



THE TORONTO WORLD
JULY 241900


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 are within everyone's reach.
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There is annually consumed in Canada 2 LUDELLA branches on Monday, July 23rd, 1900, and will be closed on Thursday, July 26th, 1900, at 4 p.m.

DOMINION OF CANADA. THE

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## ABRIDGED PROSPECTUS.

Issue of $\mathcal{E 1 , 1 9 1 , 5 0 0} 4_{2}^{1}$ Per Cent. 30 -Year (Ontario Division) First Mortgagi Debenture Bonds of $£ 100$ Each. of Which $£ 700,000$ Are Now Offored for Subsoription at $£ 90$ Por Cont


## r the whole may be paid up in full on Altotment, or on the date for of any instalment, under discount of $4 \frac{1}{2}$ per cent, per annum.

The Bonds are a First Mortgage on the Ontario Division of the Canadia
rthern Railway (from Port Arthur to the point of crossing the Rainy River Ne Western Boundary of the Province of Ontario, 290 miles), and upon terminals at Port Arthur, and will be a First Mortgage upon 550,000 acres, the Company's land grant, and subject to First Mortgage Charges, created or
be created, not exceeding $\$ 10,000$ per mile on the various branches of Ontario division of the Railway, and on the Winnipeg and Saskatchewan dit
visions and the branches thereof the Bonds constitute a general charge on it hole undertaking from Port Arthur to the Saskatchewan River. The Bonds are 30th December and 30th June. Payment in either case will be made either' a
the Bank of Scotland, London, or at the fixed rate of $\$ 4.86 .68$ to the $\&$ at th the Bank of Scotland, London, or at the fixed rate of $\$ 4.86 .66$ to th
Canadian Bank of Commerce, Toronto, Canada, at holders' option.

THE BANK OF SCOTLAND and THE CANADIAN BANK OF COMMERCE
The Canadian Northern Railway system connects the Great Lakes at Por
innipeg, with the Great Saskatchewan River, at a point West of Cedar Lake.
Port Arthur, at the Canadian head of navigation on Lake Superior, from which there rect communication with the sea mor ocean-going vessels, is a great distributing point via
reat Lakes for the products of Manitoba and the Northwest Territiories. The object of Candian Northern Railway is to conhect the fertile valley of the Great Saskatchewan Riv
navigabbede for many hundreds of miles) wih LLake Superior, traversing the grainfield anitoba diagonally from the Northwest to tele Southea3t boundary of the Province;
gricultural तistricts of Rainy, Lake and the celebrated "Iron Range" country of Ontario Companies tapping it
The main line is about 800 miles in length, exclusive of some 120 miles of branches. the Company has full running power for fifty years from October, 1896 ,) are ready for traffic
and, it is expected, that 200 miles more will be ready for traffic during this year. The if and, it is expected, that 200 miles more will be ready for traffic, during this year. The re
mainder will be completed by the 3 1st December, 1901, by which date the contractors hav ridertaken to have the whole line fully completed, equipped and open. The specifications
he Government of Canada, subject to compliance with which the various subsidies have bee granted, call for a very complete railway, with low maximum curves and grades, and amp ith and have complied with on the portions of the road already opened, as is shown by th The position of the Railway renders it absolately independent of any other railway, at
passes through rich country, which has almost all hitherto, been without railway facilities, BONDED INDEBTEDNESS.
The Company has issued on its Winnipeg and Saskatchewan Divisions 4 per cent,
ear Gold Bonds, at the rate of $\$ 8000$ per mile, which may be increased to $\$ 10,000$ per s above mentioned, which Bond are guaranteed, Manitoba.
or and interest, by the Govern
In The present bonded indebtedness of the Company, including the present issue, a 5s. per.annum per mile. Th.is low rate of fixed charges results largely from the liberal aid granted to the Compan
owards construction by the Parliaments of.the Dominion of Canada, and of the Provinces INTEREST DURING CONSTRUCTION Interest on the present issue of Bonds is guaranted by the well.-known contracton
Messs. Mackenzie, Mann \& Co., of Toronto, Canada, during construction, and for ong ye fter the line is opened for traffic.

GENERAL.
Applications should be sent to the Company's Rankers, with cheque for applicatio
noney. Prospectus and Forms of Application may be obtained of the Bankers or the Brok Application will by made to the Committee of the Stock Exchange for a special settle nt and an official quatation. Copies of the Acts of Parliament, the form of Trust Deed and Bond, and all other doct
ts referred to, may be inspected at the Offices of the Solicitors for the Bondholders. Dated London, 12 th July, 1900

Trustees for the Bondholders.
THE NATIONAL TRUST COMPANY, LIMITED, Toronto, Canada Directors.
FREDERIC NICHOLLS (President), Toronto:
IAMES GUNN (Vice-President), Toronto 2. A. LASH,
J. M. SMRCOURT.VERNON,
SMTH,

Solloltors.
Or the Company: $\left\{\begin{array}{c}\text { Messks. BLAKE, LASH \& CASSELS, Toronto. } \\ \text { LINKLATER, ADDISUN, BROWN } \& \text { JONES, Londol }\end{array}\right.$ For the Bondholders: Messrs. Morley, Shirreff \& CO., London. Brokers.
Messrs. SANDEMAN, CLARK \& CO.
Sperdingaco
THE BANK OF SCOTLAND.
THE CANADIAN BANK OF COMMERCE


TUESDAY MORNING
THE TORONTO WORLD

 TWELVE HUNDRED MEN AT WORK




