

is well known in the U.S. and abroad, supplied the designs. The other dredge which was built for service in B.C., is named the King Edward VII., and was described on pg. 374 of our issue for Dec. 1900. Mr. Robinson has designed and built over 100 dredges of all kinds, and his experience has enabled him to bring them to a high state of perfection. He is now engaged as consulting engineer on a contract for deepening the ship channel of New York harbour, and has just completed a dredge for that work having a capacity of 40,000 cubic yards per day. It is a matter for congratulation that a huge machine such as this can be successfully built and engined in Toronto, and that we have in our midst energetic business men like the proprietors of the Polson Iron Works, who have the confidence and energy necessary to undertake such a contract, and who have associated with themselves a staff competent to carry out the work in such a satisfactory manner. The naval architect of the Polson Iron Works is W. E. Redway; the marine engineer is A. Duncan, and the boiler maker is J. J. Main, and upon them fell the responsibility for the arrangement of details and general execution of the work. It is equally commendable on the part of the Minister of Public Works to select a Canadian concern to carry out his plans instead of ordering the dredge abroad, thereby keeping the money in the country. We trust that this dredge is but the precursor of other marine structures to be built in Toronto which will help to establish shipbuilding in Canada upon a sure and stable foundation.

#### Notices to Mariners.

The Department of Marine has issued the following notices:

No. 99. Nov. 16.—Nova Scotia.—Uncharted rocky patch in Halifax harbor.

No. 100. Nov. 18.—British Columbia.—1. Portier pass, buoyage. 2. Grappler reef, change in character of buoy. 3. Active pass light, arc of visibility. 4. Constance cove, dolphin destroyed.

No. 101. Nov. 22.—Prince Edward Island.—1. Hazard point range lights, change in color. 2. Leard's range backlight moved.

No. 102. Nov. 23.—British Columbia.—Middle passage, Skeena river mouth, sailing directions.

No. 103. Nov. 26.—Newfoundland.—Off Cape Race, magnetic variations, currents, etc.

No. 104. Nov. 27.—Ontario.—1. Hand foghorn at Thessalon light station. 2. Detroit river entrance, wreck off Bar point. 3. St. Lawrence river, uncharted shoal near Macnair island.

No. 105. Nov. 29.—Nova Scotia.—1. Hand fog-horns at light stations. 2. Port Maitland light.

No. 106. Nov. 29.—Ontario.—1. Stag island shoal light.

No. 107. Dec. 3.—Quebec.—1. Change in Quebec harbor range lights. 2. Greenby island, position of lighthouse. Labrador.—3. Amour point, position of lighthouse.

No. 108. Dec. 5.—New Brunswick.—1. Bliss island light, change in color. Nova Scotia.—2. Abbot harbor light maintained all year. 3. Channing pile beacons.

No. 109. Dec. 5.—Quebec.—1. Pointe à Basile range lights and day beacon. Newfoundland.—2. St. John's leading lights and day marks.

#### Maritime Provinces and Newfoundland.

Port Hawkesbury, N.S., is exporting railroad ties to the U.S.

A five-masted schooner of 1,655.75 tons has just been launched on the Penobscot river, near Moncton, N.B.

The Dominion Atlantic Ry.'s str. Prince Edward has been chartered for three months from Jan. 10 to sail from Miami, Fla., as last year.

The Dominion Iron and Steel Co. has made arrangements to send pig iron to Halifax over the I.C.R. for shipment to European and other ports.

The str. La Grande Duchesse, formerly owned by the Plant line, but recently sold to the Ocean Steamship Co., has, after an overhaul, been named the City of Savannah.

The reports that the Plant line str. Olivette had been sold to be placed on a run between

Tacoma and an Alaskan port is denied. She will go on her usual winter run between Tampa, Fla., and Havana, Cuba.

Vessels arriving in Newfoundland from a foreign port, and intending to proceed to other ports in the colony, must make a full report of their whole contents at the first port of entry, under a penalty of \$400.

The Dominion Coal Co. shipped over 900,000 tons of coal from Sydney, N.S., to St. Lawrence ports during the past season. For the winter months the Co.'s fleet of steamers will carry coal to Europe and to U.S. ports.

The Cumberland Ry. and Coal Co. is reported to have placed orders for two 1,000 ton barges for carrying coal, to be built at Parrsboro, N.S., and for one at Harvey Bank, N.S. They will be of the following dimensions:—length, 155 ft.; breadth, 35 ft.; depth, 12 ft.

Reports show that orders have recently been placed with Nova Scotia shipbuilders for a large number of wooden vessels in addition to those mentioned in our last issue. The Parrsboro, N.S., yards have orders for 13 sailing vessels, 1 tug, and 2 barges of 1,000 tons each.

The Tidal Survey branch of the Department of Marine has issued in pamphlet form tide tables for Charlottetown, P.E.I.; Pictou and St. Paul, N.S., for 1902, with tidal differences for Northumberland strait, and for the open gulf shore from Miramichi, along the north coast of Prince Edward Island.

H. and J. S. Harding, of St. John, N.B., are looking at the sites offered for shipbuilding yards at Sydney, Halifax, and Dartmouth, N.S., and St. John, N.B., with a view to selecting one for a yard to be operated by a company, of which they with H. M. Whitney, J. Thompson and G. McAvity are members.

A delegation of St. John, N.B., merchants recently waited on the Dominion Government asking for an improved service between Canada and Jamaica. The present service is a monthly one from Halifax, N.S., and the St. John people want a fortnightly service with a faster steamer, and the inclusion of St. John as a port of call.

H. H. Greens, Cheverie, N.S.; W. M. Christie, J. A. Shaw, A. F. Armstrong and F.

## 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.

#### All C.P.R. Agents in

## MANITOBA, ASSINIBOIA, ALBERTA and BRITISH COLUMBIA

sell through tickets to the Old Country, cheaper than if passengers bought railway tickets to New York or Montreal, and then re-booked.

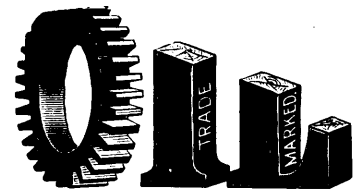
They also sell prepaid tickets to passengers coming from the old country, cheaper than the rate obtainable in Europe, and on favorable terms.

Apply to any agent Port Arthur and west, or to

W. P. F. CUMMINGS,

C.P.R. Offices,  
WINNIPEG.

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