

Man River is having a further reduction given to its upper slopes. West of the Crow's Nest station quite a number of cuttings that classed as being composed of cemented material have shown weaknesses from clay and filtering sand layers cutting into the general mass, which compelled the widening of bases and reducing the slopes as much as is possible to allow without affecting the mountain sides along which these cuttings lay. This class of work is practically finished. Where gumbo or running clay composed the soil that cuttings were made through the study of its action under different climatic changes to secure lasting results to the road-bed, had to be kept up throughout the season. The most obstinate case dealt with was in the Michel Loop where a steam shovel had to be worked all winter & well on to the summer. This cutting was properly drained on top of its slope, had its prism excavated below formation & its base made double the width called for by the terms of the contract, & had good slopes, yet under the continuous rain of the season it required attending to in order to keep its hill slope from being troublesome to the tie bearing supports at the centre line. In other cases cuttings composed of this soil have been successfully treated by having 12 in. sheet piling driven at the foot of the slope on the upper side of the cuttings resulting in a firm bearing for ballast and track; in some places it liberated filtering water below formation thereby lessening the danger of slips or disturbance under the ballast. Where the soils at formation continue to keep moist, excavations below grade to the depth of 3 ft. have been made & broken stone packed in over the full width of the bottom or base, with satisfactory results.

"Since finishing the ballasting of the line,

the steam plant with its train service has been at work mainly in cuttings composed of the gumbo soils. Their work has been used in widening cuttings at grade & cutting off the lower slope to formation along river shores, the benefit of this treatment giving the shortest & quickest drainage to freshet water in bad seasons by means of deep cross drains & drain boxes below formation. In a great many cases where embankments have had to be made with a percentage of the clay soils from the adjoining cuttings, 12 in. sheet piling has been driven at the top of the slope of the low side with successful results. In the finishing work that has been carried on lately has been the proper sloping and extra widening of gravel cuttings suitable for ballast, in some of them the widening has been all on one side of the centre line with a view of reducing still further the curvature in anticipation of swifter speeds, the material excavated being liberally used to improve earth embankments & give extra lifts to the permanency of the track. Greater widths than specified by the contracts have been given to embankments at points where the original surface in their vicinity has shrunk, cracked or subsided, caused evidently by the action of subterranean drainage. In reference to the finish of the cutting slopes, I may say that owing to the good work done this season & the severe weathering they have undergone, that they are now the natural ones necessary for safety & permanency & come within the meaning of the clause governing the pitch. In the greater part of the finishing work over the shrunken embankments carried on by trains hauling from pits of the best ballast, the lasting & substantial character is assured.

"Lately a survey examination of the mountain spur which is near the junction of the east

& south branches of Michel Creek, that forced the using of sharp curvature on the operated line, has been made with a view of benefiting the alignment & its feasibility in point of cost, the principal work to be done being an open cutting composed of mixed soils & rock spurs.

"Since the line has been put into operation, 12 spur sidings have been laid to lessen the cost of loading commodities at mines, saw-mills & stock & hay centres. Since the branch line was built at Fernie to its mines, two others have been put under construction which will be put into operation before the end of the year. One runs from Cranbrook up the St. Mary's River to the Sullivan & North Star group of mines, & the other from Sparwood to the lately opened coal mines on the south side of the Michel Creek.

"Although the line has been in operation less than a year, coal mines at Fernie & Sparwood have been marketing their output & in a short time the newly developed Crow's Nest Lake coal mines will be in a position to ship its mined commodity.

"At different points on this railway seven sawmills are working steadily. The developing of mineral mines is being prosecuted with energy at many points near the railway, three of them are already shipping ore to the Nelson & Trail smelters & before the year is out as many more will be sending their output to these smelters. A concentrator of 150 tons capacity a day is now starting to work near Moyie City, another as well as a compressor are in course of erection in the same district. At Fernie, Cranbrook, Moyie City & Creston the population of these new business centres is established & in fast increasing, Fernie having at present about two thousand people."

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:

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| 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.

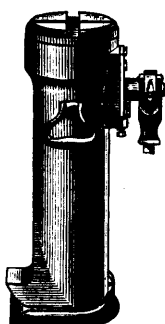
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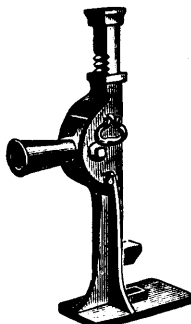
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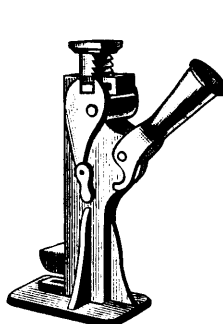
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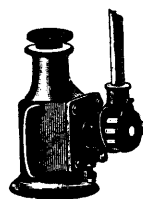
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