

following appointments and announcements have been made.

The office of General Superintendent is abolished & heads of departments are to report to the Vice-President & General Manager. F. W. Baldwin, heretofore General Superintendent, is appointed Superintendent, Northern Division. Office at St. Albans. D. McKenzie is appointed Superintendent, Southern Division. Office at New London, Conn. H. R. Stoughton is assigned to other duties.

For convenience in operation, the line has been divided into divisions and districts, as follows:

Southern Division—New London to Brattleboro. Brattleboro to South Londonderry. New York City Terminals.

Northern Division—Windsor to St. Johns. Burlington to Essex Jct. Montpelier Jct. to Barre. Barre Jct. to Williamstown. Essex Jct. to Cambridge Jct. Swanton Jct. to Rouses Point. St. Albans to Richford. S. S. & C. Jct. to Waterloo. Farnham to St. Lambert. St. Cesaire Branch.

1st District—New London to Brattleboro, including New York City Terminals.

2nd District—Brattleboro to South Londonderry.

3rd District—Windsor to St. Albans. Burlington to Essex Jct. Montpelier & Williamstown Branches. Lamoille Valley Branch.

4th District—St. Albans to St. Johns. Swanton Jct. to Rouses Point. Missisquoi Valley Branch.

5th District—S. S. & C. Jct. to Waterloo. Farnham to St. Lambert. St. Cesaire Branch.

The new Co. has filed a mortgage for \$12,000,000 with the American Loan & Trust Co.

as trustee. This secures an issue of 4% gold bonds due 1920. The proceeds are to be used for acquiring & operating the Central Vermont & the Burlington & Lamoille Valley; also for buying the leases of the New London Northern & the Montreal & Vermont Jct.

A special meeting of G.T.R. shareholders will be held in London, Eng., May 29, to approve an agreement dated May 1, 1899, between the G.T.R. Co. & the C.V.R. Co., for working arrangements between the 2 companies.

Canadian Freight Association.

The 16th annual general meeting was held at Montreal, Apr. 6, 37 members present. The following were elected members: Active—R. M. J. McGill, Central Ry. of N.S. (vice J. Brignell); E. Fisher, Toronto, Hamilton & Buffalo Ry.; A. E. Rosevear, G.T.R. (vice C. J. Haigh); R. McEwan, Richelieu & Ontario Nav. Co. Honorary—C. J. Haigh, General Manager Lehigh Valley Fast Freight Line.

Chairman Earls reported that the new classification no. 11 was still at Ottawa awaiting approval. He also reported a number of additions & amendments which the Committee recommended. These amendments, if approved, to be incorporated in the new classification if possible; if not, to be promulgated as a supplement by the Committee. The report, including the amendments to the classification, was adopted.

It was decided that the classification be revised so that all freight now at 4th class C.L. shall not have a lower minimum than

16,000 lbs., & at not less than 4th class. Also that the Chairman recommend at next meeting an arrangement of minimum weights for cars over 40 ft. long.

Reports of the Freight Inspection, Car Service & Executive Committee were adopted. The Car Service Department has now been in operation nearly 2 years. As was to be expected, some opposition on the part of the public, as well as the local agents of the railway companies concerned, was developed at first. This has to some extent been removed after practical experience has demonstrated the fact that the companies were serious in their determination to carry out the rules adopted. A great improvement is apparent in the financial results of the working of the department during the past year, as illustrated in the Manager's report of money collected; but the number of cars still detained beyond the free time limit appears yet too large in proportion to the number of cars handled. The reasons given by the agents are in many cases sound so far as they are concerned, but the wish to accommodate a customer & stand in well with a shipper is still paramount in the mind of some of the agents, so as to render it difficult on their part to administer the rules without fear or favor. In many cases the serious delays to cars are attributable to causes beyond the agent's control, such as "want of sufficient engine power," "insufficient siding accommodation," "inability to place cars in the order of arrival," etc., etc. These are matters well worthy the consideration of the railways concerned, as the prompt handling of cars at all points must be of incalculable benefit to the railway companies.

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.

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L. A. HAMILTON, Land Commissioner,
F. T. GRIFFIN, - Asst. Land Commissioner,
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