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BUY AND SELL, AT BEST RATES,  
 NEW YORK AND STERLING EXCHANGE.  
 UNCURRENT FUNDS, STOCKS,  
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 COMMERCIAL PAPER DISCOUNTED.  
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 Money Advanced on Good Securities.

AGENTS FOR THE  
 LONDON AND LANCASHIRE LIFE ASSURANCE CO.  
 29-ly

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DEPOSITS received, from Twenty Cents upwards; in  
 vested in Government and other first class securities.  
 Interest allowed at 5 and 6 per cent.

BANKS OF DEPOSIT:  
 Ontario Bank and Canadian Bank of Commerce.

**W. J. MACDONELL,**  
 30-ly  
 MANAGER.

**TO BUILDING SOCIETIES,**  
 INSURANCE COMPANIES, AND PERSONS HAVING  
 TRANSACTIONS WITH THEM.—TO CAPITAL-  
 ISTS, AND ALL CONCERNED IN THE SALE OR  
 EXCHANGE OF SECURITIES.—

For Calculations as to the Surrender Value of Life or  
 Endowment Insurance Policies by any Tables of Mortality,  
 and at any rate of Interest.

The interest earned on buying, selling, or exchanging  
 Stocks, Debentures, Mortgages, &c., above or below par  
 value.

The buying or selling value of Annuities for Life or  
 terms of years.

The valuations of Building Societies' Mortgages, or any  
 similar obligations, &c., &c., &c.

Address  
**ARTHUR HARVEY, F. S. S., &c.,**  
 OTTAWA.

MINIMUM FEE, \$5.00

**TORONTO SAFE WORKS.**

**J. & J. Taylor**  
 MANUFACTURERS OF  
**Fire and Burglar Proof**  
**SAFES,**  
**BANK LOCKS, VAULTS, DOORS, &c., &c.**

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**ALEX. WORKMAN & Co.**..... OTTAWA.

**RICE LEWIS & SON**..... TORONTO.

**D. FALCONER**..... HALIFAX, N.S.

Manufactory & Sale Rooms, 198 & 200 Palace Street.  
 30-ly

**Canada Permanent Building and Savings**  
**Society.**

Paid up Capital ..... \$1,000,000  
 Assets ..... 1,700,000  
 Annual Income ..... 400,000

Directors:—**JOSEPH D. RIDOUT, President.**

**PETER PATERSON, Vice-President.**

**J. G. Worts, Edward Hooper, S. Nordheimer, W. C.**

**Chewett, E. H. Rutherford, Joseph Robinson.**

Bankers:—Bank of Toronto; Bank of Montreal; Royal

Canadian Bank.

OFFICE—Masonic Hall, Toronto Street, Toronto.

Moie, Received on Deposit bearing five and six per  
 cent. interest.

Advances made on City and Country Property in the Province  
 of Ontario.

**J. HERBERT MASON,**  
 36-y  
 Sec'y & Treas

**H. N. Smith & Co.,**

2 EAST SENECA STREET, BUFFALO, N. Y., (corres-  
 pondent Smith, Gould, Martin & Co., 11 Broad Street,  
 N. Y.) Stock, Money and Exchange Brokers. Advances  
 made on securities.  
 21-ly

**R. G. Fraser,**

91 GRANVILLE STREET, Halifax, Nova Scotia, Gold  
 Broker and Assayer, Crucibles, Retorts, Patent  
 Amalgam and Smelting Necessaries for sale.  
 31 Dec., 1869.

**John Morison,**

IMPORTER OF

**GROCERIES, WINES, AND LIQUORS,**

38 AND 40 WELLINGTON STREET,

TORONTO.

33-ly

**Philip Browne & Co.,**

**BANKERS AND STOCK BROKERS.**

DEALERS IN

STERLING EXCHANGE—U. S. Currency, Silver and  
 Bonds—Bank Stocks, Debentures, Mortgages, &c.  
 Drafts on New York issued in Gold and Currency.  
 Prompt attention given to collections. Advances made  
 on Securities.

No. 67 YONGE STREET, TORONTO

JAMES BROWNE.

PHILIP BROWNE, Notary Public

**THE TORONTO, GREY AND BRUCE**  
**RAILWAY COMPANY.**

TOTAL LENGTH, ABOUT 200 MILES, INCLUDING  
 BRANCHES TO KINCARDINE AND OWEN  
 SOUND.

Length of First Section, from Toronto to the  
 Garafraxa Road, about 70 Miles.

**TOTAL CAPITAL, \$3,000,000.**

CAPITAL REQUIRED FOR THE FIRST SECTION,  
 \$1,050,000.

Bonuses already Voted by Municipalities for the First  
 Section of the Main Line, \$425,000.

As follows:—City of Toronto, \$250,000; Albion, \$40,000;  
 Caledon, \$45,000; Mono, \$45,000; Orangeville, \$15,000;  
 Amaranth, \$35,000.

Bonuses yet to be obtained for the first section, \$77,000.

Bonuses required and obtainable to extend First Sec-  
 tion, from Arthur to Mount Forest, \$138,000.

First issue of Stock in \$100 shares, \$325,000.

Upon which bonds will be issued for \$300,000.  
 The arrangements for the extension to Mount Forest,  
 now in progress, when completed, will involve the further  
 issue of Stock and Bonds to the extent of \$125,000.

PRESIDENT—John Gordon, Esq.

VICE-PRESIDENT—A. R. McMaster, Esq.

DIRECTORS:

Hon. M. C. Cameron, Provincial Secretary; Hon. John  
 McMurich, M.P.P.; S. B. Harman, Esq., Mayor of Toronto;  
 Noah Barnhart, Esq.; H. S. Howland, Esq., Vice-Pres.  
 Bank of Commerce; James Michie, Esq. (Fulton, Michie  
 & Co.); John Crawford, Esq., M. P.; William Elliot,  
 Esq. (of Messrs. Lyman, Elliot & Co.); Thos. Swinerton,  
 Esq., M.P.P.; R. A. Harrison, Esq., Barrister, M.P.; J. E.  
 Smith, Esq., Collector of Customs, Toronto; D. Sinclair,  
 Esq., M.P.P., North Bruce; John Turner, Esq. (of Messrs.  
 Sessions, Turner & Co.) George Laidlaw, Esq.; Thos. Scott,  
 Esq., M.P.P.; Robert Paterson, Esq.; Thos. Lailey, Esq.;  
 T. C. Chisholm, Esq.; Frank Smith, Esq.; C. J. Campbell,  
 Esq.; Adam Crooks, Esq., Q.C.; John Worthington, Esq.

TRUSTEES OF BONUSES—Hon. John McMurich, Com-  
 pany's Trustee; A. W. Lauder, M.P.P., Government Trust-  
 tee; Lewis Moffat, Esq., Municipalities' Trustee.

COUNSEL—Hon. John Hillyard Cameron.

SOLICITOR—W. H. Beatty, Esq.

CONSULTING ENGINEERS—Sir Charles Fox & Sons.

BANKERS—Bank of Toronto, Bank of Commerce.

BROKERS—Campbell & Cassels, Baikie & Alexander.

SECRETARY—W. Sutherland Taylor.

**TEMPORARY OFFICES,—46 FRONT STREET,**  
**TORONTO.**

**PROSPECTUS:**

The Provisional Directors of the Toronto, Grey and  
 Bruce Railway Company, finding that further progress in  
 the building of Broad Gauge Railways in Canada, with  
 English Capital, was no longer financially practicable or  
 expedient for lines of Railway projected for local traffic,  
 and having become cognizant of the successful working  
 for a number of years of Railways built on the three feet  
 six gauge in the Kingdoms of Norway and Sweden, in the  
 Colonies of Queensland, in India, and elsewhere, and that  
 these Railways were capable of accommodating a traffic of

about a million, or a million and a half of tons of goods  
 per annum, and of carrying passengers at a speed of  
 twenty-five to thirty miles an hour, and that the total  
 traffic of the Northern Railway of Canada has not exceed-  
 ed 195,000 tons, and 140,000 passengers per annum, have  
 therefore resolved to construct the Toronto, Grey and  
 Bruce Railway on the three feet six inch gauge, in the  
 most economical and efficient manner, at a total cost of  
 \$15,000 per mile.

The Directors have also noted Capt. Tayler's (now Vice-  
 President Grand Trunk Railway) report on the Festiniog  
 Railway, two feet gauge, in Merionethshire, Wales, the  
 freight and passenger traffic of which approximates closely  
 to that of the Northern Railway of Canada, and, with the  
 exception of the lumber traffic, largely exceeds that carried  
 on the Lindsay and Port Hope, or on the London and  
 Port Stanley Railways.

With a view to the just apportionment of the risks in-  
 cidental to capital invested in railway enterprise in Can-  
 ada, it was also resolved to ask the municipalities most  
 to be benefitted by the construction of the Railways, for  
 one-third of the total cost by way of bonus or gift. This  
 proportion of the cost has already been voted for the first  
 section (excepting small sums yet obtainable), in debentures  
 bearing six per cent interest, payable in 20 years—  
 securities which are unexceptionable, and will sell at or  
 near par.

Of the remaining capital, it is proposed now to offer  
 \$325,000 to be subscribed in stock. If that or a larger  
 amount is not so subscribed, bonds will be issued for the  
 balance of about \$300,000.

Local capital to the extent of more than two-thirds of the  
 cost of the railway will be security to holders of the bonds  
 of this Company.

The interest and dividend bearing capital will not ex-  
 ceed \$9,000 per mile.

The Directors, although anxious, and having authority  
 under their charter to make the village of Mount Forest  
 the terminus of the first section, are unwillingly constrained  
 to select an eligible point, nearer, on the Garafraxa  
 Road, in the Township of Arthur.

This decision may be altered, and Mount Forest made  
 the terminus of the first section, by the Municipalities  
 concerned voting the amounts of bonuses, as required by  
 the Company.

In either case the capital derivable from bonuses will  
 be about the same per mile.

Arrangements to complete the remaining sections of the  
 Railway through the counties of Bruce and Grey, will be  
 prosecuted with unremitting vigour, as soon as the first  
 section is fairly under construction.

The Garafraxa Road, the great highway from Owen  
 Sound, through the counties of Grey and Wellington to  
 Guelph; and the other great highway, the Elora and Sang-  
 uen Road, from Southampton, through the counties of  
 Bruce and Wellington, ultimately uniting with the Gara-  
 fraxa Road, passes within from 5 to 8 miles of the proposed  
 terminus of the first section of the Railway, to connect with  
 which a gravel road will be built; while the Toronto and  
 Sydenham gravelled road, from Chatsworth, intersecting  
 the Durham and Collingwood road, reaches to within twelve  
 or fifteen miles of the Orangeville station, and when com-  
 pleted, together with the others, assures to the Toronto,  
 Grey and Bruce Railway the traffic of the whole heart of  
 the North-western peninsula.

The bulk of the products of the great counties of Bruce  
 and West Grey is shipped by water, on account of the  
 distance from the Grand Trunk Railway, only a part being  
 moved in the autumn, the principal portion being mar-  
 keted and stored, during winter, at the p.rts on the shores  
 of Lake Huron and the Georgian Bay. At four of these  
 points there are now stored a quarter of a million bushels,  
 while the aggregate at all the points amounts to about  
 500,000 bushels.

The loss of interest on the capital thus invested, to-  
 gether with the proportionately lower prices paid for produce  
 during winter in these remote districts, are serious draw-  
 backs to their prosperity.

The distance deprives producers of the facilities afforded  
 by the Grand Trunk Railway, and the Montreal Steamship  
 line for moving, in winter, produce to markets, as well as  
 of the very great advantage of Railway communication to  
 the flourishing city of Toronto, (the best distributing point  
 either in winter or summer,) and now the capital of  
 Ontario.

The total area between the Grand Trunk and the Northern  
 Railway of Canada is 6,800 square miles, of the richest and  
 most fertile land in Canada. The Toronto, Grey and Bruce  
 Railway will intersect this district, about mid-way between  
 the two other Railways, and when completed will confer  
 immense benefits on the people in that district, while it is  
 quite evident that the general business which will be  
 brought to the city of Toronto (exclusive of through traffic)  
 will equal that brought to it by all the other Railways.

The Toronto, Grey and Bruce Railway will obtain a much  
 larger passenger, grain, cattle, and first class goods traffic  
 than the Northern Railway; while the sawn pine, which  
 must be imported to supply the absence of that building  
 material, and the export of square hardwood timber, sawn  
 oak, elm, cherry, &c., staves, bark, fencing, and cordwood  
 (fuel), will afford a very large and remunerative business  
 to the Toronto, Grey and Bruce Railway.

The Freestone and other stone used for building material  
 in Toronto are now imported from Cleveland or Kingston.  
 On the route of the T. G. & B. R. there are, near Orange-  
 ville, extensive quarries of the very best soft and hard  
 brown and white freestone, which will be in great request  
 for export and general city building purposes. The ad-  
 vantages to the Railway and this city, of these quarries  
 not yet generally appreciated.

The subjoined tables of the traffic of the Northern Rail-