

side, a pier is to be constructed, on which will rest the bent that will support the new truss. This truss will practically be the same as the present trusses, & is expected to add to the strength of the bridge at least 50%. The iron will be placed during the coming summer. The work will naturally progress slowly, as there will be a great deal of field work to be done in placing the new iron. In advance of the construction of the new piers, the foundations of the old piers on both sides of the river are being carefully examined to learn their condition. On the U.S. side a diamond drill has been at work some weeks, & it has been ascertained that the foundation is in good condition, being of a boulder formation. At this point the river is rapid, & the various currents wash with some force about the shore near the base of the abutments, & it was to learn what effect this wash has had that the drill was set to work. A similar examination will be made on the Canadian side, where men are now at work stripping the rock. The current in front of the Canadian piers runs straight by, & has not the whirl that it has on the U.S. side. The work will probably consume all summer & fall, & its completion will give the M.C.R. as strong a bridge across the Niagara gorge as any of the structures there. The cantilever is a double-track structure, & its tracks are nearly 250 ft. above the water. See illustration on pg. 137.

Grand Trunk Betterments, Etc.

General Superintendent McGuigan says about 300 miles of new steel rails will be laid this year. The small gaps in the stretches of double track between Toronto & Montreal will be filled in, making double track throughout.

The completion of the Victoria Jubilee Bridge has been somewhat delayed, owing to the difficulty in procuring material. It is expected that the date of the formal opening will be announced very shortly. At first there will only be train service over the bridge, no accommodation having yet been provided for foot passengers or vehicles.

In the construction of the general office building in Montreal, red granite will be used for the base, which will be 9 ft. high; this will be followed by grey granite to the top of the 1st floor, above which Wallace, N.S., blue stone will be used. The estimated cost of the building is now placed at \$500,000. A large number of contractors are preparing to tender.

A Montreal despatch of May 15 stated that the management had decided to build a second bridge over the Niagara River between Black Rock, N.Y., & Fort Erie, Ont., that plans were being prepared in the Chief Engineer's office, & that it was expected work would be commenced this year. We are officially informed that there was no foundation whatever for the despatch. The Niagara Falls & International bridges give the Co. all the facilities of that character that it has any possible use for.

Canadian Pacific Betterments, Etc.

Windsor St. Station, Montreal.—The Co. has now acquired nearly the whole of the property on the south side of Osborne St. from the station building to Olivet Baptist Church, & a part of this is to be used for the extension to be built on Osborne St., which will make the frontage of the building on that street about 325 feet, & will increase the floor space from 50,404 to 102,131 ft. The extension will form part of the main building, & will follow the original design closely & will be of the same material, Montreal limestone. There will be two entrances for passengers on Osborne St., & the station yard will be so extended as to permit the laying of more tracks if that should be found necessary. There are at present 4 tracks in use. The Baggage Department, which has suffered the most from congestion, is to have its space trebled. Passengers will have their baggage checked in sight of the ticket office, the location of which is to be changed in order to make it more central. The Baggage & Customs departments will be accommodated on the

ground floor, as well as the Baggage Master's office, with new elevator. The upper floors of the present & new structure are to be laid out as follows: On the 1st floor will be the Manager of the Eastern Lines & his staff, the telegraph office, the Superintendent of Car Service & staff, the Superintendent of Hotels & staff, the General Baggage Agent & staff, the Paymaster & Treasurer & staff, the Cashier & one of the heaviest & most perfect burglar-proof safes in Canada. On the 2nd floor will be the General Superintendent & staff & the Accountant's office, also a large fire-proof vault of steel construction, 21 by 9 ft. On the same floor will be the board-room, the President & Vice-President, with their assistants, the Secretary, the Comptroller, the General Passenger Department, the Passenger Traffic Manager, the solicitors, the Superintendent of Steamship Lines, the Freight Traffic Manager, the General Freight Agent, the General Freight & Claim Department, while room for two large fire-proof vaults has also been provided on the same floor. The whole of the 3rd floor will be occupied by the Comptroller's staff, while a good part of the 4th will also be used for the same purpose, the remainder being taken up by the offices of the Chief Engineer & draughtsmen. Here, likewise, is placed the cement testing-room, the Chief Engineer's assistant & other rooms. On each floor there will be large lavatories, & very high-class plumbing will be used. The walls of all the corridors on each floor will be finished in marble, the floors are to be in mosaic, & the entire building fire-proof throughout. On the ground floor there is to be a large smoking-room, with men's lavatory facing on Donegana St., all fitted up in the most approved manner. In the basement will be storage vaults, baggage store-rooms, kitchen & pantries, an audit office for conductors & porters, & store & supply rooms for sleeping cars, hotels, & news agents. The whole will be lighted by prismatic lights. It is expected work will be commenced at an early date.

Heavy Rails.—The Co. has ordered for immediate use 50 miles of 100-lb. rails, to be laid

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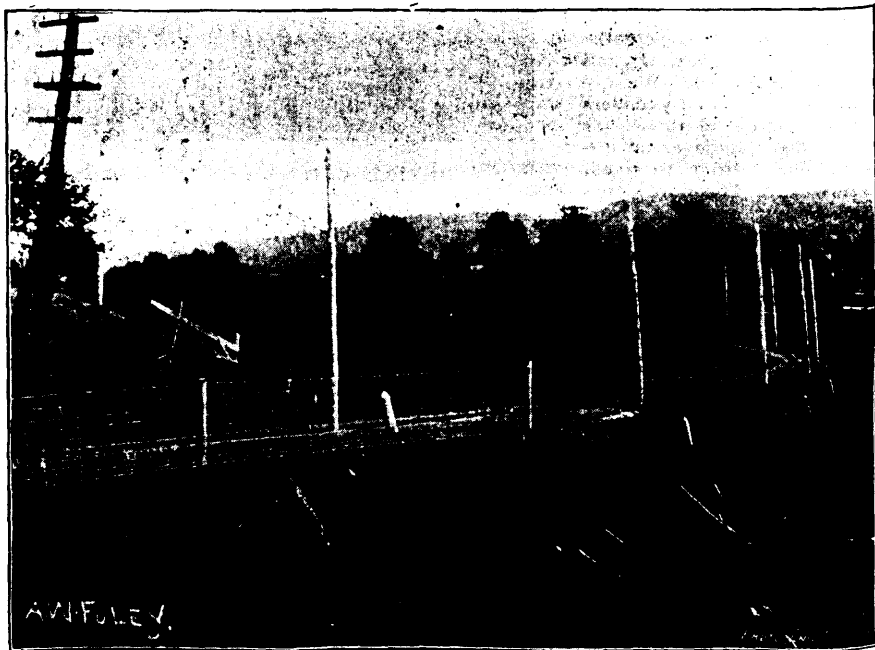
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