

# THE GREAT WESTERN RAILWAY COMPANY OF CANADA.

ACCOUNT No. I.

Dr.

*Capital Account, showing the Receipts and Expenditure of the Company, on Capital Account, to 31st January, 1859.*

Cr.

RECEIPTS.				Total Receipts to 31st January, 1859.		EXPENDITURE.				Total Amount expended to 31st July, 1858, as per last account.		Amount expended during the Half-year, to 31st January, 1859.		Total Expenditure to 31st January, 1859.				
				\$	c.					\$	c.	\$	c.	\$	c.			
				Sterling. £ s. d.						Sterling. £ s. d.		Sterling. £ s. d.		Sterling. £ s. d.				
<b>TO ORIGINAL SHARE ACCOUNT:—</b>						<b>By Great Western Main Line Hamilton and Toronto Line, and Galt Branch, &amp;c. ....</b>												
For Amount received on 99,027 Shares of \$100 per share (including 7,428 New Shares paid up in full and converted into original Shares).....				9,902.700	00	2,034,801	7	0			19,913.246	23	4,091,762	17	7			
<b>TO NEW SHARE ACCOUNT:—</b>																		
For Amount of 1st, 2nd, 3rd, and 4th calls on 70,673 new Shares (after deducting the 7,428 new Shares paid up in full and converted into original Shares), say, \$63.40c. per Share.....				\$	c.							\$	c.	£	s.	d.		
Less Amount of arrears on 3d and 4th calls.....				4,490.668	20							848	49	174	7	0		
				117.463	36							147.433	01	30,294	9	1		
				4,363,204	84							68,412	65	14,057	7	10		
For Amount received in anticipation of future calls on new Shares.....				71,968	50							6,678	96	1,351	16	10		
				4,435.073	34							GENERAL CHARGES.						
				14,337.773	34							Law Expenses.....	6,306	85	1,295	18	7	
				222.406	67							Engineering Expenses.....	3,836	23	783	5	6	
				45,700	0							Salaries.....	2,063	48	424	0	1	
				5,369.200	01							Advertising, Stationery, and Printing.....	1,303	69	297	17	8	
				1,103,260	5							Travelling and incidental Expenses.....	866	66	177	17	1	
				1,273,808	4							TO 31st July, 1858.....		19,913.246	23	4,091,762	17	7
				6,199,200	01							During half-year 1st August, 1858, to 31st January, 1859.....		237.648	94	48,831	19	7
				1,273,808	4							TOTAL TO 31st JANUARY 1859.....		20,150.895	17	4,140,594	17	2
				2,786.440	73							<b>By Sarnia Extension.</b>		1,878.000	86	385,902	18	3
				875,022	1							Works, Bridges, Permanent Way, Stations, Warehouses, and all incidental expenses.....		123,043	67	25,282	18	11
				3,800.000	00							Right of Way and Land.....		14,615	00	2,982	10	8
				170,547	18							Rolling Stock, viz:—						
				5,369.200	01							Engines and Tenders.....		8,478	32	1,742	2	5
				1,103,260	5							Passenger and Goods Cars.....		14,849	78	2,943	11	8
				1,273,808	4							TO 31st July, 1858.....		1,878.000	86	385,902	18	3
				2,786.440	73							During half-year, 1st August, 1858, to 31st January, 1859.....		160.386	77	32,956	3	8
				875,022	1							TOTAL TO 31st JANUARY, 1859.....		2,038.447	63	418,859	1	11
				3,800.000	00							<b>By Galt &amp; Guelph Railway—</b>						
				170,547	18							Land, Works, Bridges, Permanent Way, and all incidental expenses.....		8,449	01	1,736	1	11
				5,369.200	01							<b>By Detroit &amp; Milwaukee Rail- way Company—</b>						
				1,103,260	5							Loan account.....		406.484	72	83,624	6	2
				1,273,808	4							By Balance carried to Account No. 4.....		114.403	07	23,507	9	7
				2,786.440	73							On account of Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c. ....		237.648	94	48,831	19	7
				875,022	1							On account of Sarnia Extension.....		160.386	77	32,956	3	8
				3,800.000	00							On account of Galt and Guelph Railway.....		8,449	01	1,736	1	11
				170,547	18							On account of Detroit and Milwaukee Railway Company on Loan Account.....		406.484	72	83,624	6	2
				5,369.200	01							Total.....		114.403	07	23,507	9	7
				1,103,260	5							Increase during Half-year.....		58,122	19	3,386	0	0
				1,273,808	4							Total.....		118,200	0	0	0	0
				2,786.440	73							Total.....		210,012	19	3	0	0
				875,022	1							Total.....		630,897	79	107,081	14	9
				3,800.000	00							Total.....		1,140,594	17	2	0	0
				170,547	18							Total.....		1,140,594	17	2	0	0
				5,369.200	01							Total.....		1,140,594	17	2	0	0
				1,103,260	5							Total.....		1,140,594	17	2	0	0
				1,273,808	4							Total.....		1,140,594	17	2	0	0
				2,786.440	73							Total.....		1,140,594	17	2	0	0
				875,022	1							Total.....		1,140,594	17	2	0	0
				3,800.000	00							Total.....		1,140,594	17	2	0	0
				170,547	18							Total.....		1,140,594	17	2	0	0
				5,369.200	01							Total.....		1,140,594	17	2	0	0
				1,103,260	5							Total.....		1,140,594	17	2	0	0
				1,273,808	4							Total.....		1,140,594	17	2	0	0
				2,786.440	73							Total.....		1,140,594	17	2	0	0
				875,022	1							Total.....		1,140,594	17	2	0	0
				3,800.000	00							Total.....		1,140,594	17	2	0	0
				170,547	18							Total.....		1,140,594	17	2	0	0
				5,369.200	01							Total.....		1,140,594	17	2	0	0
				1,103,260	5							Total.....		1,140,594	17	2	0	0
				1,273,808	4							Total.....		1,140,594	17	2	0	0
				2,786.440	73							Total.....		1,140,594	17	2	0	0
				875,022	1							Total.....		1,140,594	17	2	0	0
				3,800.000	00							Total.....		1,140,594	17	2	0	0
				170,547	18							Total.....		1,140,594	17	2	0	0
				5,369.200	01							Total.....		1,140,594	17	2	0	0
				1,103,260	5							Total.....		1,140,594	17	2	0	0
				1,273,808	4							Total.....		1,140,594	17	2	0	0
				2,786.440	73							Total.....		1,140,594	17	2	0	0
				875,022	1							Total.....		1,140,594	17	2	0	0
				3,800.000	00							Total.....		1,140,594	17	2	0	0
				170,547	18							Total.....		1,140,594	17	2	0	0
				5,369.200	01							Total.....		1,140,594	17	2	0	0
				1,103,260	5							Total.....		1,140,594	17	2	0	0
				1,273,808	4							Total.....		1,140,594	17	2		