

Hydraulic Dredger for Fraser River.

The people of New Westminster, B.C., are elated over the construction of a hydraulic dredger there by the Polson Iron Works, of Toronto, for the Dominion Government, and they go down to the water front in crowds daily to watch the progress of the work. To obtain this dredger has been a matter of years' agitation, and on more than one occasion it has been looked upon as almost hopeless, but success has finally been achieved.

The necessity for this plant is undoubted, as the city, which is 15 miles from the mouth of the Fraser River, is only prevented from being easily accessible to ocean steamers at all states of the tide by the formation of sand-banks which the dredger is designed to remove, and it is confidently expected that within a year or two New Westminster will be to all intents and purposes an ocean sea port in fresh water. One great advantage which will accrue to steamers and other vessels using this port is that on arriving there after a long ocean voyage with their bottoms covered with barnacles and weed, a few hours in the fresh water will cause all foreign substances to fall away from their bottoms, and leave them as clean as if they had been docked, scraped and painted.

Full particulars of the dredger were given in our issue of Dec., 1900. It was constructed by the Polson Iron Works in Toronto, where it was all put together and bolted up ready for riveting. It was then taken apart and shipped to New Westminster by rail, where it has been re-erected under the super-

vision of W. E. Redway, M.I.N.A., the builder, who has just returned to Toronto after completing the work, and who states that the hull will be ready for the water early in May. The propelling engines are on the ground, the pumping engines are finished ready to go forward, and the remainder of the machinery and equipment are well forward towards completion, and will be despatched shortly, so that within the next three months one of the most efficient dredging machines on the continent will be busily engaged removing all obstructions to navigation in the Fraser River.

Notices to Mariners.

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

No. 2. Mar. 8. Quebec.—Regulation against anchorage at Beaujeu bank.

No. 3. Mar. 13.—International code signals. This is given fully below.

No. 4. Mar. 13.—British Columbia. 1. Time gun in Vancouver harbor. 2. New name of northern Galiano island.

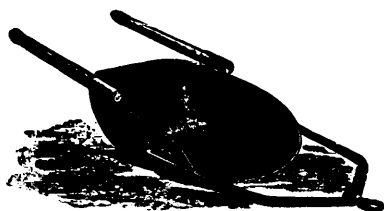
INTERNATIONAL CODE SIGNALS.

With reference to the new International Code of signals, which was brought into use on Jan. 1, 1901, information is given that—During 1901 either the new edition or the old may be used, but on and after Jan. 1, 1902, the new edition only is to be used. To prevent any misunderstanding during 1901, as to whether the old or new code is being used, when signals are made by the new code, the code pen-

nant is to be doubled, that is, the fly of the pennant, as well as the tack, is to be made fast to the halyards, and hoisted below a black ball or shape. On and after Jan. 1, 1902, the code pennant will be hoisted in the ordinary way, without the black ball. Signals for a pilot can be made during 1901 either by the old or new code, but in the event of using the latter, the pennant must be hoisted, as notified above. All signal stations in the Dominion have been supplied with the new code and British code list of vessels, and it is expected that they will be equipped with the additional flags by May 1 next.

The G.T.R. has made an arrangement with the Port Huron-Duluth Steamship Co., successors to the Port Huron, Washburn and Duluth line of steamers, to operate a steamship line between Port Huron, Mich., and Duluth and Itasca, Minn. This line will commence to run on April 20. It consists of two large modern steel package freight vessels, and each steamer will make the round trip in seven days. The line has been put on to care for the traffic to and from U.S. points which cannot be carried in Canadian bottoms. The G.T.R. Co.'s steamer line connection between Sarnia and Duluth has been strengthened by the North-West Navigation Co. adding an additional steamer—the City of Collingwood, of the Northern Navigation Co.'s line—to care for the Canadian traffic. With the combined lines there will be five steamers running between Sarnia and Port Huron, and Duluth and Fort William.

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