

capital to be raised. H. G. Goldmark has been appointed to prepare plans for the new works in conjunction with the acting Chief Engineer, H. E. Vautelet, and as a preparation for that work, recently visited the works of a number of railways in the U.S. Although nothing has been definitely decided it is stated that the locomotive works will have a capacity of three locomotives a week, and that the car shops will be capable of turning out about 25,000 a year. There will be 14 buildings erected, the largest of which will be the machine and boiler shop, about 1,200 ft. long, built of pressed brick on stone foundations, and, with one or two exceptions, one storey high. The general lay-out of the works will follow the plan of those of the Lake Shore Rd. and the Michigan Central. The general plans are expected to be completed early in April. The Co.'s Tax Commissioner has made application to the city to fix the assessment of the land and buildings proposed to be erected thereon. Heretofore the land has been assessed at \$101,505, and the application is that the land and buildings should be assessed at not exceeding \$300,000 for 20 years. (Feb., pg. 64.)

Ottawa.—Press reports state that a line will be constructed across Ottawa during the summer connecting the main transcontinental line with the short line at the Deep Cut, so that trains can be run over the short line to Montreal. Options on the property required are reported to have been secured. Another report says the Co. is negotiating for the purchase of the Ottawa, Northern & Western Ry. which would enable it to connect via the Interprovincial bridge.

Hotel for Ottawa.—An unconfirmed press report says that land has been purchased on Mackenzie Avenue, on which the Co. will

erect a hotel and station similar to the Place Viger in Montreal.

Montreal to Fort William.—A considerable mileage will be laid this year with 80 lb. steel rails in place of the 60 lb. rails at present in use on some sections.

Fort William Elevators.—It has been decided to erect a cleaning and drying elevator, having a capacity of 500,000 bush., at a cost of about \$100,000. J. King, manager of the Co.'s Port Arthur cleaning elevator, has been visiting various points in the U.S. investigating improvements in elevators. A contract has not yet been let for the erection of the elevator, but it will probably be given to a U.S. firm. It is also proposed to double the capacity of elevator D, at Fort William, making it a 3,000,000 bush. elevator. Additional steel tanks will be provided giving the additional storage capacity, and the bottoms of the present tanks, which are flat, will probably be made of the hopper bottom type. The machinery in the elevator is sufficient for a storage capacity of 3,000,000 bush. The contract had not been let up to Mar. 25. It is the intention to have both elevators ready for handling this year's crop. (Feb., pg. 64.)

Fort William Coal Docks.—A new dock will be constructed this year at the end of the present coal dock, and a large plant for handling the coal will be installed. A track will be run along the front of the dock so that cars can be run in and loaded from the vessels or from the pile. At the freight shed end of the present coal dock a large shed for handling the flour traffic will be constructed.

Kaministiquia Hotel.—Plans have been prepared for extensive alterations to be made at the Kaministiquia hotel, Fort William, at a cost of \$15,000. The basement is to be ex-

tended so as to be under the whole building; this will enable a number of departments to be removed downstairs; the ground floor will be rearranged, and on the upper floors there will be a number of alterations including the addition of seven bath rooms.

Repair Shops at Fort William.—It is likely that shops will be erected at Fort William for the repair of locomotives and cars.

Fort William to Winnipeg.—Nothing will be done in the way of double tracking the line between Fort William and Winnipeg this year, but a good many long sidings will be put in for crossing purposes, and they will be so laid out that they will form part of the double tracking. The reduction of gradients will be gone on with between Fort William, mileage 1,001 from Montreal, and Ignace, 1,146 from Montreal; and between Rat Portage, mileage, 1,291; and Winnipeg, mileage, 1,424. The intention is to reduce the ruling gradient to 4-10 of 1 per cent, east bound; the theoretical ruling grade is 5-10 of 1 per cent, but actually is nearly 7-10 of 1 per cent. Some work is likely to be done this year, but it is not likely that anything will be done on the intervening section between Ignace and Rat Portage, as the results would not justify the outlay that would be required. A train of 105 cars, or about a mile long, is being hauled over the line between Fort William and Winnipeg to test the tonnage that can be handled on the various grades. (Feb., pg. 65.)

Ignace to Turtle River.—The surveys referred to in our Feb. issue as having been made between Raleigh and Bonding Lake, and between Ignace and Turtle River, were in reference to a line to open the same area. It is not expected that any construction will be done this year. (Feb., pg. 65.)

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 Manitoba and Assiniboia average \$3 to \$6 an acre.

Lands in Alberta and Saskatchewan with the exception of some special locations where prices range from \$3.50 to \$5.00 per acre, generally \$3.00 per acre.

TERMS OF PAYMENT.

In the case of an actual settler who goes into residence upon and cultivates the land, 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 date of purchase, and the remainder annually thereafter.

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.

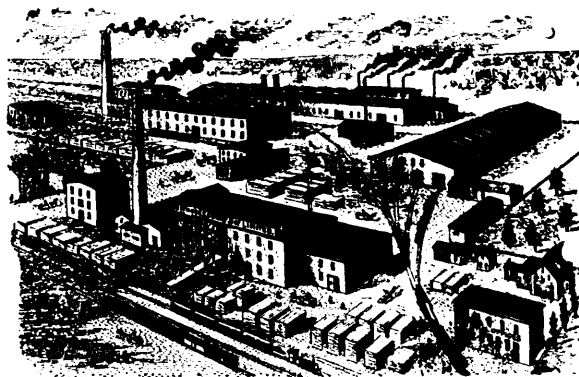
Purchasers who do not undertake to go into residence on the land within one year from date of purchase are required to pay one-sixth of the purchase money down and the balance in five equal annual instalments with interest at the rate of six per cent. per annum.

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.

Interest at six per cent. will be charged on overdue instalments.

Write for maps and full particulars.

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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 "
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