

She will run between Arnprior and Portage du Fort.

The Algoma Central and Hudson's Bay Ry. Co. is maintaining lights at Michipicoten harbor, and the Dominion Government has put up a temporary light at Gros Cap point, pending the erection of a lighthouse there. Last year four steamers moved 30 cargoes of iron ore from the Co.'s pier.

A U.S. Co. is being organized under the title of "The Rapid Transit Co. of the Thousand Isles," to build a big excursion steamer to run between Ogdensburg and Kingston. The proposal is to have a 22 mile an hour boat, with a capacity of 1,200 passengers.

The Port Colborne harbor improvements are expected to be completed by 1902, and 20 ft. depth of water will be provided. The breakwater will be 5,800 ft. in length, and good progress has already been made with it by Hogan & MacDonnell, the contractors.

The Lake Carriers' Association, which is maintaining a lightship at the South-east Shoal, Pelee Passage, Lake Erie, has induced the U.S. Government to appoint a commission to investigate whether a lighthouse should be erected on the shoal, or if it will be sufficient to maintain a lightship.

In reference to the report in the daily papers that the Canada Atlantic Ry. had decided to change the U.S. terminal of its boats from Milwaukee to Duluth, we are informed officially that there is no change in any of the Co.'s ports of call, such ports being Chicago, Milwaukee, Duluth, and Fort William.

The Plant liner Miami, which was run between Mackinac and Duluth under charter to the Northern Steamship Co. during the past season, has returned to salt water, where she

will resume her former run between Miami, Fla., and Nassau, W.I.

During August 139,037 tons of freight was carried through the Soulages canal, making 559,052 tons for the four months. Of the freight grain represented the greatest total, 2,087,990 bush. being carried in Aug., and 11,523,140 bush. in the four months.

The steamer proposed to be built for next season's trade for the Booth Line between Port Arthur and Duluth, in conjunction with the str. Argo, will have the following dimensions: length on water line, 170 ft.; breadth, 28 ft.; depth, 20 ft. She will have ninety staterooms and a cargo capacity of 200 tons.

As a result of two years of survey work carried on by Mr. Chapleau, of the Dominion Public Works department, maps have been prepared showing the different channels of the St. Lawrence between Kingston and Prescott. The Canadian channel is found to be 49½ miles, or 2½ miles shorter than the U.S. one, and there will be no difficulty in making an 18 ft. channel.

Major Fisk, of the U.S. engineering staff, who is investigating the lake levels, says the power plants at Niagara will not materially affect the level of Lake Erie, and that if the worst came it would not be a difficult task to build a dam across Niagara river and raise the lake level several feet. Major Fisk is gauging the quantity of water passing through the Detroit river.

The Montreal Transportation Co. has just had built at Hamilton a barge, 206 ft. long, 41 ft. beam, with a draught of 14 ft. 6 in. She is built of steel plates to the waterline, and below this of rock elm. The keel was laid on May 1, the launch took place on Sept.

23, and the barge arrived at Kingston Oct. 22 on her first trip.

The four boats built by the Northwestern Steamship Co. for the Chicago-European trade made two round trips each, and are being fitted out for the winter. They will take cargoes of provisions and grain, the latter being discharged at Buffalo, and the former at St. John's, Newfoundland, and will engage in a general coasting trade.

The steamer Richelieu, formerly in the R. & O. Navigation Co.'s service, and now under charter to the Lake Ontario and Bay of Quinte Steamboat Co., heeled over, owing to the shifting of her cargo, and sank in 100 ft. of water 10 miles from Kingston, Oct. 2. There was no loss of life. The steamer has been raised and towed into Kingston, where she will be overhauled.

The Port Stanley Navigation Co. (Ltd.) is in process of organization, with W. A. Day, J. E. Ellison, J. Arnell and J. Gough, of Port Stanley; and E. A. Smith and E. W. Honsinger, of St. Thomas, as provisional directors, to build a passenger steamer for service on Lake Erie. The dimensions of the vessel will be: length, 80 ft.; breadth, 21 ft.; depth, 9 ft.; on a draught of 7 ft. The proposed capital is \$8,000 in \$5 shares.

At the beginning of the season a contract was entered into between the G.T.R. and the Port Huron and Duluth line of steamers for carrying grain and package freight from Duluth for transhipment to the G.T.R. at Port Huron. The service has proved so satisfactory that the contract has been extended, and it is reported that four steel steamers are to be built for this trade. No Canadian traffic is handled by these steamers, the Northwest

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:

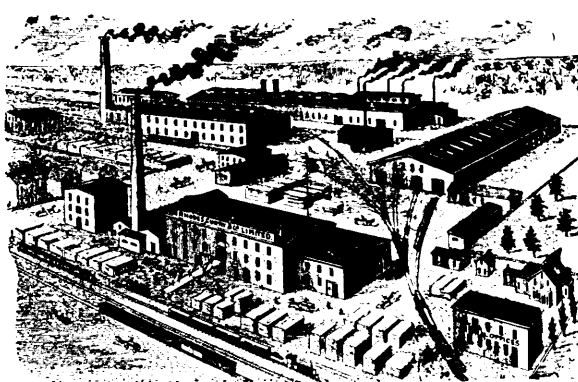
160 acres at \$3.00 per acre, 1st instalment \$71.90, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st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

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J. R. Booth Elevator, Depot Harbor, Ontario	"	500,000 "
Cleveland Elevator Company's Elevator, Cleveland, O.	"	100 cars in 10 hrs.
Erie R. R. Transfer & Clipping House, Chicago, Ill.	"	1,500,000 "
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	"	500,000 "
Burlington Elevator Co., Peoria, Ill.	"	500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.	"	1,350,000 "
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