

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central.—Arthur White, Division Freight Agent of the G.T.R. at Toronto, who recently visited the Algoma district, said in an interview on his return: The Algoma Central has already constructed & in operation a division of its system running from Michipicoton Harbor to the Helen mines, where it taps a mountain of the purest hematite brown ore, calculated to contain many million tons. This ore is being mined for smelting at Sault Ste. Marie, Midland, Hamilton, Deseronto, & also at Collingwood when smelters are put up at the latter point. Another branch of the A.C.R. is being constructed from a point near Sudbury, tapping the nickel belt of the district with a view of supplying the nickel ore via the C.P.R. to the smelting works & rolling mills at the Sault & to the smelting works on the G.T.R. from Little Current by water to the ports of Midland & Collingwood. The main line of the A.C.R. is under construction & 25 miles of it will be completed by July 1, & an additional 100 before the opening of navigation next year. This line traverses through one of the best portions of New Ontario, & there are already being erected on its right of way large lumber mills to saw both hard & pine lumber. It will bring to the pulp & paper mills at Sault Ste. Marie the almost unlimited supply of pulpwood in the vicinity, & also bring down for reduction purposes the nickel & other ores found in the vicinity of the country it passes through. These vast enterprises will undoubtedly quickly populate New Ontario. (May, pg. 143.)

B.C. Railways.—At a meeting at Clinton, B.C., May 14, Premier Martin said that if his

Government was sustained in the pending elections it would borrow \$20,000,000 in England with which to build railways to compete with the C.P.R.

British Columbia Southern.—An act assented to by the Governor-General, May 7, provides that this Co. may complete on or before Dec. 31, 1904, the western section of its railway, between the western terminus of its central section on the Lower Kootenay River & the Pacific coast, by the most convenient route to a favorable place for crossing the Fraser River to New Westminster, thence to Burrard Inlet, including a branch line to Nelson via Salmon River, & also a branch line from its main line at or near the forks of Michel Creek, by way of Michel Creek to Martin Creek, provided that as to so much thereof as is not completed on or before that date the powers of the Co. shall cease. The Crow's Nest Pass branch of the C.P.R. is part of the B.C. Southern line & built under the latter's charter.

The Canada Atlantic has recently applied to the Montreal Harbor Commissioners for a grant of the middle pier which is being erected in the west end of the harbor on which the Co. is willing to build a grain elevator with a capacity of 2,000,000 bush., also large warehouses. The elevator to be so constructed as to take in grain either from the river or from rail. Permission was also asked to construct belt carriers to distribute grain to vessels lying at other docks. General Manager Chamberlin told the Commissioners that the Co. was willing to expend about \$500,000 on the elevator. As it will probably be a year & a half before the middle pier is built, & as the Co. wants to have an elevator ready for next year's trade an effort is being made to select some other site. The site of the old Island Wharf on Commissioner St. is considered a

good one, but it is not likely to be available for some time as the cribs have not yet been laid.

A building has been erected near the round-house in Ottawa for the employees, comprising reading, smoking & dining rooms & baths.

The Co. is negotiating with the Ottawa city council in reference to building a subway under the tracks at the Elgin St. yard.

A large coal chute has been erected at Depot Harbor.

The Canada & Michigan Bridge & Tunnel Co.'s bill, assented to by the Governor-General May 7, extends the times limited for the commencement & completion of the Co.'s works for 5 & 7 years respectively from the passing of the bill.

The Canada Southern Bridge Co.'s bill, assented to by the Governor-General May 7, extends for 10 years from the passing of the bill the time within which the Co. may construct a railway bridge across the Detroit River from Amherstburg, Ont., towards Grosse Isle, Mich.

Canadian Northern.—Track has been laid on the Ontario & Rainy River section on the first 40 miles west of Stanley to Lake Shebandowan, & is still going on. On the second 40 miles, about 90% of the grading has been completed, & it is expected that track will be laid on that portion & on a further 20 miles this season, making a total distance of 100 miles from Stanley. (May, pg. 143.)

Plans have been prepared in Mackenzie, Mann & Co.'s Toronto office for the bridge to be built over the Rainy River near Beaver Falls, & have been submitted to the U.S. Secretary for War. The river at that point is 1,200 ft. wide, & the bridge will probably consist of 5 or 6 spans. Under the act of

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 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 \$71.90, 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.

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.

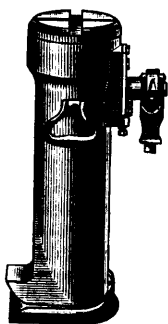
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L. A. HAMILTON, Land Commissioner,
F. T. GRIFFIN, - Asst. Land Commissioner,
WINNIPEG.

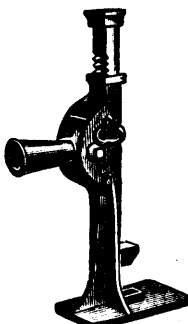
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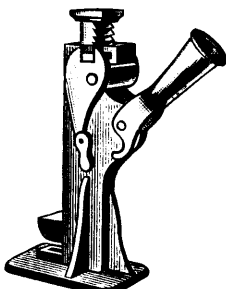
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