

to relieve the str. Brockville on the route between Brockville and Union Park next summer.

Capt. W. Augustus, of Kingston, has sent to the press a list of the old time screw steamers operating on the lakes, and promises to write a history of them, their owners and masters.

Power is being asked from the Ontario Legislature to enable the township council of Pelee to aid in the establishment of steamship communication between Pelee island and the mainland.

The str. Lillie Smith, owned by G. E. Smith, of Southampton, is to be rebuilt at Collingwood during the winter, and her consort the Cyreman, is to be repaired, according to press reports.

The St. Lawrence and Chicago Steam Navigation Co. (Ltd.) has been granted supplementary letters patent under the Dominion Companies' Act, increasing its capital stock from \$200,000 to \$500,000.

The Northwest Transportation Co.'s steamer Huronic, now being built by the Collingwood Shipbuilding Co., is expected to be completed by the opening of navigation, as the work is in a very forward state.

The St. Lawrence and Chicago Navigation Co. is having built in Toronto a steel freight steamer, 260 ft. long, 43 ft. beam, and 25 ft. deep, with a capacity of 3,000 tons or 115,000 bush. She is intended for the upper lakes. Delivery is to be made in June.

The str. Niagara, formerly the Dominion Government cruiser Druid, has been sold by the assignee of the Toronto Navigation Co. (Ltd.), to A. W. Hepburn, of Picton, Ont. It has not been decided where she will run next season, and she is open to charter.

The Kawartha Lakes Excursion Co., which was referred to in our issue of Dec., 1901, as having purchased the str. Crandella, is composed of J. H. Lennon and E. Elliott, of Lindsay, Ont. It is stated that about \$2,000 will be expended in refitting the Crandella.

Capt. W. J. Bassett, who has been appointed to the command of the N.W.T. Co.'s str. Huronic, now building at Collingwood, has been master of the City of Collingwood since

1893, having been previously in command of the City of Midland and the Northern Belle.

Capt. H. Cleland, of Collingwood, has purchased the str. Telegram, to replace the John J. Long, burned in 1901. The Telegram is a screw steamer built at Collingwood in 1885, her dimensions being: length, 108 ft.; breadth, 21 ft.; depth, 9 ft.; tonnage, gross, 198, net 134.

The Midland Navigation Co.'s freight steamer Midland Queen, which received extensive injuries to her bottom last season by grounding, and was temporarily repaired at Detroit, is now being thoroughly repaired by the Collingwood Shipbuilding Co. at a cost of about \$12,000.

The Montreal, Ottawa and Georgian Bay Canal Co. has given notice that application will be made at the next session of the Dominion Parliament for an act extending to 1904 the time within which a commencement may be made with the work, and for other purposes.

The Hamilton and Fort William Navigation Co. has declared a dividend of 8% for 1901. Following are the directors for the current year: President, W. Southam; Vice-President, J. Milne; other directors, A. E. Carpenter, G. Hope, G. S. Lynch-Staunton, K.C.; C. E. Doolittle and R. O. Mackay.

The Algoma Central Ry. Co. is reported to have purchased a Clyde built side-wheel steamer capable of carrying 500 passengers, and 500 tons of package freight, at a speed of 16½ miles an hour, to be placed on the run between Sarnia and Sault Ste. Marie, calling at a number of Canadian ports en route.

The Owen Sound Dry Dock and Shipbuilding Co.'s incorporation under the Ontario Companies' Act was mentioned in our last issue. The directors, J. G. and A. B. Hay and H. B. Smith, have for some two years past carried on business as the Owen Sound Dry Dock Co. It is said that the dock will be enlarged and deepened.

A survey has shown that the str. Lord Stanley, which was seriously damaged by colliding with a wharf in Toronto, will require a new stern post, shoe and rudder support. She is to be repaired at the Polson Iron

Works, Toronto, and is to be brought over from Port Dalhousie, where she now lies, under steam, if the ice is not too heavy.

The Collingwood Shipbuilding Co. will probably increase its capital and add a boiler and machine shop and factory to its plant so as to build marine and stationary engines and boilers. A site has been secured adjoining the Co.'s present plant. There is no truth in the daily press reports that a separate company is being organized to build boilers and engines at Collingwood.

The R. and O. Navigation Co.'s officers deny the daily press reports stating that Oswego will be made a port of call for its boats during the coming season. One of the steamers, Toronto or Kingston, will leave Toronto daily at 4 p.m., going east, instead of 3.30 p.m., as heretofore, and will make up the half hour on the trip, making the times of arrival at the other ports as previously.

It is stated that within five years the big tow barges will be a thing of the past on the lakes, as they will be all converted into steamers. The danger of handling tow barges has increased with their large size, particularly in the fall season, and in harbors and narrow channels. It is claimed that a single steamer can be operated more profitably and expeditiously than a tug and two or three barges.

The annual report of the Lake Carriers' Association, U.S.A., presented at the general meeting in Detroit Jan. 15, referring to the river and harbor bill now before Congress, says: "It is expected that the new bill will contain a section providing for the appointment of an international commission on the subject of maintenance of lake levels." The Association passed a resolution asking Congress to take steps to construct a second canal on the U.S. side at Sault Ste. Marie.

The Polson Iron Works, Toronto, is building for C. Macdonald, 100 Broadway, New York city, a very handsome composite steam yacht, for use among the Thousand islands. Her dimensions are: length, 63 ft.; breadth, 9 ft.; extreme draught, 3 ft. 9 in. She will be fitted with compound jet condensing engines, 5 in., and 10 in., by 7 in., with submerged tube vertical boiler, tested to 200 lbs. to the square inch, and guaranteed to drive

MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1901, gives the following statistics for the year:

CROPS.

ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....2,011,835	25.1 bus.	50,502,085 bus.
Oats.....689,951	40.3 "	27,796,588 "
Barley.....191,009	34.2 "	6,536,155 "
Potatoes...24,429	196.	4,797,433 "

STOCK.

Number of stock in the Province, July 1, 1901:	
Horses.....142,080	Sheep.....22,960
Cattle.....263,168	Pigs.....94,680
Value of Dairy Products.....	\$926,314

18,375 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, this year, farm buildings valued at one and one-half million dollars.

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.50 to \$5.50 per acre. Payments extend over nine years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.50 and \$4.00 per acre.

FREE HOMESTEADS are still available in many parts of the Province.

For full information, maps, etc., **FREE**, address **HON. R. P. ROBLIN**, Minister of Agriculture and Immigration, Winnipeg, Manitoba. Or **JAMES HARTNEY**, Manitoba Emigration Agt., 77 York Street, Toronto, Ont.

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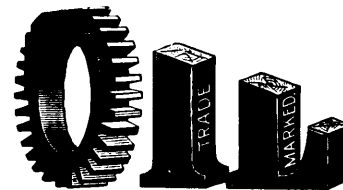
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