

it is thought ore will be shipped from the Centre Star in the course of two months.

The shipments of grain over the G.T.R. from the Midland, Ont., elevators have been light recently, although the general traffic movement over the entire system is very heavy. Most of the grain going out of Midland is for local consumption, there being practically no export movement from there. The Midland elevators are now pretty well cleared out, and grain dealers having stuff in elevator No. 2, the old elevator, will have to clear it all up by the middle of Mar., as the elevator will then close down for repairs.

General Freight Agent Wallace, of the I.C.R., has recently made contracts for westward bound coal freight, which will assure new business on the road both summer & winter. A contract has been made to haul coal from Picou county to Montreal, over almost the whole length of the line. The contract will average from 40 to 100 cars a week. A contract has also been entered into with the C.P.R. for the I.C.R. to haul from Springhill & Maccan to St. John about 150 cars a week. There is also an enormous expansion of freight business for Newfoundland from Montreal to North Sydney—all new business & diverted from New York. This is now equal to about 25 cars a week, & the trade is merely in its infancy.—Moncton Transcript.

In 1898 84,094 cars loaded with products from Michigan, Wisconsin, Indiana, Illinois & other Western States passed through the St. Clair tunnel for points in the Eastern States. This equals 4,200 trains of 20 cars, or 11½ trains a day, 9 cars an hour, or 1 car every 7

minutes during the 365 days of the year. None of this freight stopped in Canada. From these figures it will be seen that the Chicago & Grand Trunk is an important feeder to the G.T.R. Of the above through freight, 538,123 tons consisted of agricultural products of the above states, 260,781 tons of animals, 16,120 tons of mining products, 47,519 tons of the product of forests and 153,519 tons of manufactured goods. The total tonnage amounted to 1,142,164. When it is taken into consideration that nearly all of the different cars come back over the same line it will be seen that the average number of through cars passing through the St. Clair tunnel is about 1 every 3½ minutes during the year. The west bound tonnage is less than ½ of the east bound tonnage.

For 15 years the C.P.R. found an elevator of 250,000 bus. capacity, sufficient for their trade at Owen Sound. In 1897 it became necessary for them to put up an additional elevator of 850,000 bus. capacity with a marine leg of 10,000 bus. capacity per hour. Also, the largest flour sheds on the Canadian side of the great lakes were erected. During the first year of the operation of the new elevator 2,264,247 bus. of grain were handled, & last season this was increased to 3,184,102 bus. In addition to this, during the past season the Co. handled through its sheds at Owen Sound 103,161 tons of western flour, etc., & had return freights westward amounting to 67,904 tons. A largely increased amount of local freights were also handled by the C.P.R. during 1898. In 1897 the Co. opened up a new trade at Owen Sound by establishing a line of steamers with Gladstone, Mich., & Chicago. The

steamer Alice Stafford ran on this route, assisted by other steamers. Last season the Stafford alone took to Owen Sound 31,648 tons of merchandise, principally U.S. flour, sugar & gluten meal for export.

Canadian Freight Association.

A largely attended meeting was held in Montreal, Mar. 3.

Representatives of the Merchants Line reported following as their proposed fleet for the season of 1899:—Persia, Ocean, Arabian, Sir S. L. Tilley, Cuba, Lake Michigan, Melbourne & Myles.

The R. & O. N. Co. reported the Bohemian, Corsican, Spartan, Algerian & Hamilton.

Mr. Smith reported the Canada Atlantic Transit Co. with steamers to and from Depot Harbor. Names of vessels to be subsequently reported.

The Georgian Bay & Lake Superior Steamboat Line reported the City of Collingwood and Majestic to sail between Collingwood, Owen Sound, Fort William and Duluth, calling at principal ports en route.

Mr. Hepburn reported the steamer Alexandria on the St. Lawrence River & Bay of Quinte ports route.

Differentials in favor of boat lines.—The following differentials were proposed & agreed to (sugar in all cases excepted):—

To & from St. Lawrence River ports between Kingston & Montreal inclusive:—

1	2	3	4	5	6-10 classes.	Special Commodities.
—	—	—	—	—	—	C.L. L.C.L.
6	5	5	4	3	2	2 3c. per 100 lbs.

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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For doors, etc., 23 x 3½ inches, blue letters and border on white ground, carried in stock with following lettering.

Waiting Room	Ladies' Toilet	Private Office	Dining Room
General Waiting Room	Men's Toilet	Freight Office	Lunch Room
Ladies' Waiting Room	Baggage Room	Ticket Office	Smoking Room
Men's Waiting Room	Agent's Office	Telegraph Office	No Admittance

The following are carried in stock, size 10 x 2½:—

Men Women Exit Fire Escape

Railway numbers for bridges, mile posts; signal houses, etc.; single figures on plates 8½ in. high.

These signs last practically for ever, they never fade or tarnish, they are ever bright and attractive, they are absolutely impervious to heat or cold, they are the only signs that will withstand the effects of weather in all climates.

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