

Grand Trunk Betterments, Etc.

The new stations at Ste. Hyacinthe & Victoriaville, Que., are about completed.

The Co. has begun the construction of a tunnel in Girouard St., Ste. Hyacinthe, Que., the cost of which is to be borne by the Co. & the city jointly. It will not be completed till next spring.

The toll collector's shelters have been placed in readiness for occupancy on both sides of the Victoria Jubilee bridge & it is expected that the vehicle & foot passenger road ways will be opened to the public almost immediately. The fencing on the embankment at the approaches to both ends of the bridge is about completed. (Oct., pg. 281.)

The improvements in front of the Bonaventure Station, Montreal, are about completed, including the asphaltting. Next summer there will be flower beds & fountains in the space which heretofore has been very unsightly. Rigid regulations will be enforced in regard to the admission of carter's to the enclosed space. (Oct., pg. 291.)

Work will be continued on the new general office building in Montreal while weather permits, it being the intention to have the building completed as soon as possible. The architect is experimenting with non-inflammable wood, with a view to its introduction in the building, which will be the first attempt to realize in Canada a practical benefit from a discovery which the British Admiralty has employed in the construction of recent warships, thus obviating the danger of fire in case of an engagement at sea. The U.S. Government has adopted non-inflammable wood in the internal fittings of its recently built cruisers,

while contractors & builders are giving attention to the wonderful possibilities of its application to private dwellings. With the amount of steel & iron which will enter into the construction of the general offices, the employment of non-inflammable wood would make the building absolutely fire-proof, which is Mr. Hays' desire.

The building of the bridge at St. Anne's, Que., has done away with the last tubular span bridge on the system.

The City Council of Kingston, Ont., & the County Council of Frontenac, are considering the question of building a subway under the Co.'s tracks at Montreal St., Kingston.

In addition to the remodelling of the yards at York, near Toronto, extensive improvements are being made in the yards at Fort Erie, Niagara Falls, and Palmerston, Ont. (Oct., pg. 291.)

The Co. will add an additional span to its bridge at Brantford, Ont., next spring, in connection with the city's scheme for flood prevention. The city has agreed to pay 37% of the cost.

Large up-to-date coal shutes are being built at Sarnia, Niagara Falls & other points. The Sarnia one has a 600 ft. incline for the cars, the building being 280 by 18 feet.

The scheme for the reorganization of the Chicago & G.T. finances, which is detailed on page 319, provides for the double tracking of the line & the revision of grades, etc. H. A. Woods has been appointed engineer in charge of all new work in this connection, with office at Detroit, Mich. It is proposed to build a second track from Port Huron to Chicago, & to reduce grades throughout the line, to compare favorably at least, with other

lines leading to the east from Chicago. To accomplish this, it will be necessary to make diversions from the present line in several places. The work will be done gradually to avoid interruption to traffic. About 60 miles of the work will be opened early next year. For the present, at least, the Co. will do all the train work with its own force.

J. S. Metcalfe & Co., Chicago, have the contract for rebuilding the Co.'s elevator at Elsdon, Ill., recently burned. Work has commenced & it is expected to complete it by Jan. 31. It will hold about 125,000 bus. & will have a transferring capacity of 100 cars a day. The power plant will be equipped with three 72" x 18' boilers, one 22 x 42 Vilter girder bed Corliss engine, one 400 h.p. heater, boiler, feed pump, etc. It will be lighted by electricity & everything about it will be first-class in every respect. It will have 6 legs, 4 no. 9 oat clipper & six 1,400 bus. Fairbank's hopper scales. The roof will be of tar felt & gravel, & the outside covering will be no. 26 painted corrugated iron. The foundation will be of piles & concrete piers. It will be used for transfer & clipping purposes only, not for storage.

C.P.R. Betterments, Construction, Etc.

Atlantic Division.—The following improvements, etc., have been made this year: On the main line between Megantic & St. John, 64,200 ties have been placed in the road, 25 miles of ballasting done, & 24¼ miles of new 73 lbs. rails laid, 4 bridges have been replaced, partly with stone & the balance filled, 7 open culverts have been replaced with permanent box culverts & the openings filled, &

C. P. R. LANDS.

The Canadian Pacific Railway lands consist of the odd-numbered sections along the Main Line and Branches, and in Northern Alberta and the Lake Dauphin District. The Railway Lands are for sale at the various agencies of the company in Manitoba and the North-West Territories at the following prices:

Lands in the Province of Manitoba average \$3 to \$5 an acre.

Lands in Assiniboia, east of the 3rd meridian, average \$3 to \$4 an acre.

Lands west of the 3rd meridian, including the Calgary District, generally \$4 per acre.

Lands in Northern Alberta and the Lake Dauphin District, \$3 per acre.

TERMS OF PAYMENT.

The aggregate amount of purchase money 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.

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 or grazing 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 \$71.00, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.00, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.83, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st instalment \$107.83, and nine equal instalments of \$90.
160 acres at \$5.00 per acre, 1st instalment \$119.83, 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 ten per cent. of 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.

Interest at six per cent. will be charged on overdue instalments.

Write for maps and full particulars.

L. A. HAMILTON, Land Commissioner,
F. T. CRIFFIN, - Asst. Land Commissioner,

WINNIPEG.

ENAMELED IRON SIGNS

For Steam & Electric Railways, Steamship, Express, Telegraph, Telephone and Advertising purposes.

Railway Station Names, Street Car Route Signs, Express, Telegraph and Telephone Office Signs, Semaphore Arms, Switch Targets and Advertising Signs of every description of size and color made to order.

Railway, Steamship and Ferry Signs

For doors, etc., 23 x 3½ inches, blue letters and border on white ground, carried in stock with following lettering.

Waiting Room	Ladies' Toilet	Private Office	Dining Room
General Waiting Room	Men's Toilet	Freight Office	Lunch Room
Ladies' Waiting Room	Baggage Room	Ticket Office	Smoking Room
Men's Waiting Room	Agent's Office	Telegraph Office	No Admittance

The following are carried in stock, size 10 x 2½:—

Men Women Exit Fire Escape

Numbers for railway bridges, mile posts, signal houses, etc.; single figures on plates.

These signs last practically for ever, they never fade or tarnish, they are ever bright and attractive, they are absolutely impervious to heat or cold, they are the only signs that will withstand the effects of weather in all climates.

For Prices, Illustrated Catalogues, etc., address

THE ACTON BURROWS COMPANY,
Agents for the Imperial Enamel Co. of Birmingham,
29 Melinda Street, Toronto, Canada.

Resident Agent at Winnipeg, S. A. ERSKINE, P. O. Address Box 190.