

days and legal holidays when baggage has been marked for storage previous to Sunday or legal holidays intervening." In connection with the storage rule it is the understanding that storage will be collected on baggage held by Customs in bond, when same is held at destination of the baggage, but that storage will not be charged on baggage held by Customs in transit.

The following rules to be added:—"C.O.D. Checks.—It is intended that all charges for excess baggage, storage and transfer charges will be collected by the forwarding agent, but when baggage is received from a connecting line to collect charges that have accrued, or in any case where it is necessary to forward such property to destination to collect charges, it should be forwarded under a c.o.d. check, printed on blue cardboard, and giving explicit directions as to collections, showing amount to be collected, what for and how it should be credited. Agents collecting charges on c.o.d. checks at destination will report the amount to the accounting department of their company and settlements between lines will be made through the accounting department."

"Station Identification Checks.—All baggage delivered at stations by transfer lines or expressmen or by individuals must bear a claim check or a station identification claim check will be issued by the station baggage-man when baggage is received. The companies will not accept baggage left upon premises unless it bears a check as above, or a station identification claim check is accepted by the party delivering the same. In all cases, baggage when left on the companies' premises while there will be entirely at the risk of the owner and the companies will not be responsible therefor under any circumstances."

The other changes made consisted merely in the relettering of clauses.

It was agreed that Mr. Quick, acting for lines represented, should advise all lines not represented of the action of this meeting, asking their approval of the rules recommended and upon receiving approval that rules be printed to bear signatures of all lines agreeing so that copies can be furnished to lines desiring them, to be posted at all stations.

In regard to the request of the Ontario transportation lines meeting, that the general baggage agents frame a rule to obviate the disadvantage of lines able to supply only small baggage cars in competition with lines offering larger cars, the general baggage agents decided that they could not make a recommendation owing to the difficulty in arranging for weighing.

A plan is under consideration to provide a superannuation allowance for the employees on the I.C.R., the maximum allowance of two-thirds of salary to be paid after about 35 or 40 years' service. A suggestion is made that the Dominion Government should vote \$100,000 to place the plan in a good sound position at the start.

Montreal Harbor Elevators.

The differences of opinion between the Minister of Public Works and the Montreal Harbor Board, relative to the plans for the elevator, submitted by J. A. Jamieson, are not any nearer settlement, the different engineering experts continuing their letter-writing for and against. However, the Minister declines to sanction the building of an elevator

according to these plans, and that ends the matter. In his latest communication to the Board, Mr. Tarte says, in regard to the elevator and general harbor improvement proposals: "If your commission desires it, I will appoint one or two engineers of my department to discuss with your staff the plans to be prepared. I propose also to ask the opinions of the railway and steamship companies before coming to a final decision, but I think it would be an excellent idea if your engineers and those of my department could meet and prepare a preliminary plan."

The position of W. J. Conners in regard to the Board has been thoroughly discussed by a committee which met Mr. Conners and his counsel. The result of these deliberations was that a resolution has been passed by the Harbor Board to the effect that as soon as the Conners syndicate has signed an agreement to cancel the deed of allotment and agreement of Jan. 9, 1900, and gives the Board full possession of the property allotted and abandons all the work done, \$47,000 out of the \$50,000 deposited will be returned by the Board. This sum was arrived at by deducting \$6,000, the cost of putting the Windmill Point property into the state it was given to the Conners syndicate, from \$50,000 plus the interest at 3% accrued since it was deposited.

Meaford Elevator.—The new elevator operated by the Meaford Elevator Co. at Meaford, Ont., has a working house of 150,000 bush., with a storage annex of 600,000 bush. capacity. The foundation is of concrete, and the deck is a solid concrete pier 28 ft. deep; the floors are all of concrete, while the superstructure is of laminate work. The bins were built of 2x8, 2x10, and 2x6 hemlock timbers,

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:

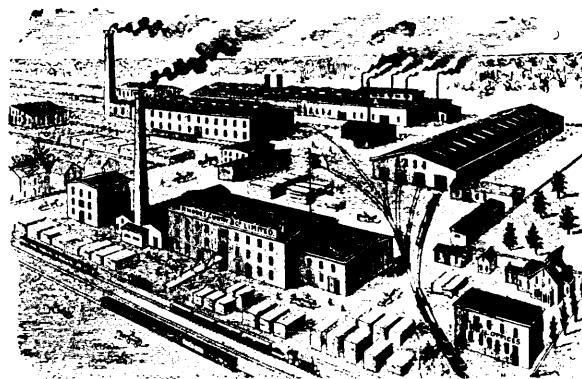
160 acres at \$3.00 per acre, 1st instalment \$71.90, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st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



Car Wheels, Castings, Forgings, &c. AMHERST, NOVA SCOTIA.

**Rhodes,
Curry & Co.,**

Ltd.,

**Railway and
Street Cars**

of all descriptions.

Special Cars for Coal, Ore,
Lumber, &c., with Ball-
Bearing Wheels.

JOHN S. METCALF CO., Engineers, Grain Elevator Builders, 802 THE TEMPLE, CHICAGO, ILL.

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	.....	

We make a specialty
of furnishing

PLANS AND SPECIFICATIONS.