

have within their respective territorial jurisdictions the same powers, authority and jurisdiction as are conferred by this Act upon any judge of the Superior Court for Lower Canada, judge of the sessions of the peace, judge of a county court, stipendiary magistrate, police magistrate or any two justices of the peace acting within their territorial jurisdictions."

Law Respecting the Safety of Ships.

By an Act passed at the present session of the Dominion Parliament to further amend the Act respecting the safety of ships, chap. 35 of the Statutes of 1900, and sec. 7, chap. 77 of the Revised Statutes are repealed. In place of the latter a new section is substituted which limits the loading of vessels in Canadian ports, other than British Columbia ports, between Oct. 1, for sailing vessels, or Oct. 12 for steamships, and Mar. 16, so that there shall not be carried on the upper deck, any round, square, waney or other timber, more than five spare or store spars, any cargo of any description exceeding 3 ft. above the deck where the deck is unenclosed, or any deals or light-wood goods exceeding 3 ft. above the deck where the deck is closed, except in the case of a leak or damage when any part of the ship's cargo may be piled upon deck. No vessel shall be cleared until the Customs authorities of the port shall have given a certificate that the provisions of the Act have been complied with. On ships sailing for the West Indies between Nov. 15 and Mar. 16, cargo to the height of 6 ft. can be placed on deck, but no cargo shall be placed on a spar deck. Two spare or store spars may be carried, and there is a proviso as to placing cargo on deck in case of leak or damage.

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.

Write for maps and full particulars.

F. T. CRIFFIN, - Land Commissioner,
WINNIPEG.

Notices to Mariners.

The Dominion Department of Marine has issued the following notices:—

No. 5. Mar. 27. British Columbia—1. Rock in Esquimalt Harbor. 2. Dangers in Portier Pass.

No. 6. Mar. 28. Nova Scotia—1. Sydney Harbor, hydrographic notes. 2. Change in name of Crow harbor. 3. Bon Portage bell buoy placed. 4. St. John's ledge bell buoy removed. 5. Pubnico whistling buoy placed. New Brunswick—6. Change in color of tower at Sand Point.

No. 7. April 6. Nova Scotia—Change in character of light on Cross Island.

No. 8. April 6. British Columbia—1. Brochy ledge, improvement of light and establishment of fog alarm. 2. Height of Ballinac Island light. 3. Buoy removed from William Head quarantine station. 4. Discovery Passage, hydrographic note.

No. 9. April 6. Information on the tides and currents of the Lower St. Lawrence.

No. 10. April 9. Ontario—Improvement in range lights at Southampton.

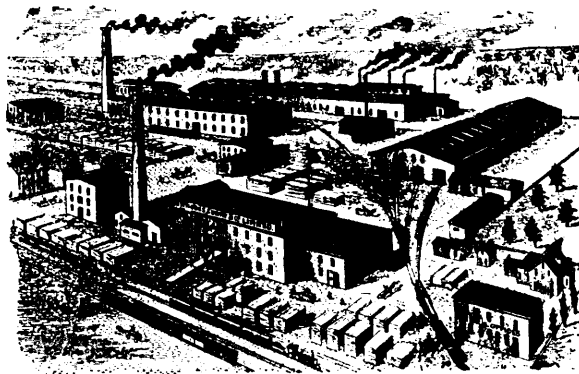
Montreal, Ottawa and Georgian Bay Canal.

The charter for the construction of a canal from Georgian Bay via French River, Lake Nipissing, Mattawan River and Ottawa River to Montreal, has passed into the hands of the syndicate that built the Manchester ship canal, and on their behalf E. E. Sawyer, M.I. C.E., and J. Edgerley, of London, Eng., are in Canada investigating the proposed route. Addressing a gathering of senators and members at Ottawa, on April 24, Mr. Sawyer point-

ed out that the tendency of the age was to build larger boats every year, which permitted of cheaper transportation rates. The western trade was so sensitive that 1-8 of a cent would divert it from one route to another. The proposed route would bring Montreal 80 hours nearer Chicago than it was by the Welland Canal, and, by providing for a 20 ft. navigation, wheat could be taken to Montreal for 1½c. a bush., against 1¼c. at Buffalo, from which point there was a railway rate to the port of lading. Nature has marvellously provided for the Georgian Bay Canal route. There is a continuous series of long stretches of deep navigable water from Montreal to Lake Nipissing, and the distance requiring locks and deepening is remarkably small. The present plans show that 50 locks would be required, but these, Mr. Sawyer believes, could be reduced by 15 or 20, and there would not be more than 32 miles of canal, which would include the Grenville and other canals already constructed. The boats would be able to steam at full speed nearly all the way. Mr. Sawyer estimated the cost of the construction of the canal at \$65,000,000, and said the figures were not appalling. No country could afford it better than Canada. On the estimated traffic the first 10 years the receipts would be \$3,500,000 a year, while the running expenses were estimated at \$700,000.

Mr. Edgerley, in an interview, said that the surveys had been completed from the mouth of French River to St. Anne's River, near Montreal, and everything is in shape for the commencement of the work as soon as the Co. gets the necessary Government assistance.

The Co. is asking the Government to guarantee interest on its bonds up to \$60,000,000. The length of the proposed canal will be 330 miles.



**Rhodes,
Curry & Co.,**
Ltd.,

**Railway and
Street Cars**
of all descriptions.

Special Cars for Coal, Ore,
* Lumber, &c., with Ball-
* Bearing Wheels. * *

Car Wheels, Castings, Forgings, &c.
AMHERST, NOVA SCOTIA.

JOHN S. METCALF CO.,
Engineers, Grain Elevator Builders,
1075 W. FIFTEENTH STREET, CHICAGO, ILL.

A partial list of elevators which have been designed and constructed by us and under our supervision.

Burlington Elevator, St. Louis, Mo.....	Capacity.....	1,300,000 Bushels
Grand Trunk Elevator, Portland, Me.....	".....	1,000,000 "
Export Elevator, Buffalo, N.Y.....	".....	1,000,000 "
J. R. Booth Elevator, Depot Harbor, Ontario.....	".....	1,000,000 "
Cleveland Elevator Company's Elevator, Cleveland, O.....	".....	500,000 "
Erie R. R. Transfer & Clipping House, Chicago, Ill.....	".....	100 cars in 10 hrs.
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.....	".....	1,500,000 "
Burlington Elevator Co., Peoria, Ill.....	".....	500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.....	".....	500,000 "
Northern Grain Co., Manitowoc, Wis.....	".....	1,350,000 "
Union Elevator, East St. Louis, Ill.....	".....	1,100,000 "
Montreal Warehousing Co.'s Belt Conveyor System.....	".....	

We make a specialty
of furnishing.....

PLANS AND SPECIFICATIONS.