

Work is proceeding on the 18 miles extension from Beaver to Gladstone Jct., Man. The contractors are D. Keith, A. C. MacKenzie & Co., and C. W. Wellman. The work is of the usual prairie character, with no bridges of any size. Two stations are to be erected, but they have not yet been located or named. The work is expected to be completed about Oct. 15. (Aug., pg. 226.)

The main line from Gladstone Jct., Man., was completed last year to Erwood, Sask., at the crossing of Red Deer river, 278 miles from Gladstone Jct. The river has been crossed by a wooden trestle, 1,000 ft. long, and a 200 ft. span, and it was expected to complete 60 miles of line beyond Erwood towards Prince Albert this season, which would take the end of the track to the Carrot river district, but work has been much delayed by wet weather. It is expected that the line will be pushed on to Prince Albert next season, and then on to Edmonton. It is expected a survey party will start at Edmonton shortly, working east. (June, pg. 171.)

London and Port Stanley Ry.—A conference was held in London, Ont., Aug. 14, between President Walker and General Manager Woollatt of the Lake Erie & Detroit River Ry. and the directors of the London & Port Stanley Ry. to consider the proposed extension of the lease of the latter road to the L. E. & D. R. About seven years ago the L. E. & D. R. R. leased from the City of London the L. & P. S. Ry., for 20 years at about \$12,000 a year. The L. E. & D. R. R. now desires to obtain a lease of the road for 30 years from the present time, and has offered \$17,500 a year for the unexpired 13 years of the present lease, and \$20,000 a year for the following 17 years. At the conference the various points of difference were thoroughly discussed, and concessions were made on both sides. All points were agreed upon except a matter of freight rates, and this was left to the solicitors of the two parties to draft a clause satisfactory to both. It is expected that the lease will go through in the course of a few weeks.

Montreal Harbor Elevators.

The shipping firms of Montreal attended before the Harbor Commissioners of that city on Aug. 1, and urged that two elevators of 1,000,000 bush. each be placed in the centre of the harbor, rather than the erection of one in the centre and another at Windmill point. The shippers state that one of the reasons why they desire this arrangement is that 16 ocean steamships could be accommodated from elevators at the centre whilst there is only space for two at a time at Windmill point. Further, they urge that the railways would be able to bring in their grain on their own cars to supply steamships, and that lighters would also have access to elevators built in the centre of the harbor. It was also pointed out that a saving of $\frac{1}{2}$ c. a bush. would be effected by having both elevators in the centre of the harbor. Nothing was decided and the meeting was adjourned.

At the next meeting, on Aug. 7, G. B. Reeve, 2nd Vice-President and General Manager G.T.R., and T. G. Shaughnessy, President C.P.R., wrote deprecating the erection of an elevator at Windmill point. Mr. Reeve said that under certain conditions the G.T.R. would be prepared to make a proposition for operating an elevator. The Canada Atlantic Ry. Co. is at one with the G.T.R. and the C.P.R. as to the unsuitability of Windmill point as a site for an elevator, and expressed its willingness to enter into an agreement to operate an elevator at a central point.

The Commissioners are going on with the proposal to build an elevator at the centre of the harbor and will receive tenders up to Sept. 1, the structure to be completed by Aug. 1, 1902, the contractor to deposit \$25,000 as security for the carrying out of the contract.

In regard to this work and any further extension of the terminal facilities the Minister of Public Works has written to the Commissioners calling their attention to what is required. Mr. Tarte says in the course of his letter: "Works are going on at both ends of the port. There is trade, and there will be more and more at both ends. It is then necessary that they should be connected by a

satisfactory system of transportation, railway tracks, etc. I suggest the immediate organization by your board of a terminal system which will carry the cars of all the railways, giving to all equal rights and equal justice. This will necessitate, I know, additional works, the widening and enlarging of certain parts of the wharves. Those additional works will be more than repaid by the additional accommodation, and by the cheapening of rates, and handling of goods that they will produce. The C.P.R. are anxious to have access to all parts of the harbor. The G.T.R. and the Canada Atlantic Ry. feel the same necessity. All must be accommodated, as all bring large amounts of traffic to the port. It goes without saying that we must without any delay prepare the plans for the equipment of the works with the most modern appliances in the way of warehouses, freight-sheds, sidings, cranes, etc., so as to cheapen as much as possible the cost of handling freight. A day or two ago I asked Mr. Kennedy to be good enough to apply his energy to the preparation of such a general plan, so that it might be submitted to me, and through me, to my colleagues. The time has come when we must have a 'plan d'ensemble,' upon which the country expects us to decide and to act. I then ask you not to pledge the board to any partial work without having in view the suggestion that I am offering you in this letter. I have already approved of the idea of starting without delay the erection of one elevator in the centre of the harbor. I have not yet been favored with the views of your board as to the plans to be adopted. I think it would be a great deal more satisfactory to come to some understanding on the lines I point out to-day before going any further."

This letter will be the subject of future discussion, but Mr. Kennedy, the Commissioners' engineer, is preparing such a plan as Mr. Tarte asks for. Speaking of his ideas Mr. Kennedy says there will be no elevated system of tracks, and the scheme which will be presented to the Minister will resemble that formulated some time ago by the Canada Atlantic Ry. This provided for the connection of the east and west ends of the port and ready access to Commissioners st., as also to

MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.		
ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....1,629,995	17.13 bus.	27,922,230 bus.
Oats.....575,136	38.80 "	22,318,378 "
Barley.....182,912	29.4 "	5,379,156 "
Potatoes..19,151	168.5 "	3,226,395 "

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, last year, farm buildings valued at one and one-half million dollars.

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

FREE HOMESTEADS are still available in many parts of the Province.

For full information, maps, etc., **FREE**, address
HON. R. P. ROBLIN, Minister of Agriculture
and Immigration, Winnipeg, Manitoba.
Or JAMES HARTNEY, Manitoba Emigration Agt.,
77 York Street, Toronto, Ont.

All C.P.R. Agents in MANITOBA, ASSINIBOIA, ALBERTA and BRITISH COLUMBIA

sell through tickets to the Old Country, cheaper than if passengers bought railway tickets to New York or Montreal, and then re-booked.

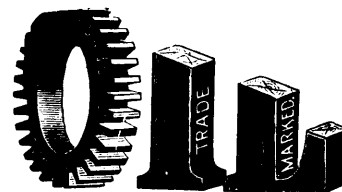
They also sell prepaid tickets to passengers coming from the old country, cheaper than the rate obtainable in Europe, and on favorable terms.

Apply to any agent Port Arthur and west, or to

W. P. F. CUMMINGS,

C.P.R. Offices,
WINNIPEG.

STEAM-BOAT AND RAILWAY



For Heavy, Slow, or Fast Fine

**MACHINERY,
CYLINDERS,
ENGINES,
DYNAMOS.**

Compression Grease.

**DIAMOND OILS
For ELECTRIC RAILWAYS.**

THE QUEEN CITY OIL CO. LIMITED
SAML. ROGERS PRES. TORONTO