

making fair progress, grading for the new second track east of Pickering, about 400 ft. having been completed ready for ties and rails. Since the work was started 100,000 cubic yards of material has been moved with the steam shovels, averaging 12,000 cubic yards a week." It is not expected that any double tracking will be done between Port Hope and Whitby Jct. this year, but it is only a question of a comparatively short time when Montreal and Toronto will be connected by a double tracked line. (June pg. 173.)

Meaford Harbor.—The improvements at Meaford, Ont., are about completed. The extension of the line to reach the harbor is about 2 miles long and leaves the main line about 1 1/4 miles from the old terminus. The construction has been easy work. M. A. Pigott, of Hamilton is contractor. The old station buildings will be removed to the harbor and remodelled. The elevator at the harbor is about ready to receive grain.

Southern Division.—The entire division has been relaid with 80 lb. rails. Ballasting has been completed between Simcoe and Buffalo and part way between St. Thomas and Glencoe. Work on the latter section has been discontinued for the present, but is expected to be resumed shortly.

Chicago Elevator.—The Co.'s elevator at 51st. street and Central avenue, was damaged by fire Aug. 2, to the extent of \$75,000.

Central Vermont Ry.—The extension from Farnham to Freleighsburg, Que., 18 miles is about completed. We are officially informed that there is no truth in the report that a further extension is to be made to Sheldon Jct., Vt. (Aug., pg. 236.)

R. S. Logan, Vice-President and General Manager, recently had a conference with the

Board of Trade of New London, Conn., in reference to a proposal of the Co. to construct a 1,500,000 bush. elevator at an expense of \$500,000. Press reports say that Mr. Logan said the Co. would run at least 500 cars of grain a day into the elevator, that a line of steamers would be established, and that the G.T.R. would co-operate in the enterprise. In order to make export business profitable it would be necessary to handle the grain promptly and Mr. Logan, asked the city to do away with two grade crossings through the yard. The Board of Trade passed a resolution recommending the city to make an appropriation for the abolition of the crossings. It is not likely that anything will be done about building the elevator until the city takes action as desired.

Freight Traffic Matters.

A complaint has been laid before the Interstate Commerce Commission, by G. C. Warren, of Saginaw, Mich., President of the National Hay Association, on behalf of that body, against a number of railways, including, among others, the Michigan Central, Grand Trunk, Wabash, Canadian Pacific, Canada Atlantic, Central Vermont, and the Boston and Maine, for alleged unlawful discrimination against the U.S. in favor of Canada in the transportation of straw and hay into the U.S. The complaint sets forth that "hay and straw" has been moved from the 6th or lowest class of freight to the 5th, thereby increasing the rate by \$1 a ton from Chicago to New York, and in proportion from other points, and that commodity rates are given to Canadian hay, thus discriminating against U.S. hay. So far as the C.P.R. is concerned, the

Freight Traffic Manager said recently that the defence will be a general denial. It had not been drawn up, and when it was, would have to be laid before the Interstate Commerce Commission before it was made public.

Press despatches state that at a recent meeting of the Trunk Line Association at New York, at which the freight traffic managers of the G.T.R. and the C.P.R. were present, it was decided that the question of import rates, and arrangements for 1902, be referred to a committee consisting of at least one representative from each port, that committee to make its report at an adjourned meeting of the general committee to be held not later than Sept. 5. Each company pledges itself that it will not in the meantime quote any rates other than the regular published domestic traffic rates, and will not make any arrangements regarding commissions, cartage, import agencies or allowances of any other character with respect to import traffic leaving foreign ports after Dec. 31, 1901. Both the C.P.R. and the G.T.R. will be represented on the sub-committee. This means that in future the railway companies will handle their own import business. The effect of this will be that the import agents who have hitherto been employed by the trunk lines at the different ports to handle the freight consigned to them will be no longer employed, and the work will be transacted by the companies' own staffs. So far as Canada is concerned the C.P.R. and the G.T.R. handle all their own import freight, but they have not been doing so at Boston, Mass., or New York city, through both of which ports large quantities of freight come into Canada. The new regulation is not likely to come into effect for some time, as some notice will probably be given to the import agents that their services will be dis-

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 remainder annually thereafter, except in the case of the settler who goes into actual residence on the land and breaks up at least one-sixteenth thereof within one year, who is entitled to have second instalment deferred for two years from date of purchase.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices:

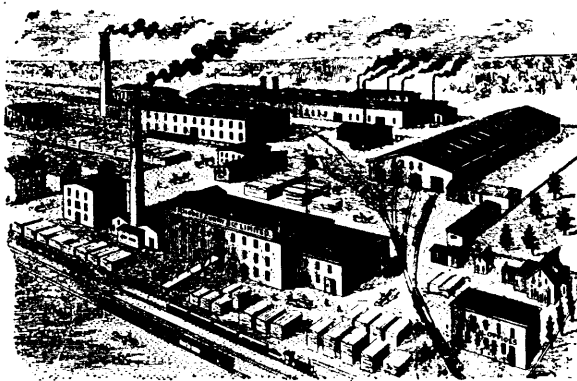
160 acres at \$3.00 per acre, 1st instalment \$71.90, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st 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.

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

Write for maps and full particulars.

F. T. GRIFFIN, - Land Commissioner,
WINNIPEG.



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A partial list of elevators which have been designed and constructed by us and under our supervision.

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 "
Montreal Warehousing Co.'s Belt Conveyor System	

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