

thence to the pier. The contract for the pier, &c., has been awarded to Connolly Bros., Montreal, the figures being in the neighborhood of \$320,000. They have sublet all the woodwork to G. S. Mayes. This includes wharf-building of a length of 1,200 ft., 60 ft. deep, & 50 ft. on the bottom. About 12,000 tons of birch, 1,200 tons of white pine, 500 tons of red pine, about 400 pieces of spruce spars, a quantity of southern pine timber & a large quantity of spruce flooring & stringers. Most of this timber has been contracted for on the upper waters of the St. John River. The material to be dredged is estimated at about 300,000 cubic yards. Connolly Bros. will use much of the plant they have had on a large contract at Boston recently. For the building of the elevator \$57,000 was voted by the Dominion Parliament last session. The pier will have steamship berths on both sides.

Geo. Appleby, of Darling's Island, King's County, has been awarded a contract to remove the St. John Bridge & Ry. Extension railway track to such a point as may be deemed advisable. He will put down a temporary track for the trains, & then take up the present rails. The permanent track will be placed afterwards. The present trestle will be removed to the north of the Gibbon coal sheds.

To accommodate the heavy engines now being run, a number of bridges between Truro & Moncton are being replaced by steel structures.

Kootenay Ry. & Navigation Co.—The contract for some 50 miles of this line from Bonner's Ferry, Idaho, to Kootenay Lake, B.C., was let to Foley Bros., Larsen & Halverson,

& not to Foley Bros. & Guthrie, as stated in our last issue. Sub-contractor Murphy is at work on a 4-mile section from Bonner's Ferry north, & the Nelson Miner says work is well under way at both ends of the line north of International Boundary. (Dec. '98, pg. 262.)

A Revelstoke, B.C., paper states a contract has been let for the first 35 miles of the Lard-Duncan branch to the Trout Lake district of B.C., & that it is to be completed by Sep. 1. (Dec. '98, pg. 262.)

Lake Erie & Detroit River.—We are officially informed that there is no change in the situation in connection with the proposed extension from Ridgeway to St. Thomas, Ont. From another source we learn it is probable an effort will be made to get Dominion aid next session. (Nov. '98, pg. 238.)

Lake Manitoba Ry. & Canal Co.—Practically all the grading done last season was laid with rails, the new work extending from Sifton Jct., about 2 miles north of Sifton, to Cowan, 51.8 miles from Sifton Jct. The line will be located to the Great Saskatchewan River during this winter, & it is the intention to build to there this year. It is likely the river will be crossed near the Pas Mission, just east of Pine Lake. It is expected another 100 miles or so will be built in 1900, & that 1901 will see it completed to Fort Churchill, Hudson's Bay. The engineers now in the field say the farther north they go, the better does the appearance of the country become, & the region through which the railway will go early next summer is said to be unequalled for beauty & extent of arable lands by any other part of the Northwest.

The present terminus is about 3 miles be-

yond Duck river, from which point the road turns westward around a corner of the Riding Mountains. Turning again northward after passing the Swan River valley the road goes between Lake Winnipegosis & Red Deer Lake. From the Pas Mission, the road will run north-easterly to the head waters of the Churchill, which it will follow to its mouth. The promoters evidently do not share the views of those who do not think Hudson's Bay & Straits navigable. The distance from the end of the present line to the Saskatchewan is 100 miles, from the Saskatchewan to Hudson's Bay 450 miles.

Besides the proposed Gilbert Plains branch from Dauphin, another branch is likely to be built from Swan River to Prince Albert, running the entire distance through a splendid farming & ranching country, the climate of which is even superior to that of the southern portions of Manitoba. There was no frost in the Swan River valley last fall until two weeks after it had touched Central Manitoba.

It is probable that the few people at Sifton will move to Sifton Jct., where there will be a townsite.

The Co. has put up a 3 stall roundhouse at Dauphin & a 1-stall one at Winnipegosis. At Portage la Prairie it has joint occupancy of the M. & N.W. terminals. A repair shop will be established at Dauphin. (Dec. '98, pg. 262.)

Manitoba & Northwestern.—During the past year the roundhouse at Portage la Prairie was enlarged by the addition of 2 stalls. The stations at Macdonald & Franklin were rebuilt & enlarged, a 2-stall brick addition was built to the Minnedosa engine house, the water tank at Russell was replaced & exten-

C.P.R. Lands

TERMS OF PAYMENT.

For the greater convenience of purchasers, the Company have adopted the following terms of payment:

The aggregate amount of principal and interest is divided into ten instalments, as shown in the table below; the first to be paid at the time of purchase, the second two years from the date of purchase, the third in three years, and so on.

While the second instalment becomes due in two years from date of purchase, interest on the outstanding purchase money is payable in one year except in case of an actual settler who breaks up at least one-sixteenth of the land within that time. No rebate of interest is allowed on hay lands.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices under the new conditions:

160 acres at \$3.00 per acre, 1st instalment \$71.40, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st instalment \$107.85, and nine equal instalments of \$90.
160 acres at \$5.00 per acre, 1st instalment \$119.85, and nine equal instalments of \$100.
160 acres at \$5.50 per acre, 1st instalment \$131.80, and nine equal instalments of \$110.
160 acres at \$6.00 per acre, 1st instalment \$143.80, and nine equal instalments of \$120.

DISCOUNT FOR CASH. If land is paid for in full at time of purchase, a reduction from price will be allowed equal to 10 per cent. on the amount paid in excess of the usual cash instalment.

Purchasers paying any instalment, or more, one full year before the date of maturity, will be allowed a discount on the amount of the instalment or instalments so paid at the rate of six per cent. per annum.

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L. A. HAMILTON, Land Commissioner, WINNIPEG.

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