

E. A. Chenery, Superintendent of Telegraph, Terminal R.R. Association of St. Louis, says—"The time is not yet ripe, & I question whether it ever will be, for railways to dispense entirely with the telegraph in the handling of their vast business. That a great amount of matter now sent by telegraph might as well go by mail is as true as that a larger amount of such business, in order to obtain quick results, could better be handled by telephone. Great benefits are obtained at large terminals where adequate telephone facilities are provided. Delays in placing of car orders, engine assignments, material orders, working directions & numberless other important matters, which formally resulted when the telegraph was used, seldom occur now since the advent of the up-to-date telephone system. The fault for the delays referred to is not necessarily always with the telephone department, as seems to be the general impression. Messages often are dictated to a stenographer along with a bunch of letters, & in due course of time reach the hands of a messenger whose ultimate destination is the telegraph office, the messages finally landing on the operator's table where they meet with delay again, the operator having a moment before 'cleared' the office for which the same is destined, & the wire is now busy. All this time the sender of the message is waiting for a reply & blames the telegraph for the long wait. How much more satisfaction is there in the telephone method, when with one on your desk you call up your man, issue directions or get information desired in about the same time it takes to dictate a message after the manner first mentioned. Several progressive railways are recognizing the value of the telephone & are equipping

their terminals with modern exchanges, they in turn connected with long-distance service, & each terminal brought in close touch with the general office. When the value of such facilities become better known, the handling of the general business of a railway will be greatly improved."

Time Service on C.P.R. Western Lines.

Manager Whyte has issued a circular re-organizing the time service on the C.P.R. lines west of Fort William. The following rules went into effect July 15 :

Train masters, road foremen of locomotives, roadmasters, bridge & building masters, conductors, engineers, train baggagemen, brakemen, firemen, yard masters & yard foremen must each carry a "standard" watch when on duty. The minimum standard of excellence adopted by this Co. is a grade known among American movements as 17 jewelled, Breguet hair spring, patent regulator, adjusted to temperature, isochronism, & at least three positions, & corresponding to Waltham, Appleton, Tracy & Co. Nickel, Elgin B. W. Raymond Nickel, Hampden New Railway, Illinois Bunn, Hamilton 936, Ball Official Standard, & all grades equal or above, the variation of which must not exceed 30 seconds a week.

Employees required to carry standard watches must submit them for half-yearly inspection in Jan. & July of each year, to the various watch inspectors, of whom 15 have been appointed on the Western & Pacific Divisions. Every employee designated above must apply to his superior officer during Jan. & July of each year, for an order for examination which he must take or send together with his watch to

the inspector, who will, if the watch is satisfactory, issue a certificate & forward it to such superior officer. If the watch is below the standard it is to be rejected, & such superior officer promptly advised. Any watch so rejected must not be used in service nor passed upon by another inspector. Employees working where no inspector is accessible will be notified where to send their watches, together with the orders for examination.

In addition to the half-yearly inspection, the employees designated above must submit their watches to the inspectors for comparison with standard time within each of the first & third weeks of each month hereafter, so that a record of the rating of their watches may be made. This comparison & rating of watches with standard time is of great importance, & if it is not possible for employees to submit their watches for the purpose during the weeks stated above, they must do so on the first opportunity thereafter. It is desirable that watches should be submitted for this purpose oftener than twice every month if employees are able to do so, & indeed as frequently as possible. No charge will be made for the semi-monthly or more frequent comparison or for the half-yearly inspection of watches by the designated inspectors. Cards for keeping the record of the rating of their watches will be furnished to employees by the inspectors, & a similar record must be kept by the inspectors, who shall forward them to the Chief Inspector of Time Service at the end of each quarter.

Employees must not themselves set or regulate their watches unless a watch stops owing to neglect to wind it. The non-observance of this rule will render the rating records of their watches valueless & defeat the object desired

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.

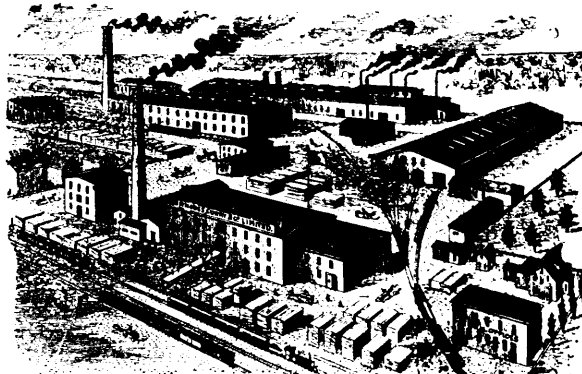
DISCOUNT FOR CASH. If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. of the amount paid in excess of the usual cash instalment.

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.

Write for maps and full particulars.

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



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	Capacity	
Burlington Elevator, St. Louis, Mo.	1,300,000 Bushels	
Grand Trunk Elevator, Portland, Me.	1,000,000	
Export Elevator, Buffalo, N.Y.	1,000,000	
J. R. Booth Elevator, Depot Harbor, Ontario	1,000,000	
Cleveland Elevator Company's Elevator, Cleveland, O.	500,000	
Eric R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hrs.	
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	1,500,000	
Burlington Elevator Co., Peoria, Ill.	500,000	
Canada Atlantic Railway Elevator, Coteau Landing, Que.	500,000	
Northern Grain Co., Manitowoc, Wis.	1,350,000	
Union Elevator, East St. Louis, Ill.	1,100,000	
Montreal Warehousing Co.'s Belt Conveyor System		

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