

The R. and O. Nav. Co. reported the following:—Toronto, Bohemian, Corsican, Spartan, Algerian, Hamilton, Kingston and Columbian.

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

The North West Transportation Co. reported steamers between Sarnia and Port Arthur, Fort William and Duluth.

The Hamilton and Fort William Nav. Co. reported steamers Strathcona and Dumacira.

The Algoma Central S.S. Line reported steamers between Sault Ste. Marie and Michipicoten, Batchewana, Goulais, Agawa, Gargantua and Brule. Also between Owen Sound, Midland and Parry Sound, and Fort William and Port Arthur, calling at Little Current, Sault Ste. Marie, Port Coldwell, Jack Fish, Rossport and Nepigon. Also between Windsor, Sault Ste. Marie, calling at Sarnia, Goderich, Kincardine, Southampton and Little Current.

The Niagara, St. Catharines and Toronto Ry. Co. reported steamers between Toronto and Port Dalhousie and St. Catharines.

A. W. Hepburn reported the steamer Alexandria on the St. Lawrence river and Bay of Quinte ports.

It is understood that the boat lines will be governed by the rules of the Freight Inspection Bureau and the Canadian Joint Freight Classification.

The following were also agreed to:—

BASIS OF RATES.—That the agents of all the boat lines shall adopt and use the Canadian Joint Freight Classification and the rules governing the same, in connection with all freight carried under these arrangements, and shall also be subject to the rules governing the Canadian Bureau of Freight Inspection.

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.

COMMODITY TARIFFS OF 1900.—That all commodity tariffs and special arrangements in force last season expired with the close of navigation, and if not specially renewed by agreement now or subsequently, would be inoperative this season.

MIXED CARLOAD SHIPMENTS.—When a number of different articles taking the same commodity rate, or class rate, in carloads, are shipped at one time by one shipper to one consignee and destination in mixed carloads, they may be taken at the commodity or class-rate for such articles in carloads. If the articles take different commodity and (or) class rates in carloads, the carload rate and minimum carload weight of the article taking the highest rate shall apply on all the articles that make up the carload, but not less than minimum 20,000 lbs. for cars of 35 ft. and under in length, actual weight to be charged for if over the minimum weight, except that when any straight shipment taking a carload rate equals or exceeds the minimum carload weight, the carload rate for such lot may be applied, and the other articles take the less than carload rates as provided for in the tariff. (Above is subject to any changes which may be adopted amending the mixed carload rules in the classification.)

MAINTENANCE OF RATES.—It is agreed by the representatives of all the lines present to faithfully maintain the rates and regulations as provided for in the minutes of this meeting, and it is also agreed that no passes, free tickets, or reduced passenger fares shall be granted for the purpose of securing or influencing traffic to or from the territory covered by these agreements.

It is understood, however, that if boat lines not parties to this agreement quote rates on local car freight, 5th class or lower, from

water points to Sault Ste. Marie proper, less than established basis, that on the application of any line interested, the representatives of the G.T.R. and C.P.R. in charge of the district where freight originates may determine as to the advisability or otherwise of authorizing any line or lines, parties to this agreement, to meet the competition of the outside line.

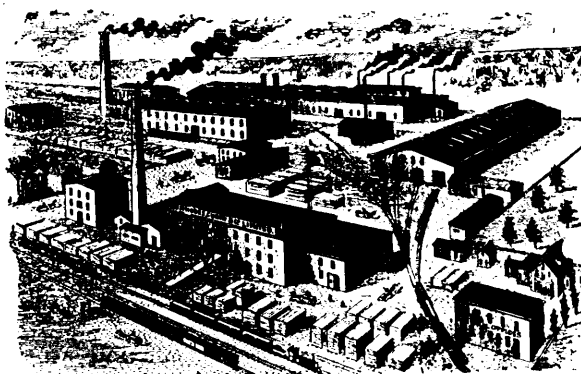
At a subsequent meeting of the Association in Toronto, a number of additional rates were passed. These were the same as were in force last year.

ARTICLES REQUIRING TWO OR MORE FLAT CARS.—The classification committee was requested to provide a rule in next issue for above. In the meantime it is agreed that any article or articles too long for one flat car, and requiring two or more cars, may be taken on the basis of full minimum for the first car and a minimum of 66⅔% extra for each additional car (this to apply only when the classification minimum is 24,000 lbs. or higher).

BAY OF QUINTE DIFFERENTIALS.—T. Henry, of the R. and O. Nav. Co., and A. W. Hepburn notified the Chairman that they would not observe the differentials arranged at the Spring meeting at Montreal on the Bay of Quinte traffic, but would revert to the differentials in force during the season of 1900.

CAR SUPPLY, LONG VS. SHORT CARS.—Resolved: "That when shippers ask for any particular sized car, and same is not immediately available, the cars which are available are to be used and classification minimum charged or shippers may wait until the particular car or cars they require can be conveniently obtained."

RATES FROM NIAGARA FALLS, N.Y.—Re minute 71, the special committee reported as



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Special Cars for Coal, Ore,
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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	".....500,000 "
Cleveland Elevator Company's Elevator, Cleveland, O.	".....100 cars in 10 hrs.
Erie R. R. Transfer & Clipping House, Chicago, Ill.	".....1,500,000 "
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	".....500,000 "
Burlington Elevator Co., Peoria, Ill.	".....500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.	".....1,350,000 "
Northern Grain Co., Manitowoc, Wis.	".....1,100,000 "
Union Elevator, East St. Louis, Ill.	".....1,100,000 "
Montreal Warehousing Co.'s Belt Conveyor System	

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