

in the history of the G.T.R. System, as well as in the history of the development of the commerce of both Canada & the city of Montreal.

The Chief Engineer of the new bridge was Jos. Hobson, Chief Engineer of the G.T.R. System. The work was commenced in Oct. 1897, by the erection of the first span on the west end - the structure being built completely around the tube of the old bridge, the latter being cleverly utilized as a roadway on which a temporary steel span was moved out to the first pier, & the new structure then erected outside the temporary span. The progress of the work was delayed for two months during the winter of 1897-8, owing to very severe weather, & the actual time of construction only extended over about 8 months; during that time the enormous traffic of the Grand Trunk was delayed but very little, practically nothing to speak of, the longest time on any one occasion that the line was closed to traffic being about 2 hours, & the total length of time closed during construction being about 20 hours. This is a very remarkable result, when the following facts were taken into consideration:

While the old bridge, entire, weighed 9,044 tons, the new bridge weighs 22,000 tons. The total length of bridge is 6,592 ft.; number of piers, 24; number of spans, 25; length of central span, 330 ft.; length of side spans, 242 ft. While the width of the old bridge was 16 ft., the width of the new bridge is 66 ft. 8 ins.; the height of the old bridge superstructure was 18 ft.; the height of that of the new bridge over all is from 40 to 60 ft.

The total cost of the new bridge, which provides double tracks for railroad trains, & driveways for vehicles on each side, was about

\$2,000,000, the contract price of the old Victoria Bridge was \$7,000,000.

The superstructure of the bridge, exclusive of its own weight, in which are included floors, railway tracks, guard rails, etc., is designed to carry the undermentioned moving loads: (1) trains running in both directions, consisting of 2 consolidation engines and tenders, coupled, of an average weight of 5,200 lbs per ft of their length, followed by a car load of 4,000 lbs per ft; (2) a moving load on each carriageway of 1,000 lbs per ft. There is no limit prescribed for the speed of either railway trains, of electric street cars, or of ordinary carriages.

The new bridge ranks, from an engineering standpoint, with the foremost structures of the age, as the bridge which it replaced ranked the foremost as a monument to the skill of the engineers and bridge-builders of the period in which it was built.

The opening of the double track on the new bridge marked an era in the handling of traffic over the G.T.R. System, for whereas the old bridge could accommodate a maximum of but 100 trains a day, as they were required to travel at a low rate of speed, & one train could not follow another until the preceding one was out, thus losing a considerable amount of valuable time during a day, the present bridge has almost an unlimited capacity in this respect, as trains can be moved swiftly, & follow each other in rapid succession, owing to the establishment of a modern electric block system, which will permit 2 or 3 trains on the bridge in each direction at the same time. This will enable the G.T.R. to handle with facility the large & constantly increasing freight business, which has heretofore been more or less hampered, owing to the limited

capacity of the old bridge, as well as handling in a proper manner the large passenger business which constantly comes to & through Montreal, & with increased volume during the summer tourist season.

The view from the train while crossing the Victoria Jubilee Bridge is one of much grandeur, & if seen while approaching Montreal from the south shore, cannot but arrest the artistic sense of the beholder. With the St. Lawrence river sweeping under this massive structure, with hundreds of steamboats, sailing vessels, steam tugs & crafts of every description, scurrying hither & thither on its waters opposite the harbor, & the City of Montreal, lying in its beautiful location at the base of Mount Royal as a background, forms one of those beautiful pictures which delight the eye of the artist & awakens the admiration of all. The massive stone warehouses that line the harbor for miles, the extensive manufactories, from whose tall chimneys belch forth volumes of smoke, and which can be seen on the shores of the river as far as the eye can reach, tend to show that Montreal is the commercial metropolis of Canada. While speaking of Montreal, it may be said that when the old Victoria Tubular Bridge was completed in 1860, the population of that progressive city was, as already stated, between 60,000 & 70,000 & to-day the population is given as more than 300,000.

A synopsis of the dimensions & interesting features of the new bridge is appended:—

Length of steel work.....	6,592 ft.
Length (including approaches).....	9,144 ft.
Number of piers.....	24
Number of steel truss spans.....	25
Length of centre span.....	330 ft. in the clear
Length of side spans.....	242 to 247 ft. in the clear
Thickness of centre piers at summer water level.....	28 ft.
Thickness of side piers at summer water level.....	18 ft.

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.

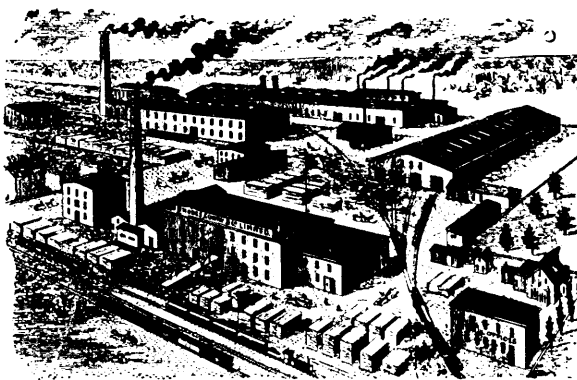
DISCOUNT FOR CASH. If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. of the amount paid in excess of the usual cash instalment.

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,
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Burlington Elevator, St. Louis, Mo.....	Capacity.....	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 "
Erie 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 "
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