

# THE GRAND TRUNK RAILWAY

## COMPANY OF CANADA.

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The Directors of the Grand Trunk Railway Company of Canada, in submitting the following statement to the Shareholders, will not disguise their disappointment at the falling off of the Traffic during the last few months, and they have taken great pains to ascertain the reasons of it.

Their information leads them to think that it may be traced to two causes: the one, they trust, only temporary in its operation and effects, namely, the unparalleled stagnation of trade all over the American-Continent, diminishing the traffic of many railways fully 50 per cent.

The other cause, they cannot hope to see entirely removed until the completion of the Victoria Bridge, and the carrying out of the grand scheme of a continuous line of Railway, available at all seasons of the year, for above 1,000 miles.

To secure this important object at the earliest possible period, the Directors have entered into an arrangement with Messrs. Peto, Brassey & Betts, under which the works on the Bridge will be so accelerated as to give every hope of its being opened for Traffic in December, 1859, being 18 months earlier than the period named in the original contract.

The extension from St. Mary's to London will be finished this Autumn, and the Contractors are proceeding with energy in the construction of the line between Stratford and Sarnia, so that it may be open for traffic in September of next year.

The Directors have been strongly impressed with the great importance of advancing the Terminus to Detroit, a distance of about fifty-five miles from Port Huron, by which the Grand Trunk Railway will be placed in direct and close connection with the Michigan Central, the Michigan Southern, the Detroit and Milwaukee, and the other important Railways, which convey the immense traffic of the Western regions between Chicago and the Atlantic Sea Board. The promise of local traffic on this short extension is however so great, and the singular advantages of its position so manifest, as to insure its adoption at an early period on its own merits and as a separate undertaking. It will not therefore be included in the present financial arrangement.

To effect the objects on which the final success of this great enterprise depends, and to secure the prosecution of the works with the necessary vigour, the Directors have prepared the annexed plan which they trust will meet with the support of the Shareholders.

It is proposed that the option shall be given to each Shareholder to cancel one-fifth of his Consolidated Stock, and to receive for such cancelled Stock a like amount of 7 per Cent. Debentures, redeemable at par on the 1st of October, 1867, upon condition of his subscribing for an equal amount of 7 per Cent. Debentures, redeemable at par on the 1st of October, 1862. These latter to be paid for, in money, at the rate of £80 Sterling for each Debenture of £100 Sterling, by instalments as hereafter specified.