

ed, where the stumps, although razed off level, have not yet been pulled out of the streets. Their great number is the most convincing testimony possible as to what a job it must have been to tear down a thick forest & put up this town in its place. It is obvious that the railway has in a sense hurt the town, as is witnessed by the large number of buildings of all kinds to let. In the halcyon days of yore everybody had to tarry there a day or two to fit out or get pulled together for the trail. Now they take the first train & pass on without stopping. In the desire to levy some toll on passing business, common with all municipalities, the town is in a measure throwing several kinds of fits, even to the extent of publicly wishing itself Canadian in order that the customs bureau may be located there, & every passer through be necessarily held up awhile.

The railway in these yet almost primeval surroundings strikes one as odd, almost out of place, as perhaps a sort of exotic to be kept on ice, as it probably is - or under ice - a good part of the year. One track, narrow gauge, comes solitarily down the main street to the station at the water front, a comfortable wooden building with the general offices upstairs. It is very quiet about here except at train times. At this terminal they also handle barge freight by an arrangement that is unique. Out on the beach or foreshore runs a track that is submerged to the depth of several feet at high tide. Barges or scows loaded with freight are then floated in, & allowed to ground at low water, when cars are run out & the loading transferred to them or vice versa, all this necessitating some circumspection not to get caught by the rising tide. This barge transfer is chiefly to steamers, ex-

cept a small amount to Dyce, which will presumably disappear if the connecting line is built. Another branch for freight comes down under the cliffs at one side of the valley, & runs out to deep water where are several buildings. One or two engines switching here give some life to the scene.

The freight & passenger tracks unite at the yards back of the town. This is not a very large layout, consisting merely of a few round-house stalls, a small machine shop, & the inevitable crop of nondescript sheds that always flank such places. As the yards are surrounded by the pine forest which comes down to the back of the town, the whole place has a savor of Lonelyville, an out-in-the-woods look. The valley is filled with this forest, except where occupied by the much-sprawled-out Skagway River, which, as the valley floor rises, tears rapidly along down with considerable noise over its masses of boulders & pebbles. Whether to ease the grade or because it has to hunt for room, the railway crosses the river & then back again, both times on home-made bridges of wooden beams & iron braces, over both of which, ominous sign, the train slows down to a walk. Bridges & trestles, some of the latter quite large ones, are fairly numerous along the line & all of wood. The trains are not slowed over the rest of them, though full speed is not excessively fast.

At the back end of the valley, which appears to terminate rather suddenly, the line swings around 180° & comes back on the left or northwest side, now well elevated above the floor, so that one can look over the town out into the Inlet. At an opening scarcely before observed, where a stream emerges, the line swings out of the original valley high

over a canyon of surprising depth & the sides of which are very straight up & down. The rocks here & in several other places, designated all by new made names, such as Rocky Point, Porcupine Cliffs, etc., are peculiarly smooth & bare, so that during blasting for construction, the workmen had to be let down by ropes from above. By the use of modern methods some phenomenal masses of mountain side were tumbled down at one fell swoop during construction. All the rest of the trip till just a little bit off from the top, the line is as a rule pretty well aloft, so that from the left hand windows you can gaze down into deep canyons or open valleys, while from the right hand ones is an excellent opportunity to study geology, the vertical rocks of the inside of the shelf on which the line generally rests being but about 2 ft. distant. The location of the line along the sides of deep valleys is undoubtedly a fine piece of engineering, & in places where it runs up a side gulch or valley to gain altitude, & you can see the returning portion high above on the opposite slope, carried along on trestles & bridges over slanting or almost perpendicular gullies in the mountain side, it quite impresses one.

The entire length of the line except near the top has been partially spoiled in a scenic sense by the too common practice of letting the timber get on fire. This arises from sheer wantonness in the construction camps, where they won't take the trouble to extinguish the fires used for cooking, etc., which communicates to the adjacent brush or timber. This may burn for days, running clear up to the timber line & spreading more or less over the surrounding country, according to the wind, weather & conformation of the land. Instead of the beautiful green this leaves be-

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 \$6 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 \$3 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 remainder annually thereafter, except in the case of the settler who goes into actual residence on the land and breaks up at least one-sixteenth thereof within one year, who is entitled to have second instalment deferred for two years from date of purchase.

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

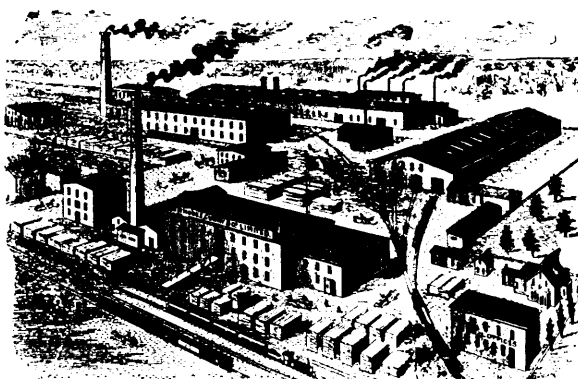
160 acres at \$3.00 per acre, 1st instalment \$71.90, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st 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 ten per cent. of the amount paid in excess of the usual cash instalment.

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