

# \$10,000,000 CANADIAN PACIFIC RAILWAY COMPANY.

*Incorporated by Special Charter from the Dominion of Canada.*

Written proposals will be received by the undersigned, on the 6th and 7th days of FEBRUARY, 1883, up to the hour of 3 p. m., for the purchase of any part of \$10,000,000 of the Capital Stock of the Canadian Pacific Railway Company, a corporation created in 1881, by Letters Patent under the great Seal of the Dominion of Canada, under authority of an Act of the Dominion Parliament, passed February 15th, 1881.

## The Canadian Pacific Railway

runs continuously through Canadian territory from the City of Montreal, Lower Canada, to Port Moody, in British Columbia, one of the finest harbors on the Pacific Ocean.

The Main Line will be 2,904 miles long, and, with branches of 402 miles now under construction, the total mileage will be 3,306 miles, either already built or now building.

The entire line will be laid with steel rails, weighing 56 lbs. per yard and upwards, and will be first-class in every respect.

### 1,730 Miles have been already Built and Equipped.

1,576 miles are in process of construction.

In August, 1883, there will be through communication from Montreal to Winnipeg, by the Company's own railway, except for the length of Lake Superior, over which the Company will operate its own line of steamboats.

The entire line west of Winnipeg is to be completed in 1885, at which time there will be through communication from the City of New York to the Pacific Ocean, over the Canadian Pacific Railway, via Chicago, St. Paul and Winnipeg, and from Montreal to the Pacific Ocean by the Company's own railway, with its connecting line of steamboats on Lake Superior.

The entire railway is to be finished in 1888, so as to make a complete through-rail connection from Montreal to the Pacific Ocean, within Canadian territory.

### ADVANTAGES OF THIS LINE.

The Main Line of the Canadian Pacific Railway, from Montreal to the Pacific Ocean, will be 2,904 miles in length, being 427 miles shorter than the shortest line from New York to San Francisco. By means of its Brockville Branch it has direct rail connections with New York City; and the distance from New York to the Pacific Ocean, by the Canadian Pacific Railway, will be 167 miles shorter than from New York to San Francisco by the shortest existing line.

The grades of the line will generally be extremely moderate. It is believed that, with the exception of about 150 miles in the Rocky Mountains, the grades will rarely exceed forty feet to the mile, and that the maximum grades eastward from Winnipeg to Lake Superior will never exceed twenty-seven feet to the mile; while the grades of the mountain region will in no case be heavier than those of other Trans-Continental lines.

The Eastern Section of the Railway runs mainly through a settled and populous country, and also through valuable timber lands, in which

### An Immense Lumber Business

is now done. The Lake Superior Section runs through lands containing vast amounts of valuable timber, iron and copper.

For 900 miles westward from Winnipeg, and to the foot of the Rocky Mountains, the line runs through

### The Finest Wheat Region in the world,

capable of producing enormous crops of the very best wheat, oats and barley.

The mean temperature of Winnipeg approximates closely to that of Montreal and St. Paul. Westward the climate moderates steadily to the eastern base of the Rocky Mountains, where cattle can range unsheltered throughout the winter. The climate again moderates still further from the western base of the mountains to the Pacific Ocean; and there is no part of this territory which is not desirable for residence and for cultivation.

### PRIVILEGES.

The Charter of the Canadian Pacific Railway Company confers upon it many highly important and valuable privileges, among which the following may be mentioned:—

Most of the line runs through Government lands, through which the Company has right of way for both its Main Line and Branches, free of charge. The Company has also the right to take from adjacent Government lands all the stone, timber and other materials which it may require for the construction of the line, without charge.

All materials required for the original construction of the railway or of its bridges and telegraphs, including rails, fish-plates, nuts, bolts, telegraph wires, &c., &c., are admitted free of duty.

### The Land Grant is Exempt from Taxation for Twenty Years.

The Railway, its Equipment and Capital Stock are Exempt from Taxation by the Dominion Government Forever.

The Company has an unrestricted right to construct Branch Lines of Railway.

The Dominion Government renounces forever all right to reduce the tolls charged upon this Railway below a point which will afford a profit of 10 per cent. per annum upon the capital invested.

The Government has constructed, or is constructing, 713 miles of railway for the use of the Company, which is to be turned over to it free of all cost. The Government also pays, by instalments, as fast as sections of 20 miles of the road are completed, a Subsidy of \$25,000,000 in Cash, and grants a

**Further Subsidy of 25,000,000 Acres of Government Land** west of Lake Superior. ALL GUARANTEED FIT FOR SETTLEMENT.

### FINANCES.

The Capital Stock of the Company is \$100,000,000, but it is expected that the entire Railway, when completed, will be represented by \$90,000,000 of Capital Stock, leaving \$10,000,000 unissued in the Treasury.

Such arrangements have been made for the construction of the remaining portion of the Road, that there can be no reasonable doubt of its being completed and thoroughly equipped for traffic, from the proceeds of the Capital Stock, Government Subsidies and other Cash Assets, without incurring any mortgage debt whatever.

Bonds to the amount of \$25,000,000 have been issued, secured by a mortgage on the Land Grant only, and constituting no lien whatever upon the Railway or general franchises of the Company. These Bonds are receivable in payment for lands sold by the Company. \$5,000,000 of them are, and will be, for ten years after the completion of the main line, held by the Dominion Government as security for the performance of the contract. As the sales of 6,452,000 acres have already been sufficient to provide for the redemption of all the Bonds, not reserved by the Government, with the exception of less than \$2,700,000, the sale of about 1,800,000 additional acres, even at much lower rates, will be more than sufficient to extinguish this small balance of unsold Bonds.

Thus, after the railway is completed and equipped, there will remain nearly 17,000,000 acres of excellent land, free from all incumbrances and subject to sale for the benefit of the Stockholders; and the Company will also hold \$10,000,000 of its own unissued Capital Stock for use in any further improvements or extension.

The Railway and branches, when fully completed and equipped, will be represented by a

### Capital Stock of about \$27,000 Per Mile.

The Capital Stock and Mortgage Debt of all other Trans-Continental Lines amount to from \$70,000 to \$700,000 per mile.

**There is no Incumbrance of any kind upon the Railway,** except liens of about \$5,500,000 on only 441 miles of the extreme Eastern Section, being the portions acquired by purchase. The whole cost of the Railway will be represented by less than \$29,000 per mile, including Stock and Debt.

### 2,865 Miles of the Road will be Entirely Free from Mortgage.

The Company, under authority of its Charter, has regularly paid interest upon its paid-up Capital Stock, and will continue to do so at the rate of 5 per cent. per annum, semi-annually, so long as the main line is in process of construction. In case the net earnings of the Railway should not suffice for the payment of this interest, the proceeds of nearly 17,000,000 acres of the Land Grant, which will remain after providing for all the Land Grant Bonds, are available for that purpose.

### TERMS OF SUBSCRIPTION.

One hundred Thousand Shares of the Capital Stock of the Canadian Pacific Railway Company, amounting in all to the par value of \$10,000,000, are now offered for sale

### At not Less than Sixty Dollars Per Share,

Payable in three equal instalments: the first on February 10, 1883, the second on March 10, 1883, and the third on April 10, 1883, with interest on each of the latter instalments at 6 per cent. from February 10. The whole amount may be paid on February 10, if preferred, without interest.

Written proposals may be addressed to either of the undersigned within the time above specified, for any part of such Capital Stock, in amounts not less, however, than 100 shares. The undersigned reserve the right to reject any or all proposals, in whole or in part. No bid of less than \$60 per share will be considered.

Copies of the Charter and Act of the Dominion Parliament can be inspected, and copies of the President's Official Statement of the condition and affairs of the Company, with maps of the Railway, can be obtained, with further information in detail, at the offices of either of the undersigned.

New York, January 29, 1883.

J. S. KENNEDY & CO.,  
63 William Street, N.Y.  
A. BOISSEVAIN & CO.,  
Amsterdam, Holland.

Proposals will also be received upon the same conditions as to acceptance at the following offices:—

UNION TRUST COMPANY, 73 Broadway, New York.

BANK OF MONTREAL, Montreal, Canada.

AGENCY OF BANK OF MONTREAL, Chicago, Illinois.