

counties which are now to realize in a direct form the benefits of railway communication. In this connection, it may further be observed that the Government have yet, in various parts of the county of Grey, extensive tracts of land, which can be obtained on favourable terms; and now that there are railway facilities in existence, the inducements are great for intending settlers to arrange for the possession of those lands.

The prospective traffic of this railway may, to some extent, be judged from the extent of territory and amount of population that will be tributary to it. The distance from Toronto to Owen Sound is 121 miles, and the breadth of country that will contribute to the railway traffic may be safely averaged at ten to fifteen miles on each side of the track; and in the same proportion may be added the 71 miles from Orangeville to Teeswater. The proportion of population also that will contribute to the traffic of the line, may fairly be estimated at 200,000, which will be ever increasing.

In relation to the profits accruing to the Company from the work they have undertaken, it was the original design to secure a supporting railway business from the local traffic; and that this mere support of the line will not only speedily be accomplished, but a handsome annual surplus realized, must be abundantly evident from the nature of the line, and business resources of the country. But a lucrative through traffic with the regions around and beyond the great Northern Lakes will, ere long, be created—Owen Sound being the most magnificent natural harbour on the Georgian Bay, and being now brought into direct railway communication with the capital city of the Province, her trade will ever gather and increase—adding immensely to the business operations of the Company, and enhancing the value of their shares by the natural result of an accumulative traffic.

This railway is a great national work, and its influence will be felt on the country's progress. Forests prepared for the ploughshare, extended settlement, multitudes of new homes, villages rising into towns, and towns passing beyond the mere embryo of cities, increased manufactures, enlargement of trade and commerce, with all their attendant blessings—such will be the grand results, in a national sense, of this and kindred enterprises, and their realization, in a special sense, will yet rejoice the hearts of the promoters of the Toronto, Grey and Bruce Railway Company.

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N. B.—Since the above was written, tracklaying has been actively prosecuted on the section of the line from Orangeville to Owen Sound, through the county of Grey—the iron having been laid simultaneously from both the Owen Sound and Orangeville ends of the Line. The city of Toronto and the town of Owen Sound will undoubtedly be connected by rail in a month, or by Christmas, 1872.