

realize my ideals before I hand in my checks. I want to live comfortably & happy, not merely exist for the balance of my life. I first bought land in lower California, which I thought might come under the rule of the U. S. Disappointed in this, I bought some more land in Florida, but found the malaria a fatal objection. Finally, some 10 years ago, I bought property close to Los Angeles, at the foothills, & have been steadily improving it ever since. I have shipped oranges & grape fruit to New York; I have cultivated the English walnut with success, & I look forward to a life of activity when I reach my property. At present I have a superintendent who receives \$175 a month. I will take his place. I will rise at 6 in the morning, & will work till 6 in the evening. And I know all about planting and grafting. I was always fond of flowers & plants & fruit. I perhaps got this love from my father, who was a fancy farmer in England. That is to say, he cultivated & experimented with fancy seeds, which he sold to the trade, & I, in my boyhood, used to delight in grafting on to our wild roses, which bloomed in the hedges—the beautiful hedges which you only find in the Old Country—cultivated specimens which produced the happiest effects. Then, again, at school the boys got a plot of ground to cultivate, & there was a prize attached to taste & perfection of growth. I liked the work then, work which Mr. Brydges encouraged when he came to take hold of the G.T.R., by giving a prize to the country station agents for neat garden plots—a system which only lasted, I am sorry to say, some 3 years.

“But there will be no collapse, there will be congenial activity. And we shall have quite a society. The place is settled by many wealthy Americans—indeed, I will be the poorest among the lot—and there are over 100 Canadians whom I know. So that, while I give up one form of activity, I enter upon another. When I bought the property it was virgin soil. It is now productive as I tell you. I will have plenty to do to look after it. When I was living on Simpson St., I used to get up at 6 o'clock in the morning to work in my garden. I always liked that kind of work, & I have thought this kind of life out for a long time. I will remain in harness till 6 o'clock on the evening of the last day of April. And

on the evening of the following day I shall proceed to my new home.”

Mr. Reeve spoke in the highest terms of Mr. Hays & the men he had brought with him when he assumed the management of the G.T.R.

“My relations with the General Manager & all the other officials have been most cordial. I can say the same with regard to all the officials in my own department. Some of them have been 25 years with me. The younger men have also got on well, & everything has been agreeable in all our official relations. I leave of my own motion, feeling that at least I have not permitted the business of the department to fall behind.”—Montreal Witness.

#### Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1899	1900	1899
Jan. . . . .	31,486	14,718	\$ 100,857.85	\$ 46,411.35
Feb. . . . .	23,613	13,747	75,771.19	43,371.69
	55,099	28,465	\$176,629.04	\$89,783.04

#### Canadian Freight Association.

At a meeting of the Tariff Committee at Toronto Feb. 21 & 22, & at Montreal Mar. 8, minutes 2109 to 2183 were agreed to.

A meeting of the representatives of rail & lake & all-water lines was held at Montreal Mar. 7, the following being represented: Canadian Pacific, Grand Trunk, Intercolonial, Northern Pacific, Great Northern, Michigan Central, Canada Atlantic, Wabash, Lake Erie & Detroit River, Toronto, Hamilton & Buffalo, Niagara, St. Catharines & Toronto Railways, the Northwest Transportation Co., Richelieu & Ontario Nav. Co., Northern Nav. Co., Str. Alexandria, Merchants Line.

Representatives of the Merchants Line reported the following as its proposed fleet for season of 1900: Persia, Ocean, Arabian, Iona, Cuba, Lake Michigan, Melbourne.

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

Mr. Smith reported steamer or steamers of the Canada Atlantic Transit Co., or in connection therewith, to & from Depot Harbor.

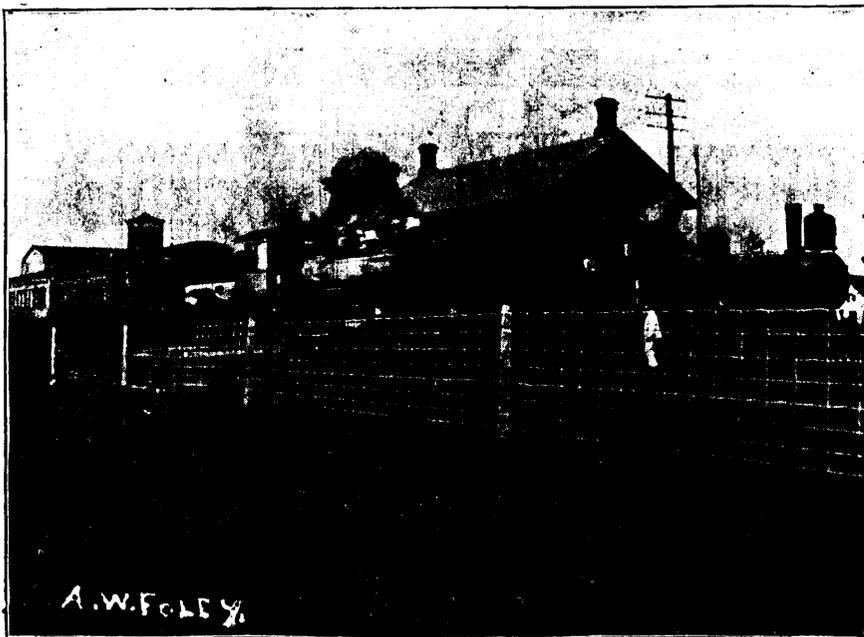
The Northern Navigation Co. reported the City of Collingwood & Majestic to sail between Collingwood, Sault Ste. Marie, Fort William, Port Arthur & Duluth; also steamers between Collingwood, Owen Sound, Sault Ste. Marie & intermediate ports; also to Parry Sound, Byng Inlet & French River.

Mr. Woolson reported the str. Alexandria on the St. Lawrence River & Bay of Quinte ports route.

Arrangements for the coming season's traffic were entered into.

**Northwest Elevators.**—The report of the commission appointed to investigate the elevator & warehouse question in the Northwest has been presented to the Dominion Government. It deals with the question of terminal elevators, weighing grain in & out of such elevators, appointments of public weighmasters, & in fact, the entire subject of handling grain in terminal elevators. It recommends the inspection of elevators & warehouses, for the protection of the producers & shippers of grain. The question of flat warehouses is also dealt with, & it is recommended that practically a complete freedom in the construction of flat warehouses be accorded. The Minister of the Interior has prepared a bill in accordance with the report of the Commission, which will be introduced in the Commons by the Minister of Inland Revenue.

E. M. Wood has been appointed Chief Clerk & Accountant of the Dept. of the Railway Commissioner for Manitoba, vice W. W. Cory, resigned.



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#### LOCOMOTIVE WORKS FOR SALE.

The Canadian Locomotive and Engine Co., Ltd., (in Liquidation) of Kingston, Ont.

Those who may be interested in the purchase as a going concern, or otherwise, of these Works, are invited to communicate with the undersigned, who are now carrying on the business—having orders booked for six months ahead.

A. F. Riddell, } Joint Liquidators.  
K. W. Blackwell, }  
ADDRESS—22 St. John Street, MONTREAL.