

apart. Some of McDonald's sons are yet living near the place where he settled. His first neighbor was, I think, Duncan McDougald, who squatted a short distance south of him.

Osprey was subject to summer frosts until it was cleared and these were a great drawback to the settlers for some years, but to-day it is a flourishing township with splendid farms and fine buildings. About fifty-eight years ago the north part of it, that along the St. Vincent road and the adjoining township of Collingwood, was sparsely settled. I was over it as far as Walters Corners, now Ravenna. A sketch of the road as I saw it may be interesting. From the mountain or McKay rock as it was called, there was a trail of over two miles and a half through the bush to McDonald's; to Holden's it was mostly cleared, but from there to Cripps' it was bush again. From Cripps' to Brock's I was told it was eight miles of thick forest with but a trail wide enough for a wagon to go through it in Osprey, while in Collingwood township the road was cleared three or four rods wide. The latter was growing thick with second growth of young trees nearly to the wagon track, evidence that it must have been cleared a good many years before I went over it. From Brock's to Walters Corners it was five or six miles of forest also, there not being a clearing between Cripps' and Walters' except Brock's. The St. Vincent road is not used at all in Osprey or Collingwood now and I doubt if it could be even traced in either except in odd places. It is a thing of the past. In Nottawasaga the only part of it that is traveled now is the Duntroon sideroad to the town line of Osprey.

HOW TO LIVE LONG.

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MARINE NEWS

By the fall of a scaffold at the steamer Abyssinia which is wintering at Owen Sound, four men were precipitated to the ice below, a distance of sixteen feet. Two, W. Redfern and Geo. Macdonald, were hurt seriously, and two escaped with minor bruises. Capt. Rutherford of the barge was on the platform at the time, but managed to catch the side of the boat and draw himself up to a place of safety. One of the others, Geo. Jones, also caught the side, but was unable to hold on and dropped to the ice, receiving a bad shaking up.

The latest report respecting the C. P. R. lake steamships is that Superintendent of Transportation Murphy has given orders that none of the boats will leave Owen Sound, says The Times, until all of the five are transferred to the Port McNichol route about the middle of the season. From general observation it would appear that nothing definite has been settled upon, except that in the near future the fleet will have its headquarters at the east shore port. There is an immense quantity of coal on the steamships' coaling dock here and a portion of a cargo yet to unload. The company do not intend to let the wharves get out of repair, as large piles of planking have been delivered along the front for repairs and reconstruction work. This work would not likely be undertaken at present if the intention is to remove the steamers completely from the Owen Sound-Fort William route.

The Doty Engine Co. contracted to deliver an engine and a boiler to the Pelee & Lake Erie Navigation Co. on March 1st, 1909, but did not do so until May 5th. A clause in the contract provided for the payment by the Doty Co. of \$25 per day as liquidated damages in case of delay. The delay was 56 days and the navigation company claimed \$1,425. At the trial they were given judgment with reference to the local master to Windsor to assess the damages. The navigation company appealed against this and the Divisional Court has awarded the full claim.

Navigation was opened on the St. Clair and Detroit Rivers by the Collingwood tug D'Alton McCarthy, the tug completing a round trip between Amherstburg and Point Edward. The tug, towing two launches for use in the Lake Huron fishing industry, went up Tuesday and returned Wednesday. Little ice was encountered, the only field of any consequence being met in crossing Lake St. Clair. The Detroit and St. Clair Rivers were found entirely open.

Each year sees an increase in the importance of the iron ore transshipment at Point Edward, says The Canadian. Last year the amount handled was 3,115,000 tons. This season it will be one-fourth greater, and will total over four million tons. A new steamer, the Emperor, will be put in the trade this year and takes rank as the largest Canadian steamer on the lakes. She was launched at Collingwood in December and is 600

the Stadacona. The other steamers of the fleet besides these two will be the Midland Prince and Midland King.

W. J. Douglass has resigned as a director of the Thousand Island and St. Lawrence Steamboat Co., and is succeeded by Henry Perry, Buffalo, general passenger agent of the New York Central. B. L. Jones, Buffalo, was also elected director.

The steamer Pellatt sprang a leak at Fort William a few days ago. Pumps were rushed to her assistance and the inflow checked.

The steamer Cataract, owned by the Cataract Ice Co., was partially destroyed by fire on Saturday morning at Brockville. The damage done will amount to \$4,500.

The Great Lakes Engineering Works of Detroit has closed a contract to build a 10,000-ton steel bulk freighter for Boland & Cornelius, Buffalo. The new steamer is to be completed to go into commission at the opening of navigation in 1912. She will cost in the neighborhood of \$400,000. In part payment of the contract price, the Great Lakes Engineering Works takes over the steel bulk freighter Yale, which was built at Cleveland in 1895, and which they have already sold to the Port Huron and Duluth Steamship Company, accepting in part payment the steamer Portland, formerly the steamer A. B. Wolvin, which was turned out at Cleveland in 1909. It is understood the Portland has been sold to New York purchasers, who will operate her in the coast trade. The new steamer for Boland & Cornelius will be 524 feet long, with a beam of 54 feet and depth of about 30 feet. She will be equipped with triple expansion engine and Scotch boilers.

C. O. Duncan, manager of the Port Huron & Duluth Steamship Company, says the steamer Yale will be rebuilt into an up-to-date passenger steamer for next season and will be operated on the Port Huron and Duluth route, with the steamer Lakeland, which was formerly the steamer Cambria and was rebuilt for passenger and package freight trade early last year.

The Portland was purchased by the Port Huron & Duluth Steamship Company from the Pittsburg Steamship Company two years ago. She is a steel boat of 2,826 gross tons, 242 feet long, 42 feet beam, and 26.6 feet deep. She was operated on the Port Huron & Duluth route with the Lakeland last year.

The Yale has a gross tonnage of 3,453, is 371 feet long, 45 feet beam, and 22.7 feet deep. She has been employed in the ore and coal trade between upper and lower lake ports.

Navigation was opened within the harbor on Friday—unlucky day, sailors say—April 7th, by the moving about of the big freighter Emperor and the line C. P. R. steamer Alberta. The former moved out from her berth in No. 2 dry dock and went out into the harbor nearly to the Dummy lighthouse in order to turn about and upon coming back went in No. 1 dry dock which in the meantime had been vacated by the Alberta. The Emperor will not remain on the dock more than a few days during which some finishing touches will be added.

The Grand Trunk Pacific are looking forward to business at the head of the lakes this year and are now building a large warehouse at Westfort where the company's docks are situated, that will handle all the freight for the coming season. The shed will be eight hundred feet in length and 30 or 40 feet wide. It is expected that this shed will be completed and ready for use by the opening of navigation. This warehouse is only a temporary affair and will only be used as long as it is necessary to complete the company's piers on the Mission river, where they will handle all their freight. The G. T. P. are expecting to have their facilities taxed to the limit.

Montreal hears that the Inland Lines Company may be left out of the proposed lake and ocean navigation merger. It is said that Vice-President Wainwright, while favoring an amalgamation of the Richelieu and Northern Companies, is opposed to taking in the Inland Companies.

The officers of the Government cruiser Bayfield have gone to Prescott, where the vessel laid up. The following composed the party: Captain William McQuade, Coxswains Robert Franklin and John Barrett, Wheelman Frank Goole, Chief Engineer J. Nesbitt and Second Engineer William Baker left to begin the machinery overhauling. George Fisk has been appointed steward.

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