

cil, & the contemplated improvements are to be gone on with. They include a station building, a 20 stall round house with turn table, & large extension of track & yard accommodation. (May, pg. 139.)

**Fort William to Winnipeg.**—Engineers H. D. Lumsden & F. P. Busted are still at work on surveys for the proposed double track between these points. (May, pg. 139.)

**Winnipeg Terminals.**—The Co.'s solicitor has served notice on a number of owners of property near the Winnipeg station, that their land will be required for the Co.'s purposes. This is in connection with the station & hotel, the erection of which has been decided on. It has not been announced how Main st. will be crossed, whether by a level crossing or a subway. It is said an overhead bridge is impracticable. (June, pg. 172.)

**Snowflake Branch.**—It is understood this branch will run from the 1st siding west of La Riviere, on the Pembina Mountain branch, to Snowflake. An act empowering the Co. to construct it was passed at the recent session of the Manitoba Legislature. (June, pg. 172.)

**Deloraine to Waskada.**—It now appears as if the C.P.R. had forestalled the Northern Pacific in regard to the construction of a branch to the Waskada district. A charter given by the Manitoba Legislature for the construction of a line in that direction is held by a resident of Waskada in the interest of the N.P.R., but at the recent session the Legislature also granted a charter to the C.P.R. to construct a line from or near Deloraine, southwesterly & westerly in townships 1, 2 & 3 to the western boundary of the Province. The life of the charter is limited to one year,

& the Co. is required to permit the loading of grain in cars from farmers' vehicles or flat warehouses. (June, pg. 172.)

**Pipestone Branch.**—A Winnipeg telegram says G. H. Strevel has been given a contract for building some 40 miles from last year's terminus, some 19 miles west of Reston, into the Moose Mountain district. (May, pg. 139.)

**Crow's Nest Pass Ry.**—It is rumored that a preliminary survey will be run immediately from the Crow's Nest line to the Windermere mining district following the Kootenay River to Canal Flats, thence down the west side of the Columbia lakes, tapping the principal creeks, to connect with the Arrowhead branch via Toby Creek, from the Lardo-Duncan-Trout Lake country.

A Vancouver despatch says:—"On July 20 the first sod was turned for the Cranbrook-North Star mine branch. The road will be 20 miles in length. The work of construction is being done by the C.P.R. itself. Tenders were called for, & several contractors figured on the job, but when the tenders were opened the management decided they were too high."

The Nelson Miner says that the western portion of the Crow's Nest line between Nelson & Balfour, on Kootenay Lake, is likely to be built this year, & that the line is required to overcome the difficulty experienced last winter in taking barges to Nelson through the ice from Balfour. Beyond that point no trouble was met with. The same paper says the C.P.R. may try & get running powers over the Nelson & Fort Sheppard Ry., between Nelson & Five Mile Point, which is the heaviest part of the line between Nelson & Balfour. We were officially informed on July

28 that nothing had been decided as to building between Nelson & Balfour this year. (June, pg. 172.)

**Vancouver Terminals.**—Coal bunkers are being built & additional tracks laid at False Creek.

**Kaslo Wharf.**—Pending hearing, the Co. has been restrained from building a wharf at Kaslo, on ground claimed by one Foster.

**Arrowhead to Kootenay.**—Poupore & McVeigh, contractors, have some 600 men at work on this line. The engineer in charge is A. E. Doucet, not H. B. Walkem, as stated in our last issue. (June, pg. 174.)

**Columbia & Kootenay.**—Work is progressing satisfactorily on the improvement of the alignment, etc., of this branch between Nelson & Robson. (May, pg. 139.)

**Columbia & Western.**—The narrow gauge rails are being taken up between Trail & Rossland. The short ties will be used at the Trail smelter as fuel. The narrow gauge rolling stock and rails are for sale. The road-bed is in splendid condition, for a new line, & passenger trains are making the runs on excellent time. (June, pg. 173.)

The station on Second Avenue, Rossland, is completed. Track has been extended up to the Le Roi shipping point at Rossland, so that supplies for the mines on Red mountain can be unloaded at the crossing above the Centre Star hoist.

Rapid progress is being made with the extension from West Robson to Midway. Twenty-six miles of track were laid in June. The track is expected to reach Cascade during the 1st week in August & Grand Forks 10

## 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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