

way will serve to illustrate the local business of a railway 95 miles long, through an average country in Canada.

**IN 1861.**

The Local Traffic of the Northern Railway of Canada amounted to	120,000 tons.
Through .....	25,000 "
Passengers .....	100,618 "
Local Receipts .....	\$362,507
Through .....	48,432
Running expenses .....	\$410,939
Excess of earnings over running expenses on local traffic .....	68 per cent.
Do. on Through Traffic .....	\$115,982
Local earnings equal to 8 1/2 per cent. on a cost of \$15,000 per mile. Or 12 1/2 on \$10,000 per mile.	15,493

**1864.**

Local Traffic .....	180,000 tons.
Through Traffic .....	8,344 "
Passengers .....	104,346 "
Local Receipts .....	\$452,382
Through .....	14,884
Running expenses .....	\$467,263
Excess of earnings over running expenses on Local Traffic .....	52 per cent.
Do. on Through Traffic .....	217,143
Local earnings equal to 15 2-5 per cent. on a cost of \$15,000 a mile. Or 28 1-10 per cent. on \$10,000 per mile.	7,144

**1868.**

Local and Through Traffic .....	194,583 tons.
Passengers .....	138,965 "
Local Receipts .....	\$537,380
Through .....	12,690
Running expenses .....	Total \$550,070
Excess of earnings over running expenses on Local Traffic .....	61 per cent.
Do. on Through Traffic .....	\$209,578
Or equal to 14 1/2 per cent. on \$15,000 a mile (local earnings). Or 22 1/2 per cent. on \$10,000 per mile.	4,949

1861—Running expenses per cent. 68; local tonnage, 120,000; through tonnage, 25,000; total tons, 145,000; passengers, 100,618; local receipts, gross, \$362,507; through receipts, gross, \$48,432; total receipts, gross, \$410,939; local receipts, nett, \$115,982; through receipts, nett, \$15,493; dividend on \$15,000 a mile, local, 8 1-3; dividend on \$15,000 a mile, through, 1 1-10.

1864—Running expenses per cent. 52; local tonnage, 180,000; through tonnage, 8,346; total tons, 188,046; passengers, 104,346; local receipts, gross, \$452,382; through receipts, gross, \$14,884; total receipts, gross, \$467,266; local receipts, nett, \$217,143; through receipts, nett, \$7,144; dividend on \$15,000 a mile, local, 15 2-5; dividend on \$15,000 a mile, through, 1.

1868—Running expenses per cent. 61; total tons, 194,583; passengers 138,965; local receipts, gross, \$537,380; through receipts, gross, \$12,690; total receipts, gross, \$550,070; local receipts, nett, \$209,578; through receipts, nett, \$4,949; dividend on \$15,000 a mile, local, 14 1/2; dividend on \$15,000 a mile, through, 1.

Total tons, 528,029; passengers, 349,929; local receipts, gross, \$1,352,269; through receipts, gross, \$76,006; total receipts, gross, \$1,428,275; local receipts, nett, \$542,703; through receipts, nett, \$27,591; dividend on \$15,000 a mile, local, 12 5-6; dividend on \$15,000 a mile, through, 1.

AVERAGE—Total tons, 176,209; passengers, 116,643; local receipts, gross, \$450,756; through receipts, gross, \$25,335; total receipts, gross, \$476,091; local receipts, nett, \$180,901; through receipts, nett, \$9,197; dividend on \$15,000 a mile, local, 12 5-6; dividend on \$15,000 a mile, through, 1.

From the above data it will be seen that the Northern Railway carried an average for those three years of 176,209 tons of freight; and 116,643 passengers; the average gross receipts being \$450,756, while the nett receipts from local traffic were \$180,901, equal to an annual dividend of 12 5-6 per cent. on a cost of \$15,000 per mile.

It is remarkable and of consequence to intending subscribers for stock of the T. G. & B. R., that the net receipts for through traffic for the same years only averaged \$9,197 per annum, equal to a dividend of 1/3 of one per cent on a cost of \$15,000 per mile. This fact clearly proves the value of local as against through traffic.

The grain, cattle, pork, goods and passenger traffic tributary to the first section of the Toronto, Grey and Bruce Railway will equal, if not exceed, for the same length of line, the local traffic of any other railway in Canada.

The following estimate of traffic from the first section of the Toronto, Grey and Bruce Railway, is based upon calculations on the returns made by the Municipalities, and an intimate acquaintance with their trade and resources:

Passengers, 140,000 .....	\$145,000
Cereals, 2,000,000 bushels .....	100,000
Flour, 50,000 barrels .....	15,000
General goods, 50,000 tons .....	150,000
Square timber, 1,000,000 cubic feet .....	30,000
Staves, lumber, bark, posts, &c .....	10,000
Cordwood, 20,000 cords .....	25,000
Mails and express .....	20,000

Total .....

Allowing 60 per cent for running expenses, the net earnings would amount to \$190,000—equal to a dividend of 18 per cent on a cost of \$15,000 per mile.

Allowing reasonable margin for increased cost or less traffic (the moderate estimate of which will be undisputed,) there remain the strongest reasons for anticipating a dividend of 10 per cent per annum.

By the Act of Incorporation, the Company is specially bound to carry cordwood, and to afford every necessary facility for so doing at the specified rate of 3 cents per cord per mile for dry wood, for all distances under 50 miles, and 2 1/2 cents per cord per mile for all distances over 50 miles—a rate which has been found satisfactory, by test of actual experience, on the Government Railways of New Brunswick.

This condition will enhance the cost of fuel to the Company, but the increased traffic and prosperity consequent upon this trade, it is fully believed, will more than compensate for the extra cost of fuel.

The gentlemen who have promoted and borne the preliminary expenses of this enterprise, and who desire to see it carried out in good faith on sound commercial principles, are resolved, in so far as their influence is equal to the task, to have this railway controlled by the most respectable capitalists of this city and the country on the route of the railway, who may take stock in it; to convert their own securities, and pay cash to contractors, and not to surrender control of the railway to contractors or bondholders; to let the contracts in a manner to ensure the healthiest competition. In other words, to have value for the money from the turning of the first sod to the laying of the last rail.

The country on the route of the first section, with the exception of a short distance in Caledon, is one of the easiest for railway construction in Canada, especially the 22 or 25 miles from Orangeville to the Garafraxa Road.

In the Township of Caledon—the country is hilly and rolling. This portion of the route was carefully and completely surveyed and cross-sectioned under the auspices and by the direction of Mr. J. E. Boyd, M.I.C.E., and Engineer for the Government of New Brunswick, before the Company obtained their charter, and, as anticipated, no real difficulties were encountered; the highest grade, with moderate cuttings, being 65 feet to the mile. Mr. Charles Douglas Fox examined, for the Company, the figures and the profile, and, together with Mr. Boyd, gave their written opinion that the cost of this portion, per mile for earth-works, would not exceed \$15,000. There are no rock cuttings.

Ballast, ties, timber for bridges, and lumber for fences,

are convenient and available at the lowest cost in Canada, along the whole route of the first section.

Every other consideration, in the first instance, will be subordinated to the construction of a first-class permanent way; the best of timber bridges; deep and good ballasting. Rails to weigh 40 lbs. to the yard, and to be selected of the best quality.

Arrangements are in progress, which will secure to the Company free right of way through the city, and egress, if desired, for a few miles out of the city, on the line of the Grand Trunk, by means of a third rail; and the disposition of the proprietors, and other circumstances along the line are so favorable, that the whole right of way will be obtained for an amount not exceeding \$22,000.

Station grounds and dockage will be had in this city, either free, or for a nominal rental.

It is the desire of the Provisional Directors to have their Chief Engineer appointed, with the concurrence, and subject to the approval of the Company's Consulting Engineers, Sir Charles Fox & Sons, who will be held responsible for the excellence of the works, economy of construction, and the success here of the system of narrow gauge railways, of which they have had large experience elsewhere, and with the initiation of which in this country they are honorably identified.

On these premises the Provisional Directors appeal to stock subscriptions to the citizens of Toronto, to the municipalities, and to the business men and proprietors of land along the route of the railway, and to capitalists elsewhere, believing that the most cautious and prudent investors will find the stock of the Toronto, Grey and Bruce Railway worthy of their attention.

The stock books will be opened at the Company's offices, Front street, on the 21st April, at 10 o'clock, a.m. Form of application for shares can be had on application to the secretary, and from the clerks and clerks of the several municipalities on the route of the railway, and from Messrs. Campbell & Cassels, and from Messrs. Blakie & Alexander, Toronto, and from McDougall & Davidson, Montreal.

In conjunction with the Toronto and Nipissing Railway Company, it is agreed that a member of the firm of Sir Charles Fox & Sons, Consulting Engineers, will be invited here immediately by telegraph, when active operations will be commenced.

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THE Edinburgh Life Assurance Company offer to the public the advantages of a Canadian as well as a British Company. They have invested a large amount of money on securities in this country, and the Toronto Local Board have full power, by an Imperial Statute, to take risks, make investments, and settle claims in Canada, without reference to the Head Office, Edinburgh. Some of the old Policies in the Company, which became claims during the past year, were settled by payment of amounts double of those originally insured, in consequence of the large bonuses that accrued on the Policies.

Every information that intending assurers may require can be obtained at the Company's Office in Toronto, or at any of the Agencies which have been established in the principal towns in Canada.

J. HILLYARD CAMERON, CHAIRMAN. (36-1y) DAVID HIGGINS, SECRETARY.

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**FRANCIS H. HEWARD,**

MANAGER TORONTO BRANCH.

GEORGE OLIVER, Inspector.

W. B. NICOL, M.D., Medical Examiner.

Toronto, April 19, 1869.