 1858	3,620 10 8
" Interest	135 5 0	" Interest	315 11 1
	£30,803 13 8		£17,912 0 7

Examined, and found correct.

JOHN LAMBERT, }
R. W. HAND, } *Auditors.*
Verified by HENRY C. BELOE, *Public Accountant.*

REPORT AND ACCOUNTS

12/31 '58

31st December, 1858

THIRTIETH, HALF-YEARLY
GENERAL MEETING.

18th March, 1859.

McCord & Co., Printers, London.—Wicks, New York.

CHESTER AND HOLYHEAD RAILWAY.

DIRECTORS' REPORT.

The Accounts annexed show the result of the working of the Railway, and Steam Boats, for the past Half-year.

In the Receipts there is an increase, as compared with the corresponding period of the previous year, of £2,318.7s. 3d. on the Railway, and £4,093.2s. 6d. by the Steam Boats: the increase in Expenditure, on the other hand, amounts to £5,168.0s. 9d.

The subjoined Statement exhibits these results in detail, and the comparison with previous years.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC.

	Half-year ending 30th June, 1850.	Half-year ending 30th June, 1851.	Half-year ending 30th June, 1852.	Half-year ending 30th June, 1853.	Half-year ending 30th June, 1854.	Half-year ending 30th June, 1855.	Half-year ending 30th June, 1856.
Number of Passengers	148,298	182,662	207,253	250,047	281,524	282,159	280,691
Tonnage of Goods	56,462	79,251	94,442	120,571	151,642	179,030	188,543

COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURE.

	Half-year ending 30th June, 1850.	Half-year ending 30th June, 1851.	Half-year ending 30th June, 1852.	Half-year ending 30th June, 1853.	Half-year ending 30th June, 1854.	Half-year ending 30th June, 1855.	Half-year ending 30th June, 1856.
RAILWAY—							
Passengers	29,925 7 6	29,729 19 10	32,723 9 0	40,196 9 6	43,368 3 6	41,708 15 6	45,070 15 11
Parcels	1,834 11 3	1,899 12 7	2,094 8 9	3,204 2 9	3,901 12 9	2,781 8 1	3,410 4 1
Goods	9,185 9 9	13,556 12 5	16,086 18 7	27,942 11 10	33,388 16 0	39,020 11 0	43,991 2 0
Mails	40,946 8 6	45,178 4 10	50,896 16 4	71,643 4 1	80,278 12 3	83,460 14 7	92,472 2 0
Shrewsbury and Chester Toll	14,877 0 0	14,877 0 0	14,883 0 9	15,413 7 7	14,688 19 3	15,259 16 10	15,153 5 8
Rents	1,524 2 2	1,328 19 8	1,250 0 0	1,250 0 0	1,578 2 6	1,446 19 1	1,519 3 3
Transfer Fees	583 15 2	173 7 1	184 8 4	489 8 1	477 2 9	730 4 11	1,045 3 3
Working Post Penrhyn Branch .....	.....	.....	.....	.....	374 9 7	107 3 2	129 9 6
Total Income	57,481 5 10	61,662 18 9	67,316 15 5	88,795 19 9	97,177 6 4	101,004 18 7	110,318 5 10
Charges	35,637 10 6	33,184 14 8	39,419 0 9	46,533 5 11	51,681 3 0	56,593 15 4	59,498 13 10
Balance in favour of Railway	21,843 15 4	28,477 19 1	27,897 14 9	42,262 13 10	45,496 3 4	44,411 3 3	50,819 12 0
STEAM BOATS—							
Receipts	4,089 16 2	4,208 5 1	6,812 10 3	15,227 7 1	17,942 15 11	16,994 18 6	21,687 15 4
Expenses	9,903 17 8	6,639 10 9	6,833 13 8	17,288 2 0	18,572 8 5	19,275 7 11	21,558 10 2
Balance against Steam Boats	5,816 1 6	2,431 5 8	21 3 5	2,060 14 11	629 12 6	2,280 14 5	.....
in favour of ditto .....	.....	.....	.....	.....	.....	.....	149 5 4

The annexed Statement shows the Irish Live Stock Traffic, conveyed during the past Half-year, as compared with the corresponding period of the years 1853, 1854, and 1855:—

COMPARATIVE STATEMENT OF THROUGH LIVE STOCK TRAFFIC.

Date.	Number.	Amount.
1853	22,532	£ 2,076 13 7
1854	41,291	4,909 8 10
1855	63,717	6,777 16 2
1856	81,733	10,609 1 1

During the past Half-year an additional outlay has been incurred, in construction of a new Bridge over the River Forryd, and on other works of a character not likely to be again required. These items, amounting in all to £1,053.13s. 10d., not being properly charges against any one half-year, it is proposed to spread over a period of three years. The proportion for the past half-year, £351.14s. 9d., is charged in the accounts, the balance is placed for the present to a Suspense Account, and will be cleared off by charges, of a similar amount, in the future accounts.

The Accounts show a net balance to the credit of Revenue, of £50,968.17s. 4d., which leaves, after payment of Debenture Interest, and Rent of Bangor and Caernarvon Railway, a balance of £23,029.0s. 0d.

From this sum the Directors have paid the Interest, due on the Loans advanced on the Reserved Second Preference Shares; and now recommend that the full Dividend be declared, of 8s. 3d. per Share, on the First Preference Shares of the Company, payable on and after the 20th instant, and that the balance, £176.17s. 2d., be carried forward to the current half-year. The Dividends declared at the last Meeting, but with payment deferred, have been liquidated.

It will be observed, that the working expenses, for the six months, have been little short of 54.0 per cent. on the earnings of the railway. These charges will now be reduced, under the agreement with the London and North Western Company, to 46 per cent. for the current year, subject to a further reduction, for the ensuing year of 2 per cent., and subsequently to 1 per cent. above the current half-yearly rate, for the working expenses on the London and North Western line. With this reduced expenditure, it is apparent that the income of the Company, during the present twelve months, will be more than sufficient to meet all the current claims, including Debenture Interest, and pay the Dividends on the First and Second Preference Shares, without taking into account that increase of traffic, which has already taken place, and may be confidently expected to continue.

Resolutions will be submitted at the Meeting, to empower the Directors to convert the present Share Capital of the Company into Original, First Preference, and Second Preference, Consolidated Stocks. This course, which will considerably facilitate purchases, will it is anticipated, be an additional aid to the issue of the reserved capital, for which the time appears to have now arrived. Numerous applications to purchase have been already made, but before accepting any tenders from the public, the Directors think it due to the Shareholders, to offer the Shares, (in the improved form of Consolidated Second Preference 5 per cent. Stock,) to the holders of Original shares.

The attention of the Board has been, during the past half-year, directed to the outstanding liabilities of the Company, and the means of liquidation. The claims are now ascertained, and will be met by the issue of the reserved capital and the sale of surplus lands.

It is with much regret, that the Directors have to announce the retirement of Mr. COLEMAN, from the position of Public Accountant to the Company; the working agreement with the London and North Western Company involves, of course, numerous questions of account between the two Companies, and, under these circumstances, it was considered that the Audit should in future be conducted, by some person altogether unconnected with that Company. Mr. BELOE has been nominated to succeed to the office.

Subjoined is the Report of the Engineer, on the state of the Line and Works, during the past Half-Year. A minute and careful inspection has been made by Mr. FOWLER, whose Report most satisfactorily confirms the statements of the Engineer for the Company.

(Signed) S. MORTON PETO, CHAIRMAN.

RESIDENT ENGINEER'S REPORT.

CHESTER AND HOLYHEAD RAILWAY.

ENGINEER'S OFFICE.

BANGOR, September 8th, 1856.

To the Chairman and Directors of the Chester and Holyhead Railway Company.

GENTLEMEN,

It is with much pleasure I have to report, that the Permanent Way and Works, on this Line are in excellent working condition.

During the past half-year, the new bridge over the Forydd River has been completed, and I am happy to state, works most satisfactorily, entailing less trouble, and labour, than the old one.

It has been found necessary to extend the pitching of the foreshore, at Penmaenmawr, in consequence of the beach being considerably affected, by the heavy gales in the early part of the year. The whole is now in good and efficient condition.

The river cops have required only the ordinary maintenance, and are in a state of efficiency.

I am, Gentlemen,

Your obedient Servant,

(Signed) HEDWORTH LEE.

Chester and Holphead Railway.

STATEMENT OF SHARE AND LOAN CAPITAL

STATEMENT OF CAPITAL ACCOUNT.

STATEMENT OF REVENUE ACCOUNT.

Half-Year ending 30th June, 1856.

DETAIL OF CHARGES REFERRED TO IN THE REVENUE STATEMENT.

(Abstract A.)		(Abstract C.)	
Maintenance of Way and Stations.	£ s. d.	Merchandise Traffic Expenses.	£ s. d.
Engineers' Establishment, including Travelling and Office Expenses...	555 12 6	Salaries—Goods Managers and Clerks...	885 14 9
Repairs of Railway	6,751 13 2	Wages—Bridgemen, Porters, &c...	2,154 15 6
Repairs of Stations	747 2 3	Gas, Fuel, Oil, Grease, and General Stores...	642 7 4
Repairs of Bridges and Tunnels	450 12 4	Stationery and Printing	246 19 1
Repairs of Sea Walls and River Cops	841 3 0	Proportion of Chester Joint Station Expenses	1,128 6 4
Proportion of Chester Joint Station Expenses	314 14 1	Compensation for Losses	264 3 4
Maintenance of Telegraph	145 10 0	Sundry Charges	230 7 1
Lands and Houses	136 12 6		
	48,175 14 3		45,612 31 5
(Abstract B.)		(Abstract D.)	
Coaching Expenses.	£ s. d.	General Charges.	£ s. d.
Salaries—Station Clerks, &c...	1,441 15 0	Disbursements	557 0 2
Wages—Gardens, Porters, &c...	1,244 7 7	Establishment of Secretary, including Transfer and Cashier Departments	740 13 4
Coal and Gas at Stations	253 31 6	Dates Audit and Accountant	620 15 9
Delivery of Parcels	211 8 6	Duty General Manager	484 5 0
Oil, Grease, Repairs, and General Stores	567 10 5	Expenses of Audit, including Auditors' Salaries and Expenses of Public Accountant	143 13 4
Stationery and Tickets	304 12 0	Law Charges	104 14 6
Proportion of Chester Joint Station Expenses	855 3 4	Compensation for Losses	10 7 5
Compensation for Losses	120 3 4	Cleaning House Expenses	450 15 0
Sundry Charges	152 1 5	Repairs of Office, at Euston and Chester	142 15 9
	45,723 4 3	Stationery, Printing, and Advertising	247 15 2
		Incidental Charges, including Travelling Expenses, Postages, Telegraphing, and the Expenses of the Committee of Inquiry	1,095 3 1
			45,031 9 2
(Abstract E.)		(Abstract F.)	
Expenditure Passenger Vessels.	£ s. d.	Expenditure Merchandise Vessels.	£ s. d.
Proportion of Office and other Expenses at Holyhead and Kingswear, and Miscellaneous Charges	203 17 9	Proportion of Office and other Expenses at North Wall, Holyhead, and Miscellaneous Charges	2,270 14 6
Salaries of Commanders, Wages of Crews, &c...	2,184 10 4	Salaries of Commanders, Wages of Crews, &c...	2,462 11 2
Repairs, Ship Stores, &c...	1,511 14 6	Repairs, Ship Stores, &c...	2,547 18 10
Coal, including charge for carriage to Holyhead	2,592 10 7	Coal, including charge for carriage to Holyhead	2,348 25 9
Light and Harbour Dues, and Toll at Kingswear	187 0 9	Light and Harbour Dues, and Toll at Dublin	1,758 7 2
Compensation for Losses	274 10 1	Compensation for Losses	352 14 5
Delivery of Parcels	103 39 9		
	47,595 14 2		410,561 5 10

GENERAL BALANCE SHEET.

To Balance Outstanding Accounts	£ s. d.	By Balance of Capital Account	£ s. d.
To Balance of Revenue Account	25,420 0 5	By Surplus	95,407 13 10
To Fund for Renewal of Steam Boats	48,766 8 5	By Cash with the Company's Bankers	12,026 7 0
To Reserve Fund for Insurance of Boats	6,075 5 5		112,833 14 3
	16,118 1 2		
	416,197 15 1		416,197 15 1

GENERAL REVENUE STATEMENT.

Balance of Revenue Account at 31st December, 1855	£ s. d.	Balance of Revenue Account at 30th June, 1856	£ s. d.
	23,318 6 2		50,948 17 4
Amount of Interest re-paid by London and North Western Company	5,779 14 5		
Less Amount of Dividend on First Preference Shares at 12s. per Share declared at last Meeting 435,500 0 0	86,066 17 11		
Do. do. on Second Preference Shares at 5 per cent. per annum	4,163 6 6		
Do. added to Renewal Fund for Steam Boats	1,000 0 0		
Rent of Bangor and Casmarron Railway	8,000 0 0		
Interest on Advances	5,597 3 0		
Less amount of Debenture Interest to 10th July, 1856, including interest on Bangor and Casmarron Bonds	41,110 2 6		
	42,956 8 6		
	20,454 11 5		
BALANCE	417,501 17 0		

ROBERT S. MANSEI, Secretary.

JOHN LAMBERT, } Auditors.
ROBERT W. HAND, }

Verified by J. E. COLEMAN, Public Accountant.

REPORT AND ACCOUNTS.
TWENTY-FIFTH HALF-YEARLY
GENERAL MEETING.

16th SEPTEMBER, 1856.

In Corporation and City of London, London—York Station.

Engine and Spoilheap Railway.

9/16-56

[illegible][illegible][illegible]

4.

THE GREAT NORTHERN RAILWAY COMPANY.

King's Cross, London,
ACCOUNTANT'S DEPARTMENT,
27th August, 1855.

To the Chairman and Directors of the Great Northern Railway Company.

GENTLEMEN,

The accounts and books in every department continue to be so satisfactorily kept, that we have daily to express our sincere approval of them, and to present them to you, for the information of the shareholders, with our usual certificate of their correctness.

We have the honour to remind, however,

Your very faithful and obedient Servants,
(Signed) JOHN CHAPMAN, J. CATTLEY, *Auditors.*

THE GREAT NORTHERN RAILWAY,
LONDON & NORTH RAILWAY DEPARTMENT,
Doncaster, 28th July, 1856.

To the Directors of the Great Northern Railway.

GENTLEMEN,

The accounts of my department for the past half-year, which I have now the honour of submitting to you, will, when compared with those of the corresponding half-year, ending in June, 1855, to present but two material points of difference.

Those points are—

1st. An increase of 124,226 in the number of train miles run, which, at the average rate per train mile, has caused an additional expenditure of £9,238.

2nd. A slight increase in the cost of the engine repairs of £562, and in the carriage and wagon repairs of \$64, per train mile, or a greater age of the stock.

But, although the cost of repairs has been increased proportionally to the extent of 714, per train mile, as above stated, the total cost per train mile, in consequence of a considerable saving in the quantity and price of the coal consumed, is only 35d. less than in the corresponding half-year.

I have, therefore, to commend the satisfaction of knowing you, that the expenditure shown in the accounts has enabled me to be quite just to all the rolling stock, which is now in the most perfect working condition.

I have the honour to be,
Gentlemen,
Your obedient Servant,
(Signed) ARCHD. STUBBICK.

Abstracts referred to in the RETURN: Statement for the Half year ended 30th June, 1856.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a dark horizontal band across the top edge, possibly indicating a binding or a shadow. There is a small, faint, dark smudge near the top center of the page.

Any Copies required after this date can be obtained on application only to the Publishers, Messrs. Waterlow and Sons, 65 to 68, London Wall.—*Price Reduced.*

NOTICE.—The Dividend will be payable on the 1st September. Proprietors are requested to give notice, without delay, of any change of address, so that their warrants may not be mislent.

was so in that particular case; but exorcismists are very liberal, very jovial, and very jolly; and they will, under any circumstances, be pleased to

which compensation will give? I think I suggest that it would be an admirable thing if compensation could be given in the form of an annuity, rather than a sum of money. I think we can hardly go into any useful discussion on that point. I readily concur with you, and in opposition to the view taken by the gentlemen on my right, that it would be an admirable thing if the income of

It is offered by a young man, is held in the same esteem as dismissal from the service. We see what there is reason to believe may have been the cause of the riot and accident at King's Cross. That may be only one of a dozen others that may follow.

THE CHAIRMAN—Forgive my interrupting you.

THE CHAIRMAN.—They are subject to dismissal if they break the order.

[illegible]

He then said that he had been in London for some time, and that he had been in the city of London for some time. He then said that he had been in London for some time, and that he had been in the city of London for some time.

...and the fact that the ... will have to be ... The ... will have to be ...

same implied a remonstrance from any A shareholder, but many thanks for the position in which the company was placed. The company's

Mr. JACK HOBART—I know that price that the open stock bears in the market, I have no doubt when these gentlemen think they are ill-used, neglected, or forgotten, they will let us hear of it; but would they advise Mr. Knight to let them take care of themselves.

Mr. VANDERBILT KNIGHT—I shall certainly do so.

It was from absolute necessity that we reduced the fares and increased the pace in order to keep our position. There is one circumstance which my friend mentioned which I wish to allude to—there is no express fare. That very highly respected company—and for which it is very clear the gentlemen has also great respect—the Midland

whole of the day, and therefore we were driven to the necessity of doing away with the express here between London and York. That is the explanation of it. We had no alternative. If the Midland had chosen to keep up their express fares, probably we should have done the same. What I say now, I believe I can take the blame of saying to you.

[illegible][illegible]

of working the line, as we are in the habit of doing, and we are not to be disturbed. I believe the guard was rather in the wrong for what he had done, and did not know that this was the case. That night, I went to the guard's room, and told him that I was not to be disturbed. I believe the guard was rather in the wrong for what he had done, and did not know that this was the case. That night, I went to the guard's room, and told him that I was not to be disturbed.

have been rather more cautious, if there is such a

The Chairman—A very satisfactory one. I believe it will improve your traffic, and consequently improve your dividend. I believe that the publisher who has thrown up their caps for You-Cannoter's Kindness's decision, thinking they should get very great advantages from it, will find out soon that they, too, must negotiate upon their best terms.

We have some of the best we divided; and I have no reason to expect that the dividend will be other than an improving dividend. This weather has been and is rather against us; I hope that in February next either I, or my friend Mr. Packer will be able to announce to you quite as good, if not a better, dividend than you received last February. However,

and Wakefield too, for which we have gone to Parliament I am sorry, and almost ashamed to say, two or three times. The line from Director to Wakefield was part of the original scheme of the London and York in 1844; and why it has been thrown out more than once I really do not know, but so it has been. I think, if we were to ask the

CHESTER AND HOLYHEAD RAILWAY.

SECRETARY'S OFFICE,

CHESTER, 22nd November, 1858.

Mrs. Hannah

I am instructed to inform you that, in accordance with a resolution of the Proprietors at a General Meeting, held on the 17th September, 1858, it is proposed to issue "Debenture Shares," in substitution for the existing Mortgage Debt of the Company. I annex a statement of the conditions on which the shares will be issued, and have to request that, should you decide to purchase any, you will favour me with your reply on the accompanying form, on or before the 6th December next.

I am,

Your obedient Servant,

ROBERT S. MANSEL,

Secretary.

*Mrs. Hannah
Woodville*

CHESTER AND HOLYHEAD RAILWAY.

Conditions of issue of Debenture Shares, created in substitution for the Mortgage Debt of the Company, under the authority of the Chester and Holyhead Railway Act, 1858, 21 & 22 Vict., cap. 130.

The Shares are of the value of £25 each, of which sum a deposit of £5 is to be paid on the allotment being made, and the remainder at such times, and in such proportions, as may from time to time be required by the Directors. No call, however, will be made at any time of greater amount than £5 per share—an interval of not less than three months being allowed between each call.

The holders of Debenture Shares to be entitled to dividend in perpetuity, at the rate of £4, 5s. per cent. per annum on the amount paid up—such dividend to be paid half-yearly, and in preference to the dividend on any other shares or stock of the Company whatsoever.

No dividend to be paid on any shares until the entire calls in respect of such shares be paid up; and interest to be charged at the rate of £5 per cent. per annum on all calls in arrear.

The holders of Debenture Shares are not entitled to vote at any meeting of the Company.

The option is allowed to each Allottee of paying up the entire amount of his shares in full; in which case, interest to be allowed on the amount so paid up at the rate of £4, 5s. per cent. per annum.

The shares may at any time, at the discretion of the Directors, be converted into Consolidated stock.

The holders of Debenture Shares to be subject, in all respects, to the rules and regulations of the Company.

1858.

SIR,

In reply to your Circular, under date the _____ instant, I have
to request that _____ Debenture Shares of the Company may be allotted to
me; and I hereby undertake to receive the same, subject to the conditions of issue, and to
pay the purchase-money for the whole, or such portion of the above number as may be allotted
to me, at such times as the same may be called up.

I am, SIR,

Yours faithfully,

*To the Secretary of the
Chester and Holyhead Railway Company.*

Chester & Holyhead
11/22-58

3	Blankets	1	3
2	Counter Panes	7	9
2	Do Sheets	0	6
1	Belster Case	0	1
2	Pillow Cases	0	1
2	Drawers Covers	0	2
1	Night Gowns	0	3
2	Flannels	0	3
2	Neck & Handkerchiefs	0	1
2	Aprons	0	1
1	Window Curtain	0	1
2	Table Cover	0	1
1	Perce of Calico	0	$\frac{1}{2}$
1	Collar	0	1
1	Flour Bag		$\frac{1}{2}$
		4	10

Pins

4 11

Mary Galt

St. Nebride

YORK.

Hannah Woodville

TO JAMES H. KING.

1854
 June 15 To Bill previously } £ 2. 17. 12.
 sent in

6/9	2oz	Carb. Soda	1 1/2
27	2 #	Biscuits	2 1/2
30	1 "	Sago	4
"	4 "	Tea	1 "
7/3	To	Goods	13. 9 3/4
11	1. 14	Cheese 8 ^c	1. 3
	1 3/4 "	Oatmeal	4 1/2
15	To	Goods	2. 0 1/2
21	do		1. 5 1/2
21	2 #	Biscuits	2 1/2
21	"	Cocoa	2

1854
 June 19 £ 3. 18. 14

By Cash £ 3. 18. 14
 of J. H. King



9/19.-54

King Jas H.

Madison H⁴/

£3.10.1

Miss Woodville 16. Low Cusgate. York 1854

Bought of Joseph Hillyard
J. F. Mazon & Leeds.
Wine & Spirit Merchant

all Hampers & Bottles if not returned within six months will be Charged

Arch 2 Do 1 Bot. Sherry wine
August 4 Brandy
Brandy

2 6
1 7
1 7
7 - 6.10

Settled W. Pulley

H Woodville
1857

1834 M^r Wooten
Dr to J Butler

Meat	-	-	-	3	6
Lamb Head & H ^o				1	0
					<hr/>
					4 6

J Butler
1854,

Mrs. Whipple

to John Butler

9 1/2 Whipple

Chester & Holyhead - £50. two shares, &
15 Puffinall shares at 5/- £20 --
a few shares at £2 each.

Great Northern. one £25 share - & Preference
shares amounting to £25 -

J. Woodville.

Books 29 Lectures on Historic Evidence. Dr. Lupton.
194. Survey of History of Law. R. F. Westcott

M.A.

H. Woodrille
of May Meers

The Great Northern London Cemetery Company.
Offices, 122, High Holborn,

1856.

Sir,

I am instructed by the Directors of the above Company to draw your attention to the enclosed Prospectus, wherein yourself, and all other Proprietors of the Great Northern Railway are materially interested, as not only offering an eligible Investment for Money, but also a large, and remunerative Traffic to their Railway.

The Act of Parliament for the formation of the Cemetery has been obtained, the Land purchased, and the Works commenced. A considerable portion of the Share Capital has also been subscribed, but to enable the Directors to proceed with more dispatch, they require the remainder of the Shares to be taken up, and with this view it has been suggested, that it has only to be made known to the Proprietors of the Great Northern Railway, to effect this object, for whose information I may add, that if each Shareholder of that Company were to take only a single Share in the Cemetery, it would ensure its completion and opening in the early part of the ensuing year.

I am, Sir,

Your obed^t. Servant,

Henry P. Hakewill,
General Manager.

Edw. Northorn

1836

GREAT NORTHERN RAILWAY.

6, LINCOLN'S INN FIELDS,

19th June, 1857.

SIR,

With reference to the Bill now before Parliament, by which the Directors seek to deprive the Preference Shareholders of their dividend, we beg to forward on the other side a copy of the Resolutions passed at the meeting of Preference Shareholders, held at Anderton's Hotel, Fleet Street, on the 18th June instant, and to ask for your co-operation in the objects of that meeting.

The Bill was opposed by Counsel on behalf of the Preference Shareholders, before a Committee of the Commons, but without satisfactory result, the preamble of the Bill being declared proved, although Mr. Mowatt, the Secretary of the Company, and the only witness for the Bill, upon cross-examination expressed a strong opinion as to the injustice of making Preference Shareholders bear any part of the losses arising from Redpath's frauds.

It is now hoped that the House of Lords will do justice to the rights of the Preference Shareholders, and the Committee have great reason to expect that such may be the case.

The Petition to the House of Lords against the Bill will lie for signature at our office, between the hours of 10 and 6 o'clock, up to 1 o'clock on the 25th of June instant.

Subscriptions may be remitted to any of the Committee, or may be paid into Messrs. Praeds' Bank, 189, Fleet Street, to the account of "The Committee of Preference Shareholders of the Great Northern Railway Company."

As the efforts which are being made by a few energetic Shareholders, for the benefit of the entire class which they represent, are attended with considerable expense, it is hoped that you will lend your assistance under the latter head to the small extent asked, in order that an efficient opposition may be organized in the House of Lords.

The following are the names of the gentlemen who act as the Committee:—

Mr. JOHN CARLEN HEATH, 5, King's Bench Walk, Temple.

Mr. RICHARD GREENING, 28, Gloucester Crescent, Regent's Park.

Rev. WILLIAM CAMPBELL, 4, Wellington Street, Islington.

Mr. CHARLES WILLIAMS, 161, Great College Street, Camden Town.

We are, Sir,

Your obedient Servants,

LAWRENCE & NISBET.

P.S.—It is understood that the Directors contemplate calling another general meeting of the Company before the Bill goes into a Committee of the House of Lords. In case you should not personally be able to attend that meeting, you are requested to send your proxy to one of the above named gentlemen, and *not* to the Chairman of the Board.

GREAT NORTHERN RAILWAY

At a meeting of the Board of Directors, held on the 15th day of June, 1857.

Resolved, That the following resolution be adopted, viz. That the Board of Directors do hereby recommend to the Shareholders, that they should be invited to a meeting of the Shareholders, to be held on the 15th day of July, 1857, at the offices of the Company, in the City of London, for the purpose of considering the accounts of the Company for the year ending on the 31st day of December, 1856, and for the purpose of electing a Committee of Management for the year ending on the 31st day of December, 1857.

Resolved, That the Board of Directors do hereby recommend to the Shareholders, that they should be invited to a meeting of the Shareholders, to be held on the 15th day of July, 1857, at the offices of the Company, in the City of London, for the purpose of considering the accounts of the Company for the year ending on the 31st day of December, 1856, and for the purpose of electing a Committee of Management for the year ending on the 31st day of December, 1857.

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Meeting of the
Stock, held
1857, Mr.
passed:—

1. That this m
will now before P
passed by the Com
ent, and by such
in the 25th June

2. That this m
the House of Lord
addition to the 5 p
amount of 7½ per
due to all Preference

3. That the C
10th June, be reg
decided will exten

4. That any
in Parliament be
A vote of thanks to

GREAT NORTHERN RAILWAY.

At a Meeting of the Preference Shareholders of the Great Northern Railway Company's Stock, held at Anderton's Hotel, Fleet Street, on Thursday, the 18th day of June, 1857, Mr. CHARLES WILLIAMS in the chair, the following resolutions were passed:—

1. That this meeting is of opinion that the opposition of the Preference Shareholders to the Bill now before Parliament be continued in the House of Lords, and that the petition prepared by the Committee for that purpose be now signed by the Preference Shareholders present, and by such other Preference Shareholders as shall choose to affix their signatures before the 25th June instant.

2. That this meeting pledges itself to subscribe to defray the expenses of the opposition in the House of Lords to the extent of $2\frac{1}{2}$ per cent. on the amount of the half year's dividend, in addition to the 5 per cent. already subscribed by those who have already contributed, and to the extent of $7\frac{1}{2}$ per cent. by those who have not hitherto subscribed, and that application be made to all Preference Shareholders to make the like contribution.

3. That the Committee appointed at the meeting held at the King's Arms Hotel, on the 3d June, be requested to continue the conduct of the opposition, as far as the funds subscribed will extend.

4. That any surplus of subscriptions remaining after the close of the opposition to the Bill in Parliament be refunded rateably to the subscribers.

A vote of thanks to the Chairman and Committee was moved and carried unanimously.

Cyrt Northern
6/19-54

GRAND NORTHERN RAILWAY.

At a Meeting of the Preference Shareholders of the Great Northern Railway Company, held at Anderson's Hotel, Fleet Street, on Thursday, the 18th day of June, 1857, Mr. CHARLES WILLIAMS in the chair, the following resolutions were passed:—

1. That this meeting is of opinion that the opposition of the Preference Shareholders to the Bill now before Parliament be continued in the House of Lords, and that the petition prepared by the Committee for that purpose be now signed by the Preference Shareholders present, and by such other Preference Shareholders as shall choose to affix their signatures before the 25th June instant.

2. That this meeting pledges itself to subscribe to defray the expenses of the opposition in the House of Lords to the extent of 2½ per cent. on the amount of the half year's dividend, in addition to the 5 per cent. already subscribed by those who have hitherto contributed, and to the extent of 7½ per cent. by those who have not hitherto subscribed, and that application be made to all Preference Shareholders to make the like contribution.

3. That the Committee appointed at the meeting held at the King's Arms Hotel, on the 24 June, be requested to continue the conduct of the opposition, as far as the funds subscribed will extend.

4. That any surplus of subscriptions remaining after the close of the opposition to the Bill in Parliament be refunded rateably to the subscribers.

A vote of thanks to the Chairman and Committee was moved and carried unanimously.

21. Castlegate York
Hannah Woodville

18

Bo. of Henry Ransome.
Linen Draper.

1853

1-5	1 Pocket Handkerchief	1.4
4-20	1/4 d Muslin lb	1.8
	1 lb. bobbin	2
52-20	1 foundation	3
6-27	1 lb. of cord	8 1/2
12-14	1 lb. of gloves	1
	Bobbin	3
	Put Net	1.2

1854

6-2	1 lb. of	.6
5 lbs 10	10 lb of Lard	15.9
	1 Lining	4
	1 Holland	10
	Net	4
	5 lb. brand	1
	1 lb. of Lard	6

£1. 1. 10 1/2

Recd the above by Paye
of John Kitching 9-19-1854
Henry Ransome

H Woodville
1854

Samuel Woodville

Mrs Woodville,
To J. Armstrong.

1853

To Bill Delivered

" 2 0

Nov 18th 54

To Small French Clock Repairing

" 1 6

" 3 6

Settled Nov 18th 1854

Pro John Armstrong.

J. A. Zachariah.

J. Armstrong
1857.

Miss Woodville

16 LOW OUSEGATE.

York. June 21 1834

Bought of Joseph Hillyard.

WINE & SPIRIT MERCHANT,

ALL HAMPER & BOTTLES IF NOT RETURNED

WITHIN SIX MONTHS WILL BE CHARGED

March 2/64 1 Bot. Sherry 3/6
" 15th 1/2 Pint A Brandy 1/2

3 6
1 4
5 0

H Woodville
6/21-54

Miss Woodville

7, Coney Street, - York.

Bought of W. WILSON,

1854 Cheesemonger, Ham, Bacon, and Butter Factor.

May 11	8 lb Ham	9	6	"
	14 lb Lard	9	3	
	14 lb Cheese	9	3	
			12	

W Wilson
1854

Ann Clackson

31-9
15-10¹/₂

1834

Ann Clackson

TO THE PROPRIETORS
OF THE
Great Northern Railway Company.

THE Railway Benevolent Institution is the only general charity in connexion with the whole of the Railways in Great Britain and Ireland,—having for its object the relief of the distressed Widows and Orphans of Railway Officers and Servants.

The applications for assistance are now numerous and pressing, and the Committee of Management earnestly appeal to the Shareholders of Railways to aid them by subscriptions, or making donations.

The Directors of the Great Northern Railway Company have kindly consented to the circulation of this appeal amongst their Proprietors, to afford them, if approving of the objects of the Railway Benevolent Institution, the opportunity of aiding its objects.

The Secretary of the Great Northern Company will take charge of any contributions that may be forwarded to him, or the same may be sent direct, addressed to Mr. W. F. Mills, the Secretary of the Institution, 101, Seymour Street, Euston Square, London, N.W.

Railway Benevolent Institution,
FOR THE RELIEF OF
ORPHANS, CHILDREN AND WIDOWS
OF
Railway Salaried Officers and Servants.
INSTITUTED MAY, 1858.

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THE HON. P. S. PIERREPONT.

President.

GEORGE CARR GLYN, ESQ., M.P.

Vice-Presidents.

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SIR MORTON PETO, BART., M.P.
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T. TREDWELL, ESQ.
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JOSEPH SKELDING, ESQ.

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MR. WM. FREDK. MILLS.

OFFICES: 101, SEYMOUR STREET, EUSTON SQUARE, LONDON, N.W.

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W. WOOD, Esq.G. W.	

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„ H. CARRM. & C.	„ W. J. REYNOLDSG. W.
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„ M. G. DENVILL. B. & S. C.	„ J. F. THOMASL. & N. W.
„ P. J. DUNNL. & N. W.	„ C. TRYTHALLS. D.
„ F. FEARNE. C.	„ C. G. WALKERW. H'pool.
„ J. R. FLEMINGD. W. & W.	„ H. WARNERE. C.
„ T. W. HACKETTMon.	„ JOHN WATSONMonk.
„ E. HASELERMid.	„ W. WATSONN. & C.
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„ W. JONESS. U.	„ T. R. WOODCOCK, Messrs. C. & H.
„ E. KEMPG. W.	„ D. WYLIEE. & G.

DESIGNS OF THE INSTITUTION.

THIS Institution has been established to provide for the Necessitous Orphans, Children, and Widows of the Railway Salaried Officers and Servants in the United Kingdom. Its object is to Clothe, Maintain, and Educate Necessitous Children, to grant relief by Annuities and Money Allowances to Necessitous Widows, and to benefit them in any other way which may from time to time be thought desirable.

The Children elected into the Institution must not be less than six, nor more than twelve years of age, one-sixth of the Children being elected by the Board of Management, and the remaining five-sixths by the Subscribers.

The election of Widows to Annuities is vested in Subscribers.

Income.

The Institution is supported by means of Donations, Subscriptions, Legacies, &c., two-thirds of the Annual Income being set apart for the Clothing, Maintenance, and Education of Orphans and Necessitous Children, and one-third to the relief of Widows; but any Donation or Subscription specially given for either Orphans or Widows, must be so applied.

A Donation of One Hundred Guineas in one sum, or in payments of not less than ten Guineas each, constitutes the Donor a Patron or Patroness for life, with the privilege of Fifteen Votes.

A Donation of Fifty Guineas in one sum, or in payments of not less than Ten Guineas each, constitutes the Donor a Vice-President for life, with the privilege of Six Votes.

A Donation of Ten Guineas constitutes the Donor a Life Subscriber, with the privilege of One Vote.

A yearly payment of **One Guinea** (or in Quarterly or Half-Yearly instalments) constitutes a Subscriber, with the privilege of Two Votes, and renders him eligible to be elected an Auditor, or on the Board of Management.

An annual subscription of **Half-a-Guinea** constitutes a Subscriber, with One Vote.

Management.

The Board of Management consists of the President, Trustees, Treasurer (who are Members by virtue of their respective offices), and fifty Subscribers, twenty-five of whom retire annually by rotation, but only twenty are eligible for re-election.

Contributions.

Contributions will be received, and explanations given, by Members of the Board of Management, Collectors, or the Secretary.

Appeal.

The Board of Management respectfully and earnestly appeals for aid to—
The Railway Companies in the United Kingdom, who are more immediately concerned in the welfare of their dependants.

The Shareholders of Railways individually, as specially interested in those upon whom devolve the executive duties in railway establishments.

The Railway Salaried Officers and Servants themselves, whose concern in the success of the Institution is direct and paramount.

The Benevolent of all classes, who are either directly or indirectly benefited by the services of a numerous, well-disciplined, and laborious class of public servants.

(Copy of Advertisement.)

THE GREAT NORTHERN RAILWAY COMPANY.

Incorporated by 9th and 10th Vict., cap. 71, June 26, 1846.
NOTICE IS HEREBY GIVEN, That an EXTRAORDINARY GENERAL MEETING of the PROPRIETORS of the GREAT NORTHERN RAILWAY COMPANY will be held at the London Tavern, Bishopsgate-street, in the City of London, at 11 o'clock in the forenoon of WEDNESDAY, the 8th July next, for the purpose of submitting the Great Northern Railway Capital Bill of 1857, as passed by the House of Commons, for making provision with respect to capital fraudulently created in the Great Northern and East Lincolnshire Railway Companies.

And for the purpose also of submitting arrangements for the interchange of traffic over the Great Northern and Manchester Sheffield and Lincolnshire Railway, as agreed by the Directors of the two Companies respectively, for mutual benefit.

By Order,

J. R. MOWATT, Secretary.

Secretary's Office, King's Cross Station, London, June 18, 1857.

P.S. A "Wharfedale" Extraordinary Meeting for other purposes will be held at the same place, on the same day, and an Explanatory Circular will be sent to each Proprietor.

The GREAT NORTHERN Railway Company.

SECRETARY'S OFFICE,

KING'S CROSS,

London, Friday, 26th June, 1857.

CIRCULAR NOTICE No. 1.

TO THE PROPRIETORS.

1.—The first subject for consideration at the Extraordinary General Meeting convened for Wednesday the 8th July next, is an "Act to make provision with respect to Capital fraudulently created in the Great Northern and East Lincolnshire Railway Companies," which, in accordance with the Resolution of the General Meeting of the 12th March last, has been applied for, and, having passed the House of Commons, will be in a few days in the House of Lords. The Standing Orders of the House of Lords do not require that this Bill should be submitted to the Proprietors; but at the General Meeting of the 12th March, the Chairman promised it should be brought before them for consideration and adoption.

2.—The Directors have always felt that it must be left to Parliament to decide how the losses resulting from the frauds and forgeries of Leopold Redpath should be provided for; being advised by the Attorney-General that Parliament alone had power to deal with the case.

3.—The conflicting interests of the two classes of proprietors—Original or unprotected, and the Preference Stockholders—have inevitably given rise to opposite views.

4.—The main question has been, whether the loss should be borne by Capital or by Revenue. If by Capital, the loss would fall, exclusively, on the Original or unprotected Stockholders. If charged upon Revenue, then all—Original and Preference—Stockholders would contribute.

5.—As explained at the meeting on the 12th March, Lord Redesdale, as Chairman of Committees of the House of Lords, had decidedly objected to allow Capital to bear the loss. The Preference Stockholders were represented by able counsel before the Committee of the House of Commons, to whom the Bill was referred; and the several points in the case were much pressed upon the attention of that Committee in the course of a long discussion. The decision of that Committee was in accordance with the views of Lord Redesdale, and the House of Commons has confirmed the report of its own Committee by passing the Bill.

6.—The effect of the Bill, as it stands at present, will be to apply the £243,923 5s. 8d. towards making good the losses and expenses consequent upon the Redpath frauds; and any surplus, including the amount to be recovered from the estate of Redpath, as a bankrupt, will be distributed as Dividend for the last half of the year ending December, 1853, to the holders of the Preference Stocks, in the order of priority in which these stocks severally were created.

7.—The Directors have been charged with a violation, by the introduction of this Bill, of the pledge implied by the 44th paragraph of their report to the meeting of the 12th March. It having been alleged by Preference Stockholders that they gave proxies to the Directors to vote on that occasion in order to support the 44th paragraph, and that by the non-use of the proxies so obtained, the Directors contributed to pass a resolution detrimental to them, as Preference Stockholders.

8.—The Directors therefore think it right to state that, after their report to the meeting of the 12th March was issued, it was ascertained, on communication with Lord Redesdale, that Parliament would not sanction a bill charging the loss upon Capital; and the Directors were therefore unable to act in accordance with the 44th paragraph.

9.—At the meeting of the 12th March, these circumstances were fully explained; and the following resolution was consequently passed, as being the one most likely to enable the Directors to obtain such an Act as would afford relief to the Proprietors from the position in which they were unfortunately placed.

"Resolved—That no Dividend be declared; but that this meeting considers it desirable that the balance of £243,923 5s. 8d., mentioned in the Directors' report, should be applied to meet the losses caused by the frauds and forgeries of Leopold Redpath, referred to in the Directors' report;—and that the Directors be and are hereby requested and authorised so to apply the said balance when and in such manner as they may consider most beneficial for the Company, and to take such proceedings in Parliament and otherwise as they may deem most conducive to the interests of the Company."

10.—It was considered prudent to supply a form of proxy to every Proprietor, and many Proprietors holding all classes of stocks, though not in any way solicited, sent proxies to the Directors, but, under the altered circumstance of the case, it was deemed unnecessary to use them.

11.—It is possible that the bill may be altered in the House of Lords in such a manner as may not be approved of by a committee of the House of Commons, to whom any alteration must be submitted; in that case there may unavoidably be such delay as will prevent an Act of Parliament being obtained this year; and it is essential that all the Proprietors should clearly understand that, according to the opinion of the Attorney-General, unless an act of Parliament be obtained in the present session, Dividend cannot be paid out of the earnings of the current or coming year, nor until an Act shall have been passed in some future session.

12.—Forms of Proxy are therefore again sent to the Proprietors, who are requested to deal with them as they may think most prudent.

13.—The **second** measure to be submitted to the Extraordinary General Meeting of the 8th July next, is the arrangement agreed to on the 17th June inst., by the Directors of the Great Northern Railway Company with the Directors of the Manchester Sheffield and Lincolnshire Railway Company, for an interchange of traffic over their respective lines for mutual benefit.

14.—It is intended to apply to Parliament next session to sanction the arrangement; and the Directors confidently recommend it to the Proprietors for their approval, and that authority should be given to enable them to apply to Parliament in terms of the agreement.

15.—The agreement is as follows:—

I.—That application shall be made to Parliament to empower Traffic arrangements between the two Companies, at the joint expense of the two Companies. Notice to be at once given to that effect, and application to be made to the next Session of Parliament.

II.—That a complete and full system of interchange of Traffic in Passengers, Goods, Cattle, Parcels, &c., &c., be established from all parts of one Company, and beyond its limits, to all parts of the other Company, and beyond its limits, with "Through Tickets," "Through Rates," and Invoices, and interchange of stock at junctions, the stock of the two Companies being treated as one stock, mileage and demurrage not being charged between the two Companies, the repairs of the Rolling Stock of each Company being done by the Company owning it.

III.—That the two Companies do aid and assist each other in every possible way, as if the whole concerns of both Companies were amalgamated, and that every possible facility be given by either party to develop and increase the Traffic of both.

IV.—On any additional Capital spent by the Manchester Sheffield and Lincolnshire Company, with the assent of the Great Northern Railway Company, in order to accommodate increase of Through Traffic, 5 per Cent. to be allowed out of the receipts of Joint Traffic to the parties finding the Capital.

V.—That this agreement shall be for fifty years.

VI.—That neither Company, party to this agreement, shall make any bargain, treaty, agreement, or arrangement with any other Company, or do any act which can in any way, directly or indirectly, affect the Traffic of the other Company or prejudice this agreement, without the consent of the said other Company party hereto.

VII.—That a joint Committee of three Directors of each of the two Companies shall have the charge of the working out of this agreement, with power to call in a Chairman unconnected with the Traffic of either Company (say a Barrister of good practice, or other public man of good standing) summarily to settle any dispute that may arise.

VIII.—That the two Companies, parties hereto, shall do all in their power to develop through Traffic in competition with other Companies.

IX.—That, in dividing the through Traffic, the following miles shall be given to the Manchester Sheffield and Lincolnshire Company from the total actual aggregate mileage between Manchester and places west of Manchester and London, and places south of London 20 Miles;
 Between Manchester and Sheffield, exclusive of both, and London and places south of London 18 "
 Between Sheffield and London, and ditto ditto ... 10 "
 Between Hull and London ditto ditto ... 10 "
 Between Grimsby and London ditto ditto ... 20 "

All other Traffic to be divided on actual Mileage. A model settlement to be prepared by the Accountants.

*Great Northern
6/26-57.*

X.—All Traffic to be divided after the deduction of Government Passenger Duty, and the usual Clearing House Terminals on Goods and Parcel Traffic.

XI.—That all Rates and Fares shall be fixed from time to time, so as to secure the Traffic.

XII.—That if from severe competition set on foot in consequence of this agreement, or from other exceptional or temporary causes, the gross Traffic for the time being of the Manchester Sheffield and Lincolnshire Company shall fall below Ten thousand pounds (£10,000) per week, then, in such case, the mileage proportion of the Traffic from places west of Sheffield with London shall be extended so as to make up, as far as practicable and legal, such deficiency so exceptionally occurring (the working expenses of the Great Northern Company being first deducted); but that any sum or sums so paid in excess of the agreed mileages shall be repaid to the Great Northern Company by a proportionate reduction of the agreed mileages so soon as the Manchester Sheffield and Lincolnshire Company's receipts shall amount to Eleven thousand pounds (£11,000) per week.

16.—These two measures, viz.,—

The Great Northern Railway Capital Bill, and

The arrangement with the Manchester Sheffield and Lincolnshire Railway Company,

are so important, that the Directors consider it right that the Proprietors who may not be able personally to attend the meeting should have in their power the means of voting on the occasion, and therefore a stamped proxy paper, in blank, and to be filled up, is, with full instructions, sent with this notice to each Proprietor.

17.—A second or "Wharfedale" Extraordinary General Meeting of the Proprietors, to be held on the same day, is called to consider a Bill promoted by a separate and independent Company, but affecting the Great Northern Railway Company, and which having passed the House of Commons, must be submitted to a Wharfedale meeting before it can be proceeded with in the House of Lords. The title of the Bill is "To authorise the construction of a Railway from Castle Douglas, in the Stewartry of Kirkcudbright, to Portpatrick, in the County of Wigtown," whereby Railway communication will be opened with Ireland by the shortest sea passage.

18.—The separate notice and blank form of proxy required to be (and herewith) circulated to the Proprietors describes this Bill, and the course of proceedings to be observed in respect of it.

By Order,

J. R. MOWATT,

Secretary.

Great Northern London Cemetery Company.
Offices, 122 High Holborn,
1856.

Madam,

Fearing that a Prospectus of this Company, forwarded to you a short time since, may have miscarried, or escaped attention, and that you may not therefore have perceived the identity of interests existing between the Railway Company, of which you are a Shareholder, and this Company, I venture to transmit you another Copy, and to invite your early and particular attention to its contents.

The advantages to accrue to your Company from the use of the Line for this Company's Funerals, as well as the promising nature of the undertaking as an Investment, have been perceived by several of your Proprietary, and they have subscribed for upwards of 1000 Shares - And, as you may be inclined to unite with your Fellow Shareholders in supporting the Project, I may add that if those who have not already subscribed will only take a few Shares (however small in number) it will enable the Directors to complete their Undertaking, and to open the Cemetery in the beginning of next year.

I am,

Madam,

Your obed^t. Servant,

Henry P. Hakewill.

General Manager

Wm. H. Brown, Esq.
Office 222 N. 1st St.
St. Louis, Mo.

Dear Sir,

I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the proposed purchase of the land on which the new bridge is to be built. I am sorry to hear that you are unable to purchase the land at the price you offered. I am, however, glad to hear that you are still interested in the project.

I am sure that you will be able to find a way to purchase the land at a reasonable price. I am, therefore, glad to hear that you are still interested in the project. I am, however, glad to hear that you are still interested in the project.

I am, therefore, glad to hear that you are still interested in the project. I am, however, glad to hear that you are still interested in the project. I am, therefore, glad to hear that you are still interested in the project.

Yours truly,

Wm. H. Brown

Henry J. Harkness

General Manager

Gr. Northern
1856

The GREAT NORTHERN Railway Company.

Incorporated by 9 and 10 Vict., cap. 71, June 26, 1846.)

Notice is hereby given, that the Half-Yearly Ordinary General Meeting of the Proprietors having been adjourned on the 29th day of August last, in order to give time to appeal against the Vice-Chancellor Wood's decree, and such appeal having been heard by the Lord Chancellor and Lords Justices, and they having on the 21st inst. given judgment affirming the "Decree" in favour of the Preference Shareholders, such adjourned meeting will, in terms of the adjournment, be held on Tuesday the 1st day of December next, at Eleven o'clock in the forenoon precisely, at the London Tavern, Bishopsgate-street, in the City of London, to receive a report from the Directors, and for other the general business of the Company.

And the Extraordinary Meeting, as adjourned on the said 29th day of August, for the consideration of the report of the Committee appointed on the 12th day of March last, will be held at the same place immediately after the termination of the business of the said Ordinary Meeting.

By order,

J. R. MOWATT,

Secretary.

Secretary's Office, King's Cross Station,
London, 24th November, 1857

Gpt Northern
11/24-54.

Chester and Holyhead Railway.

Incorporated 4th July, 1854 (7 and 8 Victoria, cap. 65).

TWENTY-FIFTH HALF-YEARLY MEETING.

At a Meeting of the Proprietors of the CHESTER AND HOLYHEAD RAILWAY COMPANY, held at the Euston Station, London, on Tuesday, the 16th September, 1856 ;

IN THE CHAIR,

SIR S. MORTON PETO, BART., CHAIRMAN OF THE DIRECTORS.

Read—Notice convening the Meeting.

The Meeting being declared duly constituted,

The Minutes of the last Meeting were read and confirmed.

The Seal of the Company was affixed to the Register of Proprietors.

The Report and Statement of Accounts having been received as read,

Resolved—That the Report and Statement of Accounts now read be approved and adopted.

That a Dividend be, and the same is hereby declared, of 8s. 3d. per Share, on each of the First Preference Shares of this Company, payable on and after the 20th inst.

That the 42,000 Shares of £50 each, created by the Act of Parliament incorporating this Company (7 and 8 Victoria, cap. 65), be consolidated into a General Capital Stock, to be divided amongst the holders of such Shares according to their respective interests therein.

That the 42,000 Shares of £15 each, bearing a Preferential Dividend of £5 10s. per cent. per annum, created at a General Meeting of this Company, held on the 11th day of August, 1847, be consolidated into a General Capital Stock, to be divided amongst the holders of such Shares according to their respective interests therein, such Stock to bear the same rate of Dividend and the same preference and priority as the same Shares.

That the 42,000 Shares of £9 12s. 6d., and the 42,000 Shares of £2 17s. 6d., each severally bearing a Preferential Dividend of 5 per cent. per annum, created at a General Meeting of this Company, held on the 18th day of March, 1851, be consolidated into a General Capital Stock, to be divided amongst the holders of the said Shares according to their respective interests therein, and the amount of the Shares held by them, such Stock to bear the same rate of Dividend and have the same preference and priority as the same Shares.

Resolved—That the thanks of this Meeting be given to the Chairman and Directors, and to the Chairman and Members of the Special Committee of Proprietors, appointed 27th March, 1855.

(Signed)

S. MORTON PETO, *Chairman.*

ROBERT S. MANSEL, *Secretary.*

Chester and Holyhead Railway.

SECRETARY'S OFFICE,

CHESTER, 18th September, 1856.

SIR,

Annexed I beg to hand you Minutes of the proceedings at the Half-Yearly Meeting of the Company on the 16th inst.; and I am instructed to request that, in accordance with the terms of the resolutions, you will forward to this Office, on or after the 1st October proximo, the Certificates of your *Shares* in the Company, to be exchanged for Certificates of *Consolidated Stock* of like character and value.

I am, Sir,

Your obedient Servant,

ROBERT S. MANSEL,
Secretary.

Epstein and Johnson Building

Received 24th Nov 1890
Nov 15 - 36

Secretary's Office
Chicago, 18th September, 1890.

Sir,

Annexed I beg to hand you Minutes of the proceedings at the Half-Yearly Meeting of the Company on the 14th inst.; and I am instructed to request that in accordance with the terms of the resolutions, you will forward to this Office, as or after the 1st October proximo, the Certificates of your Shares in the Company, to be exchanged for Certificates of Consolidated Stock of like character and value.

I am, Sir,

Your obedient servant,

ROBERT S. MANSIELL,
Secretary.

THE *Great Northern* RAILWAY COMPANY.

WHARNCLIFFE MEETING.

SECRETARY'S OFFICE, KING'S CROSS STATION, LONDON,
Friday, 26th June, 1857.

CIRCULAR NOTICE No. 2.

TO THE PROPRIETORS.

Explanation and Instructions for the use of the annexed Form of Proxy.

As required by the Standing Order of the House of Lords, No. 185—of which a copy is annexed—an Extraordinary General Meeting of the Proprietors of this Company will be held at the London Tavern, Bishopsgate Street, in the City of London, at Eleven o'clock in the Forenoon of Wednesday the 8th July next, for the purpose of considering and approving, or otherwise acting upon, the Bill now pending in Parliament, described hereunder.

Annexed is the **Form of a Proxy**, which may be used by any Proprietor not attending the Meeting, and wishing to have his or her vote recorded on the bill in question; this, however, is optional with the Proprietor.

The Proxy, to be available, must be lodged at this office before 11 o'clock on Monday, the 6th July next, that is to say, 48 hours before the time of holding the Meeting.

If the Form of Proxy be used it must be stamped before being lodged at this Office with a sixpenny stamp, or it may be copied on to paper bearing a sixpenny stamp.

The Proxy can be held only by a registered Proprietor of Great Northern Railway Stock; and the name of a Proprietor must therefore be written in the space for that purpose; but in the event of a Proprietor not having a friend a registered Proprietor, to whom to give his Proxy, he is at liberty to use and insert the name of, and to give his Proxy to, any of the Directors. This permission is given by the Directors for the convenience of the Proprietors, and not from any desire on their part for proxies.

The Title of the Bill is as follows:—

A Bill to authorise the Construction of a Railway from Castle Douglas, in the Stewartry of Kirkcudbright, to Portpatrick, in the County of Wigtown.

By Order,

J. R. MOWATT,

Secretary.

Standing Order of the House of Lords, No. 185.

ORDERED by the Lords Spiritual and Temporal in Parliament assembled:—

1. That no Bill to empower any Company, already constituted by Act of Parliament, to execute, undertake, or contribute towards any work other than that for which it was originally established, or to sell or lease their undertaking, or any part thereof, or to amalgamate the same or any part thereof with any other undertaking, or to abandon their undertaking or any part thereof, or to dissolve the said Company, shall be allowed to proceed, unless the Committee on Standing Orders shall have reported—

1st. That the Bill as proposed to be introduced into this House, was submitted to a meeting of the proprietors of such Company, at a meeting held specially for that purpose.

2nd. That such meeting was called by advertisement, inserted for two consecutive weeks in a morning newspaper published in London, Edinburgh, or Dublin, as the case may be, and in a newspaper of the county or counties in which the principal office or offices of the Company is or are situate; and also by a circular addressed to each Proprietor at his last known or usual address, and sent by post or delivered at such address not less than ten days before the holding of such meeting, enclosing a blank form of proxy, with proper instructions for the use of the same; and the same form of proxy, and the same instructions, and none other, shall be sent to every such Proprietor; but no such form of proxy shall be stamped, nor shall the funds of the Company be used for the stamping any proxies, except the Company shall, at a General Meeting, determine otherwise, in which case a stamped proxy shall be sent to each Proprietor, with such instructions as aforesaid.

3rd. That such meeting was held on a period not earlier than seven days after the last insertion of such advertisement.

4th. That at such meeting the said Bill was submitted to the Proprietors aforesaid then present, and was approved of by Proprietors, present in person or by proxy, holding at least three-fourths of the paid-up Capital of the Company represented at such meeting, such Proprietors being qualified to vote at the meeting in right of such Capital.

[COPY OF ADVERTISEMENT.]

THE GREAT NORTHERN RAILWAY COMPANY.

(Incorporated by 9th & 10th Vic. cap. 71, June 26, 1846.)

Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Proprietors of the GREAT NORTHERN Railway Company will be held at the London Tavern, Bishopsgate Street, in the City of London, on Wednesday, the 8th day of July next, at 11 o'clock in the forenoon precisely, for the purpose of considering and approving or otherwise acting upon the following Bill now pending in Parliament—viz.,

A Bill to authorise the construction of a Railway from Castle Douglas, in the Stewartry of Kirkcudbright to Portpatrick, in the County of Wigton.

By order,

J. R. MOWATT,

Secretary.

Secretary's Office, King's Cross Station,
London, Tuesday, June 23rd, 1857.

FORM OF PROXY.

This Proxy can be held only by a registered Proprietor of Great Northern Railway Stock; and the name of a Proprietor must therefore be written in the space for the purpose; but in the event of a Proprietor not having a friend a registered Proprietor, to whom to give his proxy, he is at liberty to use and insert the name of, and to give his Proxy to, any of the Directors. This permission is given by the Directors for the convenience of the Proprietors, and not from any desire on their part for Proxies.

THE *Great Northern* RAILWAY COMPANY.

Name and

Address in

full.

of

one of the Proprietors of the *Great Northern* Railway Company, doth hereby appoint

to be the proxy of the said

in his absence to vote in his name, upon any matter relating to the undertaking proposed at the "Wharnccliffe"

Extraordinary General Meeting of the Proprietors of the said Company, to be held on Wednesday, the 8th day

of July, 1857, in such manner as the said

doth think proper.

IN WITNESS whereof the said

hath hereunto set his hand, the

day of , One Thousand Eight

Hundred and Fifty-seven.

Proprietor's Signature

Gr Northern
6/26-54.

To the SECRETARY of the
GREAT NORTHERN Railway Company,
King's Cross,
LONDON.

Chester and Holyhead Railway.

SECOND HALF-YEARLY GUARANTEED DIVIDEND,

To 31st December, 1859.

	£	s.	d.
1st Preference Stock, 5½ per Cent. per Annum	15	8	3
2nd Preference Stock, 5 per Cent. per Annum	22. 2/6	11	1
	—	19	4
Less Income Tax, 9d. in the Pound	—	—	9
(Being 3 months at 1s. 1d., and 3 months at 5d.)			
	£	18	7

OFFICE, EUSTON STATION, LONDON,

N. W.,

15th February, 1860.

SIR,

I am instructed to send you the above Statement, and the Draft annexed for the Dividend due.


I am desired also to request your *particular* attention to the Notes at the foot of the Warrant, and to beg that you will not fail to give timely notice of any change in your residence, that the Warrants for your future Dividends may not be mis-sent.

I am, SIR,

Your obedient Servant,

CHARLES E. STEWART,

Secretary.

 This HALF SHEET to be retained, the OTHER to be presented to the Bankers entire.

ONE
OFF 14C
PAID

No. 5617

2nd Div: Marine
C. A. St. Albans
St. Albans

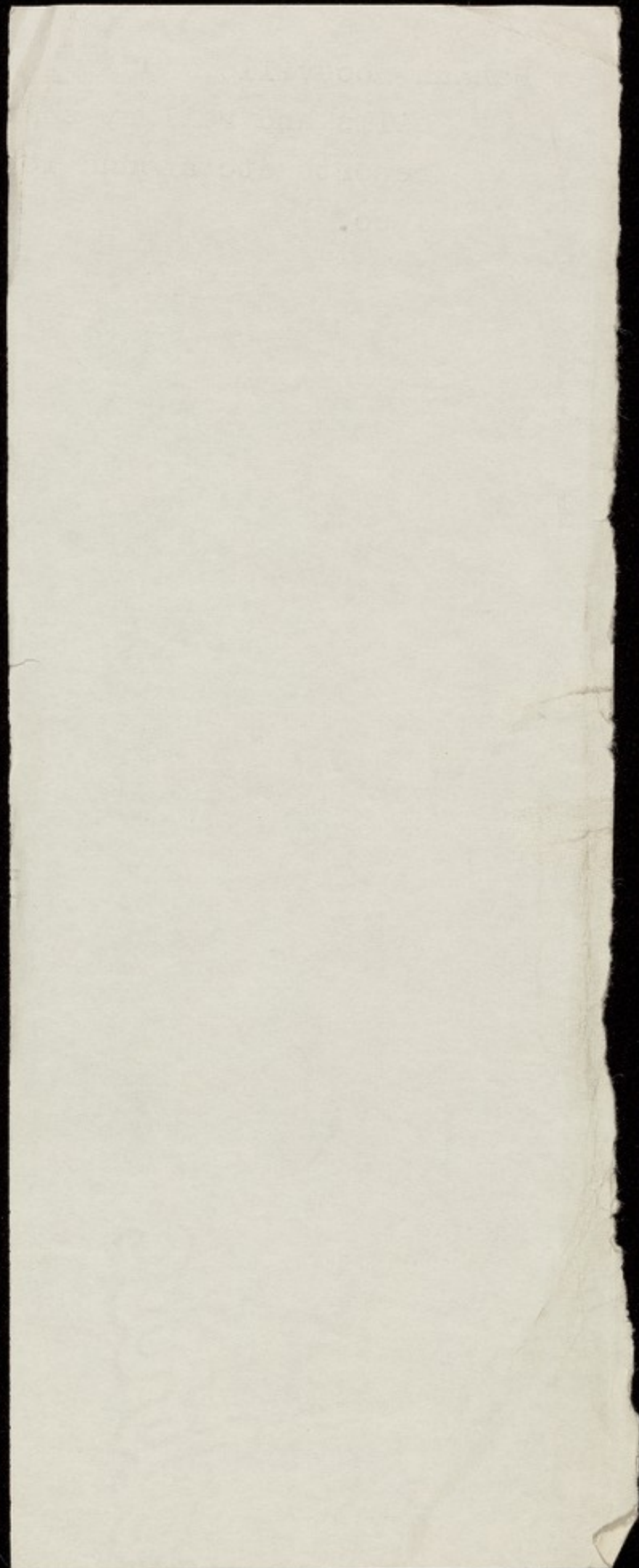
Mrs Hannah Woodville
East Parade
Wellington Road
York

Chester and Holyhead Railway

YORK
FEB 19
63

Hannah Woodville

bills and railway shares
reports etc around 185
1860.



TICKETS, available for 28 Days,
WILL BE ISSUED
FROM THE 1st JUNE TO THE 31st OCTOBER,
TO
THE LINCOLNSHIRE SEA COAST,

From the undermentioned Stations, at the following Reduced Fares, with the option of returning so as to arrive at the Stations at which the Tickets were issued on any day not exceeding Twenty-Eight Days from the date of issue:—

STATIONS.	TO BURGH AND BACK.		TO ALFORD AND BACK.		TO GRIMSBY AND BACK.	
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
From	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
LOUTH	4 6	4 0	3 0	2 6	4 0	3 0
Boston	5 6	4 0	6 0	4 6	10 0	7 6
Tattershall	6 0	4 9	7 0	5 0	12 6	10 0
Spalding	6 6	5 0	7 6	5 6	12 6	10 0
Holbeach	7 6	5 6	8 6	6 0	13 6	10 6
Peterborough	9 6	7 0	10 6	8 0	15 0	11 6
Sleaford	6 6	5 0	7 6	5 6	12 6	10 0
Grantham	9 6	7 0	10 6	8 0	15 0	11 6
Nottingham	12 6	10 0	14 0	11 0	17 6	13 0
Lincoln	7 6	6 0	8 6	6 6	...	...
Horncastle	6 6	5 0	7 6	5 6	...	...

An Omnibus to and from Skegness meets all Trains at Burgh except the Up and Down Night Mail Trains.

An Omnibus leaves Alford for Mablethorpe and Sutton on Mondays, Wednesdays, and Saturdays, on arrival of the Down Train at 1.25 after, returning on Mondays, Tuesdays and Thursdays, in time for the Up Train due at Alford at 10.50 morning.

Conveyances for Mablethorpe can also be obtained at the White Horse and Windmill Inns, Alford.

WOODHALL SPA.

First and Second Class Tickets, at a Single Fare for the Double Journey, will be issued from the 1st June until the 31st October, from Algarkirk, Spalding, Sleaford, Boston, Langrick, Dogdyke, Tattershall, Bardney, Lincoln and Horncastle, to Woodhall Spa and Back, with the option of returning by any Train the same day to the Stations at which it calls. No Luggage allowed.

BUXTON AND MATLOCK BATH.

Tourists' and Family Tickets are issued from King's Cross Station by the Midland Railway Company, to Buxton and Matlock Bath. For Particulars see Bills issued by that Company.

GREAT NORTHERN RAILWAY.

Tickets available for ONE CALENDAR MONTH to the
ISLE OF MAN

Will be issued at the undermentioned Stations, from the 1st June to the 31st October, at the following **REDUCED FARES**, with the option of returning, so as to arrive at the Station at which the Tickets were issued, on any day not exceeding One Calendar Month from the date of issue.

STATIONS.	FARES TO DOUGLAS, ISLE OF MAN, AND BACK.	
	First Class and Saloon Cabin	Second Class and Fore Cabin.
London (King's Cross Station.)	s. d. 70 0	s. d. 50 0
Hitchin	60 0	45 0
Biggleswade		
St. Neots		
Huntingdon.....	50 0	40 0
Peterborough.....		
Stamford		
Nottingham		
Grantham		
Newark	35 0	30 0
Doncaster		
Boston		

Passengers holding these Tickets arrive at Lime Street Station, Liverpool, and thence proceed to Douglas by the Isle of Man Company's Royal Steam Packets, "Mona's Isle," "Douglas," "Mona's Queen," or "Tynwald," which leave Prince's Pier Head, Liverpool, at 11.30 a.m. every week-day. The above reduced Fares do not include the cost of any conveyance that may be required between Lime Street Station and the Packet at Liverpool.

On returning, Passengers must leave Douglas by one of the above-named Steamers, which sail for Liverpool every week-day at 9 a.m., and thence by Train from Lime Street Station.

Passengers holding these Tickets may break their Journey at Liverpool.

GENERAL CONDITIONS.

The Tickets are not Transferable, neither will they be recognised for the Return Journey unless they have been presented and stamped at the Booking Office of the Station on the day of return.

The Tickets are available by any Train, but the Company do not undertake that the Trains shall start or arrive at the times specified in the Bills, nor will they be accountable for any loss, inconvenience, or injury, which may arise from delays or detention.

Unless when otherwise stated, these Tickets are not available for any but the Stations named upon them, nor can they be used more than once in the same direction.

Attention must be paid by the Holders of these Tickets, on the Outward Journey, to see that the right half of the Ticket for the Return Journey is retained by them.

The Company does not hold itself liable to make any return to Passengers who, by neglect, or from any other cause, fail to produce their Tickets.

The usual weight of Luggage will be allowed to each Passenger, and care should be taken to have it properly addressed.

Children under Three years of age, Free; above Three and under Twelve, Half-fares.

PLEASURE PARTIES.

During the Summer Months, First, Second, and Third Class **RETURN TICKETS AT ONE FARE** will be issued from and to all Stations between Hatfield and Doncaster, and on the Lincolnshire Lines, to Parties of not less than Ten Persons, desirous of taking Pleasure Excursions to places on or adjacent to this Railway.

The Tickets will be available for return the same day only, and parties can only proceed and return by the Trains which stop at the Stations where they wish to join and leave the Railway, and having that class of Carriage attached for which they will take Tickets.

To obtain these Tickets, application must be made by letter, not less than three days before the Excursion, addressed "To the Superintendent of the Line, King's Cross," stating the following particulars, viz.:-

That it is exclusively a Pleasure Party; The Station from and to which Tickets are required; For which Class of Carriage; The Date of the Proposed Excursion; and, The Probable Number of the Party.

The power of refusing to grant any application, or of declining to allow the Tickets to be available by particular Trains, is reserved, and, if granted, an authority will be sent to the applicant in course of Post, on delivery of which to the Clerk in Charge at the Station, the Tickets will be issued.

If the Party is numerous, Notice must be given a day previous to the Trip, to the Clerk at the Station the party will start from, that sufficient accommodation may be provided.

SEYMOUR CLARKE,
General Manager.

London, King's Cross Station,
1st July, 1860.

GREAT NORTHERN RAILWAY.

TOURISTS' AND FAMILY TICKETS FOR 1860.

TICKETS AVAILABLE FOR ONE CALENDAR MONTH TO
SCOTLAND,

Commencing 1st JULY and ending 31st OCTOBER,

Will be issued from LONDON (KING'S CROSS STATION)

To the undermentioned places, at the following Reduced Fares, with the option of returning so as to arrive at King's Cross Station on any day not exceeding One Calendar Month from the day of issue:—

From King's Cross Station.	FARES.			From King's Cross Station.	FARES.		
	First Class.	Second Class.	Third Class.		First Class.	Second Class.	Third Class.
To Edinburgh & Back	s. d.	s. d.	s. d.	To Dundee & Back	s. d.	s. d.	s. d.
Glasgow	110 6	79 6	40 0	Forfar	120 0	90 0	46 0
Stirling	111 0	80 6	42 0	Brechin	120 0	90 0	46 0
Dunkeld	118 6	87 0	44 0	Montrose	120 0	90 0	46 0
Perth	120 0	90 0	44 0	Arbroath	120 0	90 0	46 0
	120 0	90 0	44 0	Aberdeen	120 0	90 0	46 0

First and Second Class Tourist Tickets are only issued by the Down Trains leaving King's Cross at 9.0 a.m. and 9.15 p.m.; and Third Class Tourist Tickets only by the Train leaving at 9.15 p.m.

First and Second Class Tourist Tickets are only available for Return by the Up Trains leaving Edinburgh at 10.0 a.m., 2.0 p.m., and 9.15 p.m.; and Third Class Tourist Tickets only by the Trains leaving at 2.0 p.m. or 9.15 p.m. Passengers to or from points beyond Edinburgh may break their journey by remaining one night either at Perth, Glasgow or Edinburgh.

Tickets are issued daily at EDINBURGH AND GLASGOW STATIONS for Excursions through Scotland. The Tickets include every charge for conveyance throughout the Journey.

TICKETS AVAILABLE FOR 28 DAYS TO **SCARBOROUGH,** FILEY, BRIDLINGTON, WHITBY, WITHERNSEA, or **HARROGATE,**

Will be issued at the undermentioned Stations, by any through Train from the 1st June, to the 31st October, at the following REDUCED FARES, with the option of returning, so as to arrive at the Station at which the Tickets were issued, on any day not exceeding 28 Days from the date of issue.

TO SCARBORO', WHITBY, FILEY, BRIDLINGTON OR WITHERNSEA, AND BACK.		STATION.	TO HARROGATE AND BACK.	
1st Class.	2nd Class.		1st Class.	2nd Class.
s. d.	s. d.	FROM	s. d.	s. d.
51 0	35 0	LONDON (King's Cross Station)	43 0	32 6
49 0	35 0	Hertford	42 6	32 6
42 6	31 6	Hitchin	36 0	29 0
37 0	27 0	Huntingdon	31 6	23 6
35 0	26 0	Peterboro'	27 6	21 0
34 0	25 0	Stamford	23 0	17 6
29 0	22 6	Nottingham	21 6	16 6
27 6	22 0	Grantham	18 6	14 6
25 0	18 0	Newark	15 0	11 0
32 0	23 6	Retford	25 6	19 0
25 0	18 0	Bawtry	18 6	14 6
		Doncaster		
		Boston		
		Lincoln		

Tickets for Filey and Bridlington are available either via York or Milford Junction and Hull.

Holders of these Tickets, going to or returning from Scarborough or Whitby, are at liberty to break their Journey by remaining One Night at York; and going to or returning from Filey, Bridlington, or WitherNSEA by remaining One Night either at York or Hull; but they are required, in every case, to resume their Journey not later than by the Second Train to their destination the following morning.

Extension of Tickets.—Passengers wishing to stay at any of these places for a longer period than the 28 Days, can do so by paying 10 per cent. on the price of the Ticket for the first fortnight, or portion of a fortnight, additional, and 5 per cent. more on the price of the Ticket for each week, or portion of a week, after the first fortnight; but the time will in no case be extended beyond the 31st December, 1860. Applications for extension of time are to be made to the Station from which the Return Ticket is available, in all cases not later than on the day on which the term of the Ticket expires.

TICKETS available for One Calendar Month,
WILL BE ISSUED
FROM THE 1st JUNE TO THE 31st OCTOBER,
TO
WINDERMERE,
FOR THE LAKES OF CUMBERLAND,
The FURNESS ABBEY DISTRICT,
AND TO
SOUTHPORT, BLACKPOOL, FLEETWOOD,
or LYTHAM,

From the undermentioned Stations, at the following Reduced Fares, with the option of returning so as to arrive at the Station at which the Tickets were issued on any day not exceeding One Calendar Month from the date of issue.

STATIONS.	TO WINDERMERE, FOR LAKES OF CUMBERLAND AND WESTMORELAND AND BACK.		TO ULVERSTONE, FURNESS ABBEY, OR CONISTON LAKE, AND BACK.		TO SOUTHPORT, BLACKPOOL, FLEETWOOD OR LYTHAM, AND BACK.	
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
HITCHIN	s. d. 65 0	s. d. 45 0	s. d. 68 0	s. d. 47 0	s. d. 50 0	s. d. 40 0
Biggleswade	60 0	42 6	63 0	41 6	47 0	37 0
St. Neots					45 0	35 0
Huntingdon					45 0	35 0
PETERBORO'.....	55 0	40 0	58 0	42 0	45 0	35 0
STAMFORD.....					40 0	30 0
NOTTINGHAM...					40 0	30 0
Grantham	42 0	32 0	45 0	34 0	35 0	25 0
Newark.....					30 0	20 0
Boston	45 0	35 0	48 0	37 0	35 0	25 0

Extension of Tickets.—Passengers wishing to stay at any of the above places for a longer period than One Calendar Month, can do so by paying 10 per cent. on the price of the Ticket for the first fortnight, or portion of a fortnight, additional, and 5 per cent. more on the price of the Ticket for each week, or portion of a week, after the first fortnight; but the time will in no case be extended beyond the 31st December, 1860. Applications for extension of time are to be made to the Station from which the Return Ticket is available, in all cases not later than on the day on which the term of the Ticket expires.

Windermere District.—Passengers travel by the London and North Western Railway from Manchester. Coaches run daily from Windermere to Ambleside, Grasmere and Keswick, and back. Return Tickets may be obtained of the Proprietor, Mr. Rigg, Windermere Hotel, available for 16 Days, at moderate fares.

Coniston District.—Passengers travel by the London and North Western Railway from Manchester, and may break the journey at any of the Stations between Carnforth and Coniston Lake, to enable Passengers to visit Furness Abbey, Calder Abbey, and Wast Water. A Steamer makes the tour of the Coniston Lake several times per day, at moderate fares. Coaches also run daily from Coniston to Ambleside, Grasmere, Keswick and Windermere, and back, at moderate fares.

Southport, Blackpool, Fleetwood, and Lytham.—Passengers travel by the Lancashire and Yorkshire Railway, from the Victoria Station, Manchester.

Passengers holding any of these Tickets must travel via Manchester, where they may break their journey by remaining one night.

The above Reduced Fares do not include the cost of any conveyance that may be required between the Stations at Manchester.

Received of W. Kitching the sum of two
pounds on the account of Hannah Woodwill

August 24th 1844

Jane Steward



H Woodville
1854,



THE *Great Northern* RAILWAY COMPANY.

(Incorporated by Act 9 & 10 Vict., cap. 71, 26th June, 1846.)

COMPANY'S OFFICES, KING'S CROSS STATION, LONDON.

No. 449

Memorandum of Particulars of WARRANT for SEVENTEENTH DIVIDEND

For the Half-Year ending 31st December, 1859; as declared by the Half-Yearly General Meeting held Saturday, 18th February, 1860; payable to the Proprietors, registered on the closing of the Books, on 31st January, 1860.

Reg. }
No. }

PROPRIETOR

Mrs Hannah Woodville

£ s. d.

£ 12. 10	Consolidated 5 per cent. PERPETUAL PREFERENCE Stock.—At the rate of 5 per cent. per annum	...	...	...	...	...	6	3	
£	Consolidated 5 per cent. PREFERENCE Stock, REDEEMABLE at 10 per cent. premium.—At the rate of 5 per cent. per annum	...	...	...	...	...	"	"
£	Consolidated 4½ per cent. PREFERENCE Stock, REDEEMABLE at 10 per cent. premium.—At the rate of 4½ per cent. per annum	...	...	...	...	...	"	"
£	Consolidated 5 per cent. PREFERENCE Stock, REDEEMABLE at 5 per cent. premium, 80 per cent. paid up.—At the rate of 5 per cent. per annum, as follows, viz.—								
	On £	60 per cent. paid, for the Half-Year	...	...	...	...	"	"
	On £	20	"	"	from 11th July to 31st Dec., 1859, 173 days	...	"	"	
£ 50	Consolidated ORIGINAL Stock.—At the rate of £7 per cent. per annum, or £3 10s. per cent. for the Half-year	...	...	...	...	...	1	15	
£	Consolidated B Stock.—At the rate of £3 per cent. for the Half-year, making for the whole year 1859, 6 per cent., as guaranteed by the A Stock	...	...	...	...	...	"	"
£	Consolidated A Stock.—At the rate of £4 per cent. for the Half-year, being the balance after payment of £3 per cent. to the B Stock	...	...	...	...	...	"	"

2 1 3

* Less Income Tax, at the rate of 9d. in the £—i.e., from 1st July to 10th October at 1s. 1d. from that date to 31st December at 5d. in the £, as explained on the back hereof ...

1 4

Net Amount of Dividend

£ 1 19 8

HENRY OAKLEY, SECRETARY.

* Proprietors claiming exemption from Income Tax, may have the necessary Certificate to recover the above Amount on Application.

THIS HALF SHEET IS TO BE DETACHED, AND RETAINED FOR THE INFORMATION OF THE PROPRIETOR.

Deduction of Income Tax for the Half-Year ending 31st December, 1859.

*Extract from a letter by Thomas Keogh, Esq., Secretary of the Board of Inland Revenue,
dated July 26th, 1859.*

"In Paying the Shareholders the Half-year's Dividend, due the 30th June last, a deduction should be made at the rate of 5d. in the pound, on the portion of such dividend which accrued to the 5th April last, and at 1s. 1d. in the pound on the remainder; and in like manner, *the deduction in respect of the Dividend for the subsequent half-year, to the 31st December next*, should be made at the rate of 1s. 1d. in the pound, on the portion which shall have accrued to the 10th October, and at 5d in the pound, on the remainder."

G. H. Northcote
12/31 - 59

Memorandum

Great Northern (Dividend) 1. 2. 3

do do 1. 19. 8

Chester & Holyhead 18. 7

£ 4. 0. 6

on H. Woodville's Account

Received from John Vitching

pro Pountney & Sons
Ld

17/5m/60

Sp Northern
Dividend
H Woodville

5/17-60

6.

* * * This portion of the Sheet to be retained by the Proprietor.

SIXTH HALF-YEARLY DIVIDEND to 31st DECEMBER, 1861.

	£	s.	d.
Ordinary Stock, @ 1 per Cent. per Annum.....£	100	10	.
1st Preference Stock, $5\frac{1}{2}$ per Cent. per Annum	15	8	3
2nd Preference Stock, 5 per Cent. per Annum	22. $\frac{3}{4}$	11	1
	1	9	4
Less Income Tax, @ 9d. in the Pound.....	.	1	1
	1	8	3

(CIRCULAR.)

OFFICE, EUSTON STATION, LONDON, N. W.,
15th February, 1862.

I am instructed to send you the above Statement, and the Draft annexed for the Dividend due.

I am desired also to request your *particular attention* to the Notes at the foot of the Warrant, and to beg that you will not fail to give timely notice of any change in your residence, that the Warrants for your future Dividends may not be mis-sent.

I am,

Your obedient Servant,

CHARLES E. STEWART,
Secretary.

Ch. Divid. Warrant
C & H. Railway
St. Wendell.

15
62

Stamford Providence
Leach Parade
Hedington Road
York

Chester and Holyhead Railway.

RECEIVED
FEB 14
1862
PAID

No. 1109

A
YORK

