

The s.s. Mahoning, owned by the Anchor Line, Buffalo, N.Y., is reported to have been sold to Boland & Cornelius, of Buffalo, and it is reported that she is to be cut down to Welland Canal size and operated between Lake Erie ports and Montreal in the coal trade, a trade for which \$3 tonnage is being bid. The Mahoning was built at Wyandotte, Mich., in 1892, and is 274 by 40 by 23 ft. It is also reported that the same company's steamships Codorus and Tioga are also being negotiated for.

The Northern Navigation Co.'s s.s. Germanic was destroyed by fire at her wharf at Collingwood, Mar. 30. She was built at Collingwood, Ont., in 1899 of oak, with diagonal strapping on the frames, steel arches, etc., and she was equipped with a steeple compound engine, with 2-17-2-28 cylinders, 21 in. stroke, supplied with steam by a firebox boiler 10 ft. 1½ in. by 12½ ft., at 100 lbs. Her dimensions were, length 184 ft., breadth 32 ft., depth 12 ft. 1 in., tonnage 1014 gross, 676 register.

The s.s. Stadacona, which was reported torpedoed by the enemy off the French coast, April 19, was stated, in the information supplied to the majority of Canadian papers, to be owned by Canada Steamship Lines, Ltd. This, of course, is incorrect, as the company's s.s. Stadacona is at present on the Great Lakes, being included in the list of vessels which the company will operate there this year, and published in Canadian Railway and Marine World for April. Capt. G. H. Page is master, and W. W. Norcross is chief engineer.

The U.S. District Court of the New York Western District, in Admiralty, has ordered the sale of the s.s. Rochester, owned by the Richelieu & Ontario Navigation Co. of the United States, in satisfaction of claims of approximately \$500,000 by a number of members of a convention party from Rhode Island, who alleged that they had suffered serious illness from the effects of drinking impure water whilst on a trip in 1913. The sale was advertised to take place April 17, but was postponed to May 1. The Rochester was for a time operated in lake traffic between U.S. and Canadian ports, and since the end of 1915 has been laid up at Sarnia. It is understood that she is under charter to the Northern Navigation Co., and it is stated that that company will in all probability purchase her. She was built at Wyandotte, Mich., in 1910, her dimensions being: length 246 ft., breadth 42 ft., depth 15½ ft.; tonnage, 1,603 gross, 867 register.

Reports on the ice conditions in the Great Lakes, on April 10, indicated that there was less ice this year at that date, than at the same time in 1916, although it was somewhat heavier in Lake Superior and at the Straits. Ice still continued over the extreme western portion of Lake Superior, with open water off Apostle Islands, and icefields were also in existence from Keeweenaw Point to Whitefish Point. The ice in St. Marys River was decreasing steadily and the fields had practically disappeared along the east shore of Lake Michigan. The s.s. Algoma passed through the ice from Ignace to Detour, April 8, and arrived at Sault Ste. Marie, April 17. The ice fields on the west shore of Lake Huron had disappeared, and those on the east shore were broken up and moving with the winds. In Lake Erie the fields on the east had broken up and were moving, while the ice remained at Buffalo, and westerly. The fields had practically dis-

appeared from Lake Ontario, with slight exceptions in the extreme east, and the harbors were open.

### Manitoba, Saskatchewan and Alberta.

We are officially advised that the Peace River Tramway and Navigation Co. has decided, in view of general conditions, not to take any definite action towards providing further transportation facilities beyond its present field of operations on the Peace River, Alta., during the pre-

### British Columbia and Pacific Coast.

The C.P.R. s.s. Kokanee, operating on the lakes and rivers, is under repair, her place being taken by the s.s. Kuskanook. The s.s. Minto is replacing the s.s. Bonnington at present.

C. J. Rogers, Purchasing Agent, White Pass & Yukon Route, is credited with the statement that the two vessels which are being built for the company's Atlin service, details of which have been given in a previous issue, will be ready for service by June 1.

A small steamboat is reported under construction at the Vandyke Shipyard,



Auxiliary Ship Mabel Brown

Built at North Vancouver, B.C. for Canada West Coast Navigation Co., Ltd., and chartered for a voyage to Australia with 1,534,000 ft. of lumber.

sent year. The company will operate its s.s. D. A. Thomas and its launch Lady Mackworth on the Peace River from Hudson's Hope, B.C., the head of navigation on this river, and for 570 miles to Vermilion Chutes, downstream.

The Winnipeg Board of Control had before it recently the Harbor Commission's request for a grant of \$960 for work in the harbor, a request having also been sent to the St. Boniface Council for \$240 for similar work. It was decided that the board should have the commission's annual report before making the grant. The Dominion Government has appropriated \$200,000 for the work in the harbor, and of this \$50,000 has been spent in the erection of a dock at the foot of River St. Two other docks are to be built in the near future.

Vancouver, for the International Petroleum Co., of Talara, Peru. The dimensions are: length 85 ft., beam 18½ ft., depth 6 ft. It is stated that she will be completed by Aug. 1, and sail for Peru about Aug. 15.

The two car floats which the C.P.R. is having built at Chemainus, by C. Hoard, Victoria, are for operation between Vancouver and Vancouver Island, James Island, Howe Sound and other outlying ports beyond the reach of actual railway connection. They will be 150 x 46 ft., and 12 deep, with capacity for 9 cars each.

An order in council has been passed limiting the speed of any vessel entering or leaving Prince Rupert harbor, to 8 knots an hour between Point Charles and the Canadian Fish and Cold Storage Co.'s