

and the first call will not be made until the expiration of six months from the date of allotment. Subscribers will, however, have the privilege of anticipating the calls upon the Debentures, receiving six per cent. interest on the amount paid up in advance.

The description and objects of The Grand Trunk Railway are fully set forth in the appendix, to which especial reference is craved.

The more prominent points therein are :—

1. The completeness of the system of Railway, engrossing, as it does, the traffic of Canada and the State of Maine, and precluding injurious competition.
2. The large amount of Government guarantee and of Canadian capital invested—being two millions eight hundred thousand pounds sterling.
3. The fact that 250 miles of the Railway are now open for traffic—to be increased to 390 miles by the close of the present year.
4. The execution of the whole remaining works being in the hands of most experienced contractors; the eminent English firm of Messrs. Peto, Brassey, Betts, and Jackson, having undertaken six-sevenths thereof, including the St. Lawrence Bridge.
5. The cost of the Railway being actually defined by the contracts already made, whereby any apprehension of the capital being found insufficient is removed.

In the Appendix will also be found the data for the following *summary of probable revenue*.

ON 1,112 MILES, at an average of above £25 per mile, per week	£1,479,660	
Deduct working expenses, 40 per cent.	591,861	£887,796
Interest on debenture debt £4,635,200	278,100	
Rental of Atlantic and St. Lawrence Railway	60,000	338,100
This showing a profit on the share capital, £1,861,800 of nearly 11½ per cent.		£519,696

Application for shares may be made to MESSRS. LAURENCE, CAZENOVE, & PEARCE; or to WILLIAM CHAPMAN, Esq., in the following form:

### FORM OF APPLICATION FOR SHARES.

To the Directors of

#### THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

I request you will allot to me

Shares of £25 each,

with the proportionate amount of Debentures of each class in the capital of the above-named Railway, and I agree to accept the same, or any less number, and pay the deposit of £5 on each share, and 20 per cent. on each class of Debentures, and to sign any Deed which may be required for giving effect to my Subscription.

Dated the \_\_\_\_\_ day of \_\_\_\_\_ 1853.

Name \_\_\_\_\_

Address \_\_\_\_\_

Profession \_\_\_\_\_

Reference \_\_\_\_\_