

miles an hour. In the passing of this narrow gauge railway, it may be interesting to know that during its original construction, 3 years of operation & its reconstruction, not a single fatality on account of accident to passenger or employe has occurred.

A station 64 ft. long, 33 ft. wide, & $1\frac{1}{2}$ stories high, is being built at Rossland. A roundhouse will also be built there.

West Robson to Boundary Creek.—In a recent interview W. F. Tye, Chief Engineer of Construction, said this is the most difficult piece of road-building ever attempted in Canada. Mr. Tye landed at the mouth of Dog Creek, on Lower Arrow Lake, Feb. 1, 1898, with a force of engineers, & began the work of running the location lines. Some idea of the difficulties to be overcome by the engineers may be gained when it is stated that on this survey 100 pairs of snowshoes were worn out. The contract for 105 miles was let to Mann, Foley Bros. & Larson in June, 1898, & active construction at once begun. Mr. Tye divided the engineers into 4 divisions, with about 25 miles each to deal with. The 1st was under F. M. Young, whose work is now done, & he is out near Pentiction; the 2nd is under G. Farr, with a camp at the Summit; the 3rd is in charge of O. England, at Cascade, while F. M. Rice, located at Greenwood, is division engineer for the balance of the line. The grading of the whole line to Midway is nearly completed, track laying is progressing rapidly, & the whole line is expected to be completed by the fall. (May, pg. 139).

Work is being pushed as fast as possible on the branch lines to the various mining camps,

which were described in our May issue, pg. 139.

Branch to Republic, Wash.—President Shaughnessy gives an emphatic denial to the report that the C.P.R. & Great Northern have arrived at an agreement to build a joint line to connect the Boundary Creek district of B.C. with the Republic mining camp in Washington, saying that he knows absolutely nothing concerning the reported agreement, that no conference bearing upon the subject has been held, & that the story has evidently been manufactured out of whole cloth. (May, pg. 139).

On to Pentiction.—It is evident that the Co. intends to examine the country lying between the Kettle River & Okanagan valleys. It is reported that a party is working eastwards from the Okanagan Valley. Recently a party under J. J. Odell passed through Midway en route, it is thought, for the West Fork of Kettle River, in the valley of which stream he was at work nearly all last winter. Whether this party will work up to the summit of the divide forming the watershed of the creeks running westwards to the Okanagan Valley or eastwards to the Kettle River Valley has not been made public, but it is probable that either the survey of the line from Midway to Beaver Creek—a tributary of the West Fork, was not completed before Mr. Odell's last party was recalled, & is to be finished now, or, if it were completed, the work now being undertaken is a survey from Beaver Creek over the divide to Okanagan Lake at either Pentiction or the outlet of the Mission Valley.

Arrowhead to Kootenay Lake.—The legal fight between the C.P.R. & the Kootenay

Valley Ry. Co.'s subsidiary, the Kaslo & Lardo Duncan Ry., for the possession of the Duncan Pass, has been settled. The C.P.R. is pushing construction from Kootenay Lake to Trout Lake, some 600 men being at work. H. B. Walkem, C.E., is in charge. (May, pg. 140).

Grand Trunk Betterments, Etc.

Work was commenced on the general office building in Montreal May 30. P. Lyall & Sons, Montreal, have the contract for masonry, amounting to over \$250,000. The lower part of the buildings will be of grey granite from Stanstead Jct., & the balance of the structure of Oolitic limestone from Bedford, Ind.

It was the intention of the management to have had the Victoria Jubilee Bridge opened on Dominion Day, but as the work was not completed, the opening had to be postponed, & it is not likely there will be any ceremony in connection with it.

Owing to the height of the locomotives recently constructed, & the lowness of the tubular span over the Ottawa river at St. Annes, the Co. is unable to use them on the western section. This difficulty will be remedied by the demolition of the tube & the erection of an open span bridge similar in height to the Victoria bridge. The engines are now running on the eastern & southern divisions out of Montreal.

The superstructures of all the iron bridges between Montreal & Island Pond are being renewed. It is said contracts have been let for the renewal of the superstructure of the

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. CRIFFIN, - Asst. Land Commissioner,
WINNIPEG.

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