

CANADA CAR COMPANY,

(LIMITED).

CAPITAL, \$500,000, IN 5,000 SHARES OF \$100 EACH.

TO BE INCORPORATED UNDER "THE JOINT STOCK COMPANIES LETTERS' PATENT ACT, 1869."

PROVISIONAL DIRECTORS.

President—JOHN CRAWFORD, Esq., M.P., (President Royal Canadian Bank,) Toronto.

Vice-President—EDWARD W. HARRIS, Esq., Barrister, London.

The Hon. JOHN McMURRICH, (Vice-President T. G. & B. Railway), Toronto.

The Hon. JAMES SKEAD, Senator, (Director of Ottawa and St. Lawrence Railway) Ottawa.

J. L. BLAIKIE, Esq., (Blaikie & Alexander) Toronto.

J. S. McMURRAY, Esq., (McMurray, Fuller & Co.) Toronto.

LEWIS MOFFATT, Esq., (Moffatt Bros.) Toronto.

C. J. CAMPBELL, Esq., (Campbell & Cassels) Toronto.

HUGH BAINES, Esq., C. E., Toronto.

Secretary and Treasurer—JAMES PEPLER, Esq., Toronto.

Bankers—THE ROYAL CANADIAN BANK.

Solicitors—MESSRS. MORRISON, WELLS & GORDON, Colborne Street, Toronto.

Consulting Counsel—The Hon. JOHN HILYARD CAMERON, Q.C., Toronto.

Managing Director—HUGH BAINES, Esq., C.E.

Brokers—MESSRS. CAMPBELL & CASSELS, Toronto.

PROSPECTUS.

THIS COMPANY has been projected for the purpose of constructing Cars of all Classes, (Passenger and Freight) and to Lease and Sell the same, also to CONTRACT for building according to the specifications of Railway Companies, and to manufacture from the Raw Material the requisites for their completion, viz.: AXLES, WHEELS and SPRINGS.

As a rule Car Building Companies in Canada are at present purchasing their Axles, Wheels, and Springs.

It is believed there are no Works for Axle making in the Province of Ontario; Scrap Iron for making Axles for our Railroads is daily purchased in Toronto, and carried to Buffalo, paying duty and freight both ways, amounting in the aggregate to \$13.20 per ton, or thereabouts.

Although Lumber, Iron, Labor, and Taxes are each severally cheaper in Canada than in the United States, it is well known that a large number of Cars now running over our Railways are American built. This is principally owing to there being no Car Building Shops sufficiently large, and conducted on principles which will meet the requirements of the different Railway Companies.

It is also well known that at present the freight passing over the Lines of the existing Railways so far exceeds the carrying capacity of the Cars owned and leased by those Railways, that frequently goods are delayed for many days before they can be forwarded to their destination.

The projectors of the Canada Car Company having ascertained the above facts, resolved that the Car Manufacturing capability of Canada was not sufficiently utilized, and that the Car Shops were most inadequate to the present requirements of the existing roads, leaving aside what must be the demand arising from the Railways in prospectu, viz.: Canada Pacific, Inter-Colonial, Pacific Junction, Ontario and Quebec, with many other roads, which must be supplied from out of the country if Car Building Companies of an extensive character are not established.

So favorably has the project of establishing a Car Manufacturing Company in Toronto been received by some of our most wealthy and influential men of business, believing, as they express themselves, that the time of its inception is so well chosen, and that great advantages are certain to accrue to the locality of its choice, and the Dominion at large, from the promotion of such works, that within a period of a few days from its origination, enough capital was promised to be subscribed to warrant an application for "Letters Patent" for the "Canada Car Company (Limited)," under the "Joint Stock Act," 1869, and to secure the "Toronto Steel Works" property for the Canada Car Company's Works, after inspecting, and having the same valued by Frank Shanly, Esq., C. E., Toronto.

This property is most eligibly situated for the purpose of Car Building, it being contiguous, and connected by side tracks to the Railway system of Canada, with Buildings, Wells, Tanks, and Machinery, &c, well adapted for the commencement of Car Building.

The Gentlemen forming the Steel Works Company, on hearing the intention of the projectors of the Canada Car Company, viz., that of converting their property into Car, Axle, and Wheel Shops, expressed their confidence in the new undertaking by offering to take stock for the value of their Works, and signifying their willingness to subscribe for additional stock in the Company.

The Company has secured the services of an eminently practical Manager.

It is intended to apply for a Special Act next Session of Parliament, and to increase the Capital to \$2,000,000.

First issue of Stock, \$250,000—of which 10 per cent. is payable when Stock Book is closed.

By Order,

JAMES PEPLER, Secretary and Treasurer.

CANADA CAR COMPANY OFFICES,
Toronto, 19th June, 1872.

N. B. Stock Books are now open at Messrs. Campbell & Cassels' Offices, Toronto.