



Bankers' Safes . . Vaults and Vault Doors

Fire-Proof Safes . . Vaults and Vault Doors

Illustration shows the Vault of the
NATIONAL TRUST CO. of TORONTO,
Installed by us, the door of which weighs
6½ tons.

THE GOLDIE & McCULLOCH CO., LIMITED

GALT, - - - ONTARIO, - - - CANADA

WESTERN BRANCH QUEBEC AGENTS B. C. AGENTS
248 McDermott Ave., Winnipeg, Man. Ross & Greig, Montreal, Que. Robt. Hamilton & Co., Vancouver, B.C.

BUILDING IN THE WEST.

Activity in the building situation extends all over Western Canada, and this will be a big building year in the country's history. Lethbridge, the progressive city of Southern Alberta, which is growing very rapidly, will see the erection of two large modern blocks this year, the Sherlock Block to cost \$30,000, and the Arcade Block to cost \$20,000. The city will also do some improvement work, and will lay 20,000 yards of concrete sidewalks.

Saskatoon, the busy city of central Saskatchewan, is also forging ahead this summer. Chief among the expenditures considered is the proposed new collegiate institute at a cost of \$125,000. A new school in Nutana, the portion of the city across the river, will be erected at a cost of \$50,000. The council of Saskatoon proposes to spend \$36,000, for the extension of its power house, and \$5,000 for temporary city offices. It is also intended to expend \$10,000 in the purchase of up-to-date road machinery.

In Brandon this summer \$77,000 will be spent in the construction of sewers. Indian Head will see the erection of a \$20,000 Canadian Pacific depot.

INDUSTRIAL BUREAU.

Winnipeg, July 6th.

A most extensive advertising campaign is at present being conducted by the Winnipeg Development and Industrial Bureau, in the shape of millions of pieces of printed matter on Winnipeg and Western Canada, which are being turned out of the printing offices in the city. The pamphlets and other literature issued by the bureau are in great demand, and it is not hard to get it distributed.

Arrangements have been made for careful and thorough distribution of this 1909 literature through the different railroad corporations at Chicago, St. Louis, Detroit, Cincinnati, New York, Buffalo, Philadelphia, Boston, Washington, Toronto, Montreal and Duluth. Chief among the circulars sup-

plied for distribution to these railroads is an attractive pamphlet that has been designated "Travel via Winnipeg." With an eye ever ready to facilitate the distribution of literature, the bureau has prepared this pamphlet in such a form that it can be easily handled by the railroads and readily digested by these railroads' patrons. It is printed on slightly lighter paper than the material used in other distributing matter, and it is of a size easily folded to fit the pocket. It is of sufficient briefness to appeal to the investment seeker or pleasure hunting traveller, yet lengthy enough to give all the needed facts about Winnipeg and the West in concise form.

The bureau's methods of compiling facts, and the able presentation of these statistics, together with the generosity of Winnipeg's business men in so magnificently assisting in the growth of the prairie capital, has appealed to the Governments—Federal and Provincial—and through their emigration offices in the United States and England, literature is constantly distributed for the bureau.

The trade and commerce department at Ottawa has also asked for fifty thousand pieces of literature, which will be issued from the commercial trade offices throughout the British Isles. Many other outside agencies are taking an active interest in helping to advertise Winnipeg.

The announcement of the completion of the last of the steel towers on the mammoth bridge of the Lethbridge-Macleod cut-off on the C.P.R., marks the termination of two and a half years of strenuous work. Hitherto the C.P.R. has been obliged to make a wide detour in order to get into Lethbridge, and the new line will make a cut-off of five or six miles. The achievement of this important project, in spite of almost insuperable obstacles, will be a unique and splendid advertisement both for the company and for Western Canada. Lethbridge being a mining centre, the freight traffic from that point is exceedingly large, and an immense saving in time and expense will be brought about. The bridge is the greatest steel structure in the world, and has cost in the vicinity of \$1,500,000.