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CITY OF Saskatoon, Saskatchewan, Canada
TENDERS FOR DEBENTURES

Sealed tenders will be received addressed "C. J. Yorath, City Commissioner, Saskatoon, Saskatchewan," up to five o'clock p.m. on Friday, the 21st. day of April, 1916, for $160,000.00 thirty year, five per cent Debentures, Sinking Fund or Serial, as desired.
As an alternative to the above, the City will consider offers for one and three year Treasury Bills issued under the security of Debenture By-laws.
Full particulars may be had on application to the undersigned City Commissioner.
A. MacG. YOUNG, Mayor. C. J. YORATH, City Commissioner.
Saskatoon, Saskatchewan, March 22nd., 1916.

Messrs. Wattlaufer Bros. of Toronto, the well-known manufacturers of concrete machinery have appointed the Canadian Fairbanks-Morse Company, Limited, as agents for the Province of Quebec. The firm of Wettlaufer Bros., which is probably the largest of its kind in Canada, and practically supplies the whole of Ontario and the Maritime provinces with concrete machinery, has lately been making a special bid for Canada's western business, with good success. Wattlaufer Bros. have also a big business in the United States.

Engineers—And what they are doing

GROWING TREES ON RAILWAY TRACKS.

New York's "oldest living inhabitant" seems likely at last to witness a solution of a problem which has been the subject of vigorous controversy since the days of his youth. And every visitor to New York, who cannot fail to wonder why freight trains should be allowed to rumble along the entire shore of Riverside park, and down the middle of one of the city's few north and south avenues, has more or less concern in the readjustment of the New York Central Railroad tracks which stretch along nearly the entire western edge of Manhattan island — just as a nation of travelers has some stake in how Chicago and Cleveland are dealing with railroad occupation of their lake fronts.

The railroad at various times during a quarter of a century has proposed plans for meeting the insistent public demand for relief from a condition which has been growing more and more intolerable to the people of the city. But each of these proposals has aroused a storm of protest as being more advantageous to the railroad than to the city. So alert has jublic sentiment been that a strong coalition of civic bodies and organizations of taxpayers particularly affected has grown up, presenting so solid a front that no public official, they believe, would dare conclude an agreement with the railroad which does not adequately safeguard public interests.

Determined to push toward a satisfactory solution of the problem, these associations recently presented a plan for consideration. The present tentative agreement is a modification of this plan. For the first time, therefore, in all the long struggle, the basis for the proposed solution is submitted not by the railroad but by citizens interested in the outcome from the city's point of view.

The tentative agreement which is being worked out from this scheme by engineers representing the city and th railroad is at present, according to all indications, nearing final adoption. While various news reports have described it in outline, the detailed and even major provisions are still subject to revision.

But as thus far publicly discussed the plan is reported to involve the expenditure of $50,000,000 by the railroad and the transfer to the railroad by the city of title to land, now city property, estimated as being worth about $6,000,000. It differs from a plan proposed in 1913 in that the city would not be involved in any cash expenditure while the railroad would bear several million dollars of additional cost.

The main features of the plan, if the final determination of them coincides with the unofficial announcements, will provide for the removal from grade of the track in Eleventh and Tenth avenues by elevated structures or subways partly on private right of way, for tracks largely covered but partly uncovered from Seventy-second street to Dyckman street, for covered tracks through Fort Washington park and a tunnel under Inwood Hill.

LAND VALUES IN CITIES AND FARMS.

The assessed value of all land in New York City, exclusive of improvements, and exclusive of franchise values and real estate of corporations, is $4,643,414,746. In 1910 the assessed value was $4,001,129,651. In the same year the United States census returned the value of land on all farms in New York State as $707,747,828, or less than 18 per cent of the land values of New York City; and less than half the value of all property on the farms.

Farmer Greene—"So you think this here highway should be improved, jedge?" Judge Brown—"Why, certainly. If we had a road here that motorists could speed on, it would almost pay for itself in fines!"