

gating about \$100,000. The cost of construction is estimated at \$600,000, and the Co. wants to issue bonds for about \$400,000, the interest on which it is desirous the Ontario Government should guarantee. (Jan., pg. 16.)

The Manitoulin & North Shore Ry. Co. is applying to the Ontario Legislature to empower it to build a railway from Little Current to James Bay, & from township of Drury on its line to Sudbury, also from Little Current to the south shore of Manitoulin Island, & from Tobermory to Meaford, passing through or near Wiarton & Owen Sound, also to change its head office to Sault Ste. Marie.

Mineral Ry. Co.—Application is being made to the Ontario Legislature to incorporate a company under this name to build a railway from Gros Cap harbor, on the north shore of Lake Superior, northerly to the C.P.R.

The Montreal & Province Line Ry. Co. is applying to the Dominion Parliament to extend the time limited for the construction, repair & operation of its railway for a further period of five years.

The Montreal Bridge Co. is applying to the Dominion Parliament to extend the time for the construction of its bridge & to authorize it to lease or purchase connecting lines.

Morden to International Boundary.—Aikins, Culver & Pitblado, solicitors, Winnipeg, gave notice of application to the Manitoba Legislature to incorporate a company to acquire and dispose of land & mining properties, to engage in mining & manufacturing, & to construct a railway from or near Morden to the International Boundary in ranges 3, 4 or 5 west of the first meridian.

Nickel Belt Ry.—Application is being made to the Ontario Legislature to incorporate a company under this name to build a railway from Dowling township, Nipissing district, at

or near Onaping station on the C.P.R. northeasterly through the townships of Dowling, Levack, Morgan, Bowell, Lumsden, Wisner, & Norman, thence southerly & southeasterly through the townships of Norman, Capreol, Garson, Blezard, & McKim, to the Stobie branch of the C.P.R.

The Nipissing & James Bay Ry. Co. is applying to the Dominion Parliament to extend the time for the completion of its line.

North Lanark Ry.—A deputation recently waited on the Ontario Government asking a bonus of \$3,000 a mile for 25 miles of this line to connect the Kingston & Pembroke Ry. with the C.P.R. & Canada Atlantic at Arnprior.

The Ontario, Belmont & Northern Ry. Co. gives notice of application to the Ontario Legislature to extend the time for the building of its railway.

Ottawa to St. Lawrence River.—Application is being made to the Dominion Parliament to incorporate a company to build a railway from Ottawa, through Gloucester & Osgoode townships to Metcalf, thence to Winchester, Winchester Springs, North Williamsburg, & Morrisburg, with a branch line from Winchester to Inkerman, South Mountain & Iroquois, & to extend branches through other portions of the counties of Carleton & Dundas.

The Pacific & Atlantic Ry. Co. is applying to the Ontario Legislature to revive its Act of incorporation, passed in 1886, & to extend the time for commencing & completing the railway. N. W. Rowell, solicitor, Toronto.

Penetanguishene to Midland.—The people of Penetanguishene, Ont., want to persuade the G.T.R. to build a line between that town & Midland, following the shore of the Peninsula, a distance of about 8 miles, though the distance in a straight line between the two

places is but 3 miles. The Midland people, however, want the G.T.R. to build a line between there & Perkenfield, on the Penetanguishene branch, about 6 miles south of Penetanguishene, so as to give a direct line to Toronto for their lumber trade, as well as other traffic.

Quebec & Lake Huron.—J. M. Nicol, of 311 Hammond Bldg., Detroit, & others, are promoting a company under this name, & give the following information in regard to it:—"This line is to run from Quebec west about 440 miles, via Ancienne, Lorette, St. Bazille, St. Alban, St. Ubalde, St. Tite, Grandes Piles, St. Michel des Saints, Rapide de l'Original Rivières, Joseph & Mattawa to the mouth of French River on the Georgian Bay. The large basin formed by the mouth of French River has sufficient depth of water to accommodate vessels drawing 24 feet of water. Exploratory surveys only have been made. The intention of the promoters is to begin building as soon as they have obtained their incorporation on the 115 miles between the River Ottawa & the Georgian Bay. Building may be begun within a month after the engineers start location. The same is true of the section between Quebec & the River St. Maurice. On the section of 30 miles from St. Maurice westward, the work will be difficult in some places, but the intention is to make light grades & curves. When the Quebec bridge over the St. Lawrence is built, the line will connect with the Quebec Central & with the Boston & Maine system, & thus reach Portland & Boston. It is also proposed to furnish an eastern outlet for the Canadian Northern, now being built through Minnesota & Manitoba."

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.

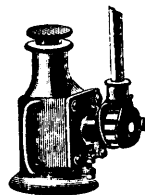
Write for maps and full particulars.

L. A. HAMILTON, Land Commissioner,
F. T. CRIFFIN, - Asst. Land Commissioner,
WINNIPEG.

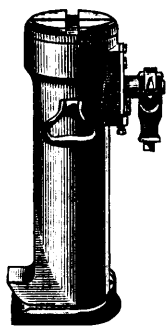
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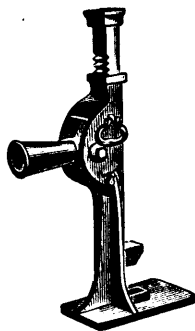
50 STYLES. 8 TO 70 TONS CAPACITY.



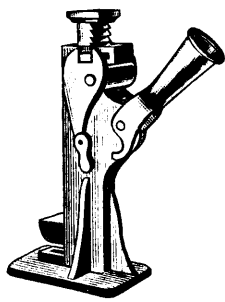
8 Ton Jack.



40 Ton Jack.



10 Ton Automatic Lowering Jack.



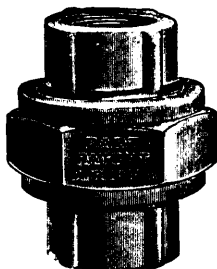
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