

gross, 1,020 net. She is equipped with triple expansion engine with cylinders 20½, 33 and 59 in. diar. by 36 in. stroke, and supplied with steam by two Scotch boilers, each 13½ ft. diar., by 10¼ ft. long, at 180 lb.

The s.s. Lakeside, bought recently by John E. Russell, contractor, Toronto, from M. J. Hogan, contractor, Port Colborne, Ont., has had her name changed to Joseph L. Russell. She was built at Windsor, Ont., in 1888 and has an oak hull with the following dimensions,—length b.p. 121 ft., breadth moulded 26 ft., depth moulded 9¼ ft. She is equipped with a fore and aft compound engine, having cylinders 19 and 32 in. diar. by 26 in. stroke, 240 i.h.p., at 100 r.p.m., and supplied with steam by a single fire box boiler 8½ ft. diar. by 14 ft. long at 114 lb.

The s.s. North West, owned by C. A. Barnard, Montreal, was seized May 11, while at the Davie Shipbuilding & Repairing Co.'s yard at Levis, on account of Buffalo parties, for an amount of \$76,997.62 which is stated to be on account of a mortgage held in Buffalo. It is stated that the Davie Shipbuilding & Repairing Co. have a claim against the ship for \$600,000. The ship, which came from Buffalo, N.Y., was cut in two, to pass through the canals, and is still in the same position. The name of the ship is stated to have been changed to Maple-court and to have been transferred to the Canadian register.

The s.s. Wyoming, owned by Canada Steamship Lines, Ltd., and which was bought recently from the Wyoming Steamship Co., Buffalo, N.Y., has been transferred to the Canadian register under the name of Mapleglen. She was built at Buffalo, N.Y., in 1887, and has an oak hull with the following dimensions,—length b.p. 241 ft., breadth moulded 40 ft., depth moulded 24 ft. She is of the spar deck type, with steel boiler house, diagonal strapping on frames, steam pump wells, etc. She is equipped with fore and aft compound engine, with cylinders 24½ and 50 in. diar. by 52 in. stroke, 600 i.h.p. 79 r.p.m., supplied with steam by two fire box boilers, each 13½ ft. long by 10 ft. 8 in. diar. at 110 lb.

The Montreal Transportation Co. has bought the s.s. Pawnee, owned formerly by H. McMorran, Mich., and has transferred her to the Canadian register, under the name of Maplegulf. She was built in 1889 and underwent large repairs in 1910. Her hull is of oak and she is of the well deck type, with steel arches, iron lined boiler house, and with bow sheathed for operation in ice. Her dimensions are,—length b.p. 174 ft., breadth moulded 32 ft., depth moulded 13 ft.; tonnage 639 gross, 475 net. She is equipped with a Steeple compound engine, with cylinders 22 and 44 in. diar. by 40 in. stroke, 390 i.h.p., at 80 r.p.m., supplied with steam by a single firebox boiler 10 ft. 2 in. diar. by 16 ft. long at 120 lb.

The s.s. C. W. Chamberlain was damaged by fire at Cornwall, Ont., April 30, while undergoing extensive repairs. She is stated to be owned by the Martin Transportation Co., Kingston, Ont. She has an oak hull and was built at Walkerville, Ont., in 1881, and named C. N. Pratt, was rebuilt in 1890, and her name changed to C. W. Chamberlain. Her dimensions are,—length b.p. 127 ft., breadth moulded 26½ ft., depth moulded 9 ft. 7 in.; tonnage, 385 gross, 243 net. She is equipped with fore and aft compound engines, having cylinders 18 and 32 in. diar. by 26 in. stroke, 280 i.h.p., at 100 r.p.m., by Cuyahoga Furnace Co.,

Cleveland, Ohio, and supplied with steam by a Scotch boiler 10 ft. diar. by 11 ft. long, at a working pressure of 100 lb., by J. Inglis & Co., Toronto. Until recently she was owned by James Swift & Co., Kingston, Ont., who bought her about two years ago from Midland Transportation Co., Midland, Ont.

### Manitoba, Saskatchewan and Alberta.

A party of about 30 men were reported leaving Victoria and Vancouver early in May for Fort Smith, Alta., to build a number of wooden river boats for the Edmonton, Dunvegan and British Columbia Ry. for operation on the Peace River in connection with the railway.

### British Columbia and Pacific Coast.

A Victoria press report states that the H.M.C.S. Rainbow will be offered for sale by tender, prior to which her guns will be removed.

Reports from Yukon, about the middle of May, stated that the ice was rapidly breaking up on the Yukon River south of Dawson, and that steamboats were preparing to sail for the south for supplies for Dawson and lower river points.

A steamship service will be inaugurated early in July between Victoria, B.C., and Havre and Calais, France, via the Panama canal. The s.s. Pacific, 6,500 tons, will take the first sailing, and it is expected that grain will form the chief part of the cargo.

The C.P.R. is reported to be contemplating additional passenger accommodation to the s.s. Princess Royal. This, it is stated, will be placed in a new deck house, situated on the after boat deck, and will consist of 10 rooms for 10 passengers, thus giving a total accommodation for 164 state room passengers.

The Atlantic Salvage Co., which is working on the wrecked s.s. Platea, at Sable Island, expects to have the ship in Halifax harbor about the end of May, unless unforeseen difficulties are met with. The s.s. Platea, which was owned formerly by the Thomson Line, St. John, N.B., was sold, about a year ago, to Greek interests, and was wrecked on Sable Island last autumn.

The schooner Lady Mine has been bought by the Lady Mine Shipping & Fishing Co., Vancouver, for operation in the coasting trade from Prince Rupert to Stewart, Anyox and Alice Arm. She was built at Port Ludlow, Wash., in 1880, her dimensions being,—length 76 ft., breadth 21.9 ft., depth 8.4 ft.; tonnage, 55 registered. She is equipped with auxiliary power.

C.P.R. British Columbia Coast Service employees are negotiating with the management for changes in their general working conditions. The company has proposed an increase of \$10 a month in wages, on the understanding that the present hours of work are maintained, or in lieu of this a change to an 8-hour day at the present rate of wages. It is also proposed to reclassify the men, whereby there would be two classes instead of three as at present. The whole proposals are said to have been laid before D. C. Coleman, Vice President, Western Lines, C.P.R.

H. G. Kelley, President, Grand Trunk Pacific Ry., replying to a letter from a committee of Prince Rupert men, relative to the operation of the Grand Trunk

Pacific Coast Steamship Co. from Prince Rupert, instead of from Vancouver, has written to the effect that it must be admitted that the original selection of Vancouver as headquarters for the steamship line was justified by conditions at the time of organization. Certain changes have been made, and it is felt that conditions have warranted them, and acting on this the accounting office has been removed to Prince Rupert, and a Superintendent has been appointed there. The work on the company's ships is now all being done at the Prince Rupert ship-building plant. The force remaining at Vancouver is small in respect to the number of employees, and the whole matter of removal is under consideration, and will probably be dealt with when the whole situation as regards the operation of the company is settled.

### Harbors and Rivers Estimates.

The further supplementary estimates for the year ended Mar. 31, 1920, submitted to the House of Commons recently, contain the following items, under public works, chargeable to income:—

#### NOVA SCOTIA.

Avon River bridge at Windsor, to pay Nova Scotia Provincial Government in full final settlement of all claims whatsoever for damage done or that may be done to the bridge by the construction by the Public Works Department in 1897-8 of a shear dam from the bridge abutment on the Falmouth side of the river..... \$7,164.57

#### QUEBEC.

Fort William, wharf repairs and improvements, further amount required \$ 350.00  
Vercheres, wharf, further amount required . . . . . 1,504.13

#### ONTARIO.

Belleville harbor, improvement to wharf and warehouse, further amount required . . . . . 916.35  
Midland, repairs to wharfs, further amount required . . . . . 1,800.00  
Port Hope, repairs to pier, further amount required . . . . . 1,800.00

#### MANITOBA.

Little Pehbina river, diversion to Pelican Lake, further amount required \$1,146.37

#### MISCELLANEOUS.

Surveys and inspection, further amount required . . . . . \$15,000.00

### Mail Subsidies and Steamship Subventions.

The further supplementary estimates for the year ended Mar. 31, 1920, submitted to the House of Commons recently, contain the following items:—

Victoria, Vancouver, way ports, and Skagway, steam service between, further amount required ..... \$12,500.00  
Vancouver and ports on Howe Sound, steam service between ..... 3,334.00  
Expenses in connection with supervision of subsidized steamship services, further amount required ..... 500.00

### Contracts Let for Marine Public Works.

The Dominion Public Works Department has let the following contracts: General restoration and fitting up of interior, including electric elevator, of marine stone building on King's wharf, Quebec, Que., Apr. 21, L. H. Peters Ltd., Quebec, Que., \$8,205; construction of crib work extension to wharf at Sober Island, N.S., Apr. 22, M. Naugle, West Lawrencetown, N.S., schedule of prices; construction of harbor works, turning basin, ventilation channel, breakwater at Toronto, Roger Miller & Sons, Toronto, on basis of cost plus 7½%; construction of wharf at Stewart, B.C., Apr. 22, W. T. Muse, Prince Rupert, B.C., schedule of prices; repairs to dredge no. 1 (Quinlan & Robertson), May 11, Montreal Dry Dock & Ship Repairing Co., Montreal, \$13,625.