

is paddle wheel driven by engine of 180 n.h.p. Her dimensions are: length, 221 ft.; breadth, 26 ft.; depth, 10.9 ft.; tonnage, 931 gross, 540 registered. She is equipped for wireless telegraphy.

The Toronto Harbor Commissioners' issue of \$2,000,000 of 4½% bonds, due in 1953, is to cover the estimated expenditure for this year's work, which comprises the acquisition of lands, ship channel bridge, piers and docks, sewers, general development, maintenance and general administration. Of the estimated expenditure during the year, 17% will take place on the eastern section (Ash-bridge's Bay), 64% on the central section (bay front from Bathurst to Cherry Sts), and 19% on the western section (Bathurst St. to Humber River).

### Manitoba, Saskatchewan and Alberta.

The Lamson-Hubbard Canadian Co. has under construction at Fort Smith, Alta., a stern wheel steamboat with accommodation for both passengers and freight, for operation on the Mackenzie River from Fort Smith northerly. The frame work is reported completed and the boiler installed.

The assets of the Peace River Trading Co., which is a subsidiary of the

be resumed. Connection for all points along the Slave, and Mackenzie Rivers to the Arctic being made at Vermilion Chutes.

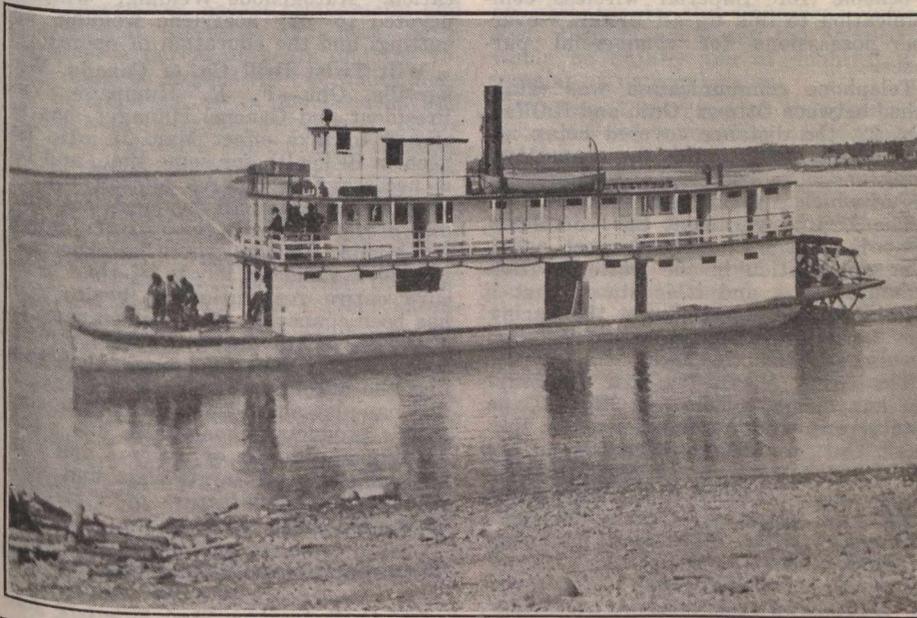
### British Columbia and Pacific Coast.

The C.P.R. s.s. Princess Mary ran aground, on a sand bar in the first narrows of Burrard Inlet, Dec. 28, 1919, but floated off with the tide, without sustaining any damage.

The C.P.R. s.s. Princess Charlotte collided with Frank Waterhouse and Co.'s s.s. Morning Star, in the first narrows of Burrard Inlet, recently, during a heavy fog, neither ship being much damaged.

The Union Steamship Co. of British Columbia's s.s. Capilano, was launched by B.C. Marine Railway Ltd., Vancouver, Dec. 30. The company has another vessel under construction by Wallace Shipyards, Ltd., North Vancouver.

The C.P.R. s.s. Princess Patricia arrived at Victoria recently in tow of the tug Nitinat, with a defective boiler. The repairs were undertaken by the Victoria Machinery Depot Co., and were expected to be completed by the end of January.



Steamboat Nipawin, operated during navigation season, between Pas, Man., and Sturgeon Landing, by Ross Navigation Co. Ltd., Pas.

Peace River Development Co. are reported sold to Lamson Hubbard Canadian Co., Boston, Mass. The Peace River Trading Co. forms a portion of the estate of the late Lord Rhondda (D. A. Thomas), and during the past four years has given a regular transportation service on the Peace River between Hudson's Hope and Fort Vermilion, with its steamships D. A. Thomas and Lady Mackworth, named after the late Lord Rhondda and his daughter, the present Baroness Rhondda, respectively. The Lamson-Hubbard Canadian Co. is principally a fur trading organization, with a number of trading posts along the Athabasca, Slave and Mackenzie Rivers to the Arctic Ocean, and also some stations on Hudson Bay. Under the new ownership, it is stated, the transportation service will be continued as heretofore, and on or about May 1, the regular weekly service on Peace River, will

Passenger fares on all steamships running out of Vancouver to northern ports, have been increased, as from Jan. 1, owing to increased cost of operation. For the present, the rates between Vancouver, B.C., and Seattle, Wash., remain as they were.

The Union Steamship Co. of British Columbia's s.s. Chilliwack, which ran ashore in Millbank Sound while returning from a northern trip recently, was docked by B.C. Marine Railway Ltd., and repaired. She was only out of service a few days.

The Vancouver Harbor Commissioners, on their return from Ottawa recently, are reported to have said that a start would be made on the harbor development scheme at once and that A. D. Swan, Consulting Engineer, Montreal, will be in charge of the work.

A C.P.R. official is reported to have stated recently, that the company will

probably build a steamship similar to the s.s. Princess Sophia, for the northern route, and that J. W. Troup, Manager British Columbia Coast Service, is in Great Britain in this connection.

The Union Steamship Co. of British Columbia's new steamship, which is being built by Wallace Shipyards, Ltd., North Vancouver, B.C., is expected to be launched early in February and to be delivered early in March. She will be used in the coastwise freight service.

The Union Steamship Co. of New Zealand's s.s. Waihamo was hauled out on the marine railway at Esquimalt for general overhaul and rivet tightening during January. She is a new steamship and recently completed her maiden voyage. She will be operated between Canada and the Antipodes in the mail service.

The auxiliary powered schooner Oregon, which was seized in 1916, by the British, in the Gulf of California, and brought as a prize to Victoria, has been released to her owners, with sufficient compensation to put her in seaworthy condition. The money realized by the sale of the cargo, with accrued interest, was also handed over.

It is reported that the Dominion Marine Department's new administration building on the Songhees Reserve, Victoria, is to be proceeded with immediately. The work was said to have been held up until an agreement had been reached regarding the Johnson St. bridge, and as this has been settled, it is expected that the work will be pushed.

The C.P.R. s.s. Princess Victoria was withdrawn from the Vancouver-Victoria-Seattle route, Jan. 7, and laid up at Victoria, for overhaul and refit. The service is being maintained by the company's steamships, Princess Alice and Princess Charlotte. The steamships Princess Adelaide and Princess Royal are running between Vancouver and Victoria, and the s.s. Princess Mary is on the Alaska service and running to Gulf ports as occasion requires.

At a meeting of the Victoria Inner Harbor Association, Jan. 8, Capt. C. D. Neroutsos, Marine Superintendent, British Columbia Coast Service, C.P.R., and acting Manager, during the absence of J. W. Troup in Great Britain, urged immediate further dredging in the harbor, as owing to silting it is becoming unsafe to manoeuvre steamships. It was suggested that a dam and lock at the Gorge bridge might be a solution of the silting problem. The association's officers for this year are: President, G. A. Kirk; Secretary-Treasurer, T. C. Sorby; Board of Management, J. O. Cameron, C. J. V. Spratt, J. W. Troup, A. Bechtel, C. H. French and L. Gonnason.

The new pilotage regulations, as published in Canadian Railway and Marine World for January, applying to various classes of vessel engaged in British Columbia coastal service, became effective Jan. 1. Under these regulations, ships registered elsewhere than in Canada, engaged exclusively in the coastal trade between any port in British Columbia and any U.S. Pacific port, including Alaska, are compelled to pay pilotage dues on a different basis than Canadian registered vessels. This will effect the C.P.R. s.s. Princess Victoria, and the Grand Trunk Pacific Coast Steamship Co.'s steamships Prince George and Prince Rupert, and it is stated that these vessels will be transferred to the Canadian register.