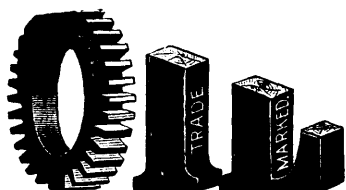


creasing, the fence should be of such design as to admit of wide spacing between posts, in order to satisfy e and f. I have for some years used largely a fence woven in the factory, in which the horizontal steel wires are like an elongated cork screw, with light vertical wires, and began some eight or nine years ago to space the posts 25 ft. c. to c. This distance was selected so that intermediate posts might be interpolated if demanded by the Government to comply with subsidy contracts. Such intermediate posts were, however, found unnecessary, and the fences—where posts were properly set—have been eminently satisfactory, and experience has

indicated that on level ground this spacing—with strong posts—could safely and economically be extended to even 50 ft. Spans should, however, be modified to suit local irregularities in the ground surface. I am also of opinion that true economy would be gained on a large percentage of railway fencing by limiting the number of horizontal wires to what is necessary to effectively stop cattle and horses (perhaps seven wires). In considering the effect of such long spans between posts, it must be remembered that the longer the span between fixed points the more nearly do we comply with requirements c, e, and f.

Gates should be strong and light, capable

of being locked when desired, and cheap. These conditions appear to be fairly well satisfied by a frame gate, in which the top and bottom rails are 3 in. x 3 in., end posts 3 in. x 4 in., centre posts and braces 2 in. x 3 in., pine or spruce, fastened together with wire nails, and strongly bound by woven wire fencing tightly stretched and securely stapled to all the members. Hook and eye hinges should be used to allow the gate to be lifted off in times of deep snow, and the gate should be fastened with a strong light wire chain (with hook) long enough to encircle the post even when it has drawn away a few inches on account of the strain of the wire fencing.



For Steamboats AND RAILWAYS

Vacuum Oils Reduce Friction, thus
saving Coal and preserving
Machinery.

VACUUM 600 W. CYLINDER
VACUUM No. 1 MARINE EN-
GINE (better than Lard)

ELDORADO ENGINE

RENOWN ENGINE

ARCTIC CUP GREASE

MINERAL SEAL OIL

300 Fire Test, for Illuminating Purposes

THE **QUEEN CITY OIL CO. LIMITED**
SAML. ROGERS PRES. TORONTO

5 King Street East

FURS and HATS

SPRING HATS ALL IN.
EVERYTHING UP-TO-DATE.

In Ladies' Ready-to-Wear we
are showing a select stock.
Prices reasonable.

Ladies, now is the time to
have your Furs repaired and
remodelled. Fur Show Rooms
open at all seasons.

Catalogue and Price List
sent on application.

Holt, Renfrew & Co.
TORONTO and QUEBEC.

MANITOBA

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

ACRES.		AVERAGE YIELD.		TOTAL.	
Wheat.....	2,011,835	25.1	bus.	50,502,085	bus.
Oats.....	689,951	40.3	"	27,706,588	"
Barley.....	191,009	34.2	"	6,536,155	"
Potatoes..	84,429	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 har-
vest fields of Manitoba in 1899—and the demand
was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, this year, farm buildings val-
ued 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. Pay-
ments extend over nine years. **Special At-
tention** 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 avail-
able 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.



FARMING IN THE SOUTH.

The Passenger Department of the Illinois Central
Railroad Company is issuing monthly circulars con-
cerning fruit growing, vegetable gardening, stock
raising, dairying, etc., in the States of Kentucky,
West Tennessee, Mississippi, and Louisiana. Every
Farmer or Homeseeker, who will forward his name
and address to the undersigned will be mailed free,
Circulars as they are published from month to month.
The Local Agent is asked to note Cheap Rates to
all the North West, also to California from Febru-
ary 15 to April 30, nearly \$20 less than regular
second class fare and ordinary Pullman service from
Chicago or Cincinnati. Special folders for St.
Paul, Minneapolis, California and West, and regular
folders with it all in. December folder is a good
one. Get it!

G. B. WYLLIE,

Canadian Passenger Agent,

210 ELLICOTT SQUARE, BUFFALO, N.Y.

RICHELIEU AND ONTARIO NAVIGATION COMPANY.

"Niagara to the Sea."

MAIL LINE STEAMERS

(Palatial Steel Steamers)

Leave Toronto (from June 1st to 13th) Mondays,
Wednesdays and Saturdays; thereafter daily, ex-
cept Sunday, for Rochester, Kingston, Clayton,
1,000 Island Points and intermediate ports (run-
ning all the Rapids) to Montreal, where connection
is made with steamers for Quebec, Murray Bay,
Tadoussac and points on the famous Saguenay River.

HAMILTON LINE

(Fine Iron Steamers)

Plying between Hamilton, Toronto, Montreal
and intermediate ports, passing through the pic-
turesque scenery of the Bay of Quinte, 1,000 Islands
and shooting the Rapids.

Service: during May, semi-weekly; thereafter,
tri-weekly.

Special low rates during May.

For further particulars apply to

H. FOSTER CHAFFEE, W.P.A.,
2 King Street E., Toronto,

JOS. F. DOLAN, C.P. & T.A.,
128 St. James Street, Montreal;

or,

THOS. HENRY, Traffic Manager,
Montreal.

NEW YORK CENTRAL

& HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

HAS ESTABLISHED A

CITY TICKET OFFICE,
RECREATION AND
INFORMATION BUREAU,

AND

CANADIAN PASSENGER
AGENCY,

AT

69½ YONGE STREET,
Toronto, Ontario,

In charge of LOUIS DRAGO, Cana-
dian Passenger Agent; FRANK
Foy, City Ticket Agent.

Telephone Main 4361.

GEORGE H. DANIELS,
General Passenger Agent, Grand Central Station,
NEW YORK.

H. PARRY,
General Agent, BUFFALO, N.Y.