

parties at the wharves or depots, convey them to our park & back in the evening, including a trip around the city. There are immense possibilities in this traffic, which will, of course, require a good deal of hard work & attention to make it a success. We also propose arranging with those railways in the U.S. which have through booking rates to Toronto to keep us posted on all excursions announced for this city, so that we can arrange for special trips. Many of these excursionists are often in the city for only a few hours, & would gladly avail themselves of our cheap, pleasant & speedy mode of seeing the sights. We are putting ourselves in communication with excursion agents everywhere, with a view to developing this traffic.

Many star singers, actors, lecturers & public entertainers visit Toronto, & the railways frequently run excursions from neighboring towns on the occasion of such visits. The traffic thus brought in, we also desire to handle, & make arrangements for special cars, & for the attaching of our passenger coupons to entertainment tickets, railway tickets, entitling the holder to ride on our cars to & from the depots or steamers. We are always prepared to deal liberally with good circuses & big shows of any kind.

One of the drawbacks supposed to exist in Canada to electric railway excursion traffic is the alleged long & severe winter, popularly associated in the U.S. & Great Britain with this Dominion. No greater mistake ever existed than that about the Canadian winter. Of course, if a person go north as far as the Hudson's Bay regions he will enjoy a long, bracing winter, but here we seldom see snow until Dec., & scarcely ever have a heavy fall until after Christmas, & by the middle of Mar. there is very little of the snow left. The "oldest inhabitant" has stories of long winters, but these have evidently disappeared since the introduction of railways. It is a rare event for the street car traffic of this city to be seriously interfered with for more than an hour or two any winter. To us, however, the winter brings no cessation in our work of catering for traffic. Theatrical performances, concerts, skating carnivals, hockey matches, ice-

boat racing, curling, sleighing, snow-shoe racing, & all other winter sports, are utilized for our benefit. A series of matches for valuable prizes has been arranged for this winter, always on grounds or in rinks on our routes. We contemplate giving some winter in our park realistic plays, showing Nansen's famous journey in search of the pole, the Peary expedition, and from England we may bring some genuine Franklin relics, to be shown in a series of performances illustrating the last voyage of that famous explorer. We also hope to secure the presence in the city of the most noted skaters and snow-shoe racers of the world, & intend to give in our grounds "The Bells," the play made famous by Irving, making the sleigh ride a great feature. Then there are the possibilities of the ice palace, with the many attendant attractions it would give opportunities to present.

The intense love of everything British, which characterizes our people here, is a valuable asset of the electric railway, for in the winter it will enable us to present to the present generation realistic exhibitions of the Crimean campaign, securing for the purpose the co-operation of the three volunteer regiments of the city as well as that of the permanent force. This will insure an interest in the performance of more than 2,500 men, & the same rule applies to all performances of a military nature. The British spirit of our people induced us to try & get Piper Findlater, of Dargai fame, to visit Canada under our direction. Should he come here with several of his comrades of the famous Gordon Highlanders we can put the show in enclosed grounds, & give a round-trip ticket from any part of the city, including a reserved seat on the grand stand, for 25c., & we have no fear that the numbers attending will be less than 25,000 daily. We can sell round-trip tickets with numbered reserve seat coupons attached at our offices throughout the city until 2½ hours before each performance, after that a special man on each car on the main routes will sell the tickets. This will leave our regular staff free to deal with the ordinary traffic. A similar plan can be pursued in other cases where large crowds may be expected.

This is an outline of the leading features of the plans adopted or in contemplation for the encouragement of traffic on this road. There are many other ideas constantly cropping up, but from this it will be seen that we do not propose laying out expensive racing grounds or bicycle tracks. My opinion is that we should bend our own energies to securing each first-class attraction as soon as it is in evidence, leaving private parties to speculate in grounds for sports. Of course, wherever such grounds are convenient for our cars we are always ready to assist in making such sports successful.

We may give our U.S. visitors a treat on an early date by showing on the lake in front of our park exactly how Santiago was captured. We will have the work done under the direction of a naval officer of known ability. This reminds me that the location of Munro Park enables us to present land and water fêtes with equal success. We are able to turn the water front into a fine amphitheater, from which 10,000 to 20,000 people can witness "Pinafore," "Billie Taylor," or other performances of a naval character, and the stage will be a floating pontoon. We can reverse that order, & place our audiences on the pontoon, with our stage at the water's edge.

Of course, all descriptions of canoe, boat & yacht racing has our attention, with water polo, etc. With a first-class shore for bathing purposes, we will derive revenue by providing the best accommodation for bathers at nominal charges.

I have left myself little space to speak of plans for carrying into the city farm, dairy & garden produce to storage warehouses under our own control. All this, however, is receiving attention. I am not at all afraid of the horseless carriage—auto-car, or by whatever name the much-discussed vehicle may be known. It seems to me that the vehicle can only be a success when used in connection with electric cars. There are in all large cities streets on which tracks will never be laid, although the routes thereon would be profitable, & there are others on which it will not pay to lay tracks, but from which a good deal of traffic can be obtained. If the auto-

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Dividends for the half year ended December 31st, 1898, have been declared as follow :

On the Preference Stock two per cent.

On the Common Stock two per cent.

Warrants for the Common Stock dividend will be mailed on or about April 1st to Shareholders of record at the closing of the books in New York and London respectively.

The Preference Stock dividend will be paid on Saturday, April 1st, to Shareholders of record at the closing of the books at the Company's London Office, 1 Queen Victoria Street, London, E.C.

The Common Stock transfer books will close in London at 3 p.m. on Tuesday, February 28th, and in Montreal and New York on Friday, March 10th. The Preference Stock books will close at 3 p.m. on Friday, March 10th.

All books will be re-opened on Thursday, 6th April. By order of the Board.

CHARLES DRINKWATER,
Montreal, February 6th, 1899. Secretary.

Notice to Shareholders.

The Eighteenth Annual Meeting of the Shareholders of this Company for the election of Directors and the transaction of business generally, will be held on Wednesday the fifth day of April next at the principal office of the Company at Montreal, at twelve o'clock noon.

The Common Stock transfer books will close in London at 3 p.m. on Tuesday, February 28th, and in Montreal and New York on Friday, March 10th. The Preference Stock books will close at 3 p.m. on Friday, March 10th.

All books will be reopened on Thursday, April 6th.

By order of the Board.

CHARLES DRINKWATER,
Secretary.

Montreal, 6th February, 1899.