

steam by two Scotch boilers 14½ ft. diam. by 11 ft. long at 190 lbs. They are being built to Lloyd's inspection for ocean service, and will each have a carrying capacity of 3,000 gross tons.

The s.s. *Frontier*, formerly *Argyle*, and at one time owned by the People's Steamboat Co., Toronto, is to be sold unless claims against her for repairs, etc., are met, according to the decision of the Admiralty Court, held at Chatham, Ont. Among the numerous claims is one of the Customs Department for duty on repairs made to her last year at Detroit, Mich. The vessel has had an unsuccessful and varied career. She was built at Picton, Ont., in 1876, and rebuilt in 1899. The hull is of oak, and her dimensions are: length 185 ft. 1 in., breadth 26 ft., depth 9 ft. 7 ins.; tonnage, 700 gross, 374 register.

A Montreal press dispatch stated recently that in anticipation of a shortage of vessels in the lake trade this year, Canada Steamship Lines, Ltd., was reported to have bought up every freighter it was possible to acquire suitable for lake service, and that several vessels hitherto plying out of Ogdensburg had been taken over together with several vessels which were not in service last year. We are officially advised that Canada Steamship Lines, Ltd., has purchased the s.s. *Moreland*, which was wrecked on Lake Superior two or three years ago, and which is now being repaired at Superior, Wis.

The Toronto Harbor Commission contemplates continuing reclamation work along the waterfront, between the Hummer River and Bathurst St., and on Toronto Island. The harbor head walls are also under contemplation, from Bathurst St. east, for which work tenders are being asked. In addition to this, reclamation work will be proceeded with in the industrial district and inner harbor, and the Cherry St. bridge. The total cost of the work west of Bathurst St. and at Toronto Island, which it is expected will be commenced this year, approximates \$500,000, while the other work mentioned will be about \$700,000.

The George Hall Coal Co., Ogdensburg, N.Y., has sold its s.s. *Henry B. Hall* to A. H. Lonov, Montreal. She was built at Detroit, Mich. in 1881, and is of oak construction with diagonal strapping on frames, with bow sheathed for ice, and was practically rebuilt in 1906, when she received her present name, having formerly been known as *Iron Duke*. She is equipped with compound engines with cylinders 23½ and 48 ins. diam., by 36 ins. stroke, 415 i.h.p. at 82 r.p.m., and supplied with steam by a Scotch boiler 13 ft. 4 ins. diam. by 11 ft. 7 ins. long, at 150 lbs. Her dimensions are, length 213 ft., breadth 35 ft., depth 19 ft.; tonnage, 1,151 gross, 962 register.

The s.s. *T. J. Waffle*, formerly owned by T. J. and W. J. Waffle, Kingston, Ont., was offered for sale, by auction, Apr. 12, at Kingston, by order of the Exchequer Court of Canada, Toronto Admiralty District. She is of oak construction and was built at Westport, Ont. in 1914. She is equipped with a high pressure engine with cylinder 12 ins. diam. by 14 ins. stroke, built at Kingston in 1879 and remodelled in 1914, and supplied with steam by a boiler of the firebox type, 4 ft. 8 ins. diam. by 8 ft. long, at 150 lbs. Her dimensions are, length 105 ft., breadth 22 ft. 5 ins., depth 8 ft.; tonnage, 202 gross, 104 register. The vessel was purchased by Capt. A. Foster, Smiths Falls, Ont., for \$8,500.

The Great Lakes Transit Co. has been organized in New York, with a capital of \$20,000,000, to control 85% of the passenger, packet freight and grain steamships operating on the Great Lakes under the U.S. flag. The fleet will comprise 35 steamships with a freight capacity of 150,000 tons, these being the vessels of 6 railway companies compelled to relinquish their connection with the operation of steamships under a section of the Panama Canal act. The vessels include those controlled by the Pennsylvania, New York Central, Erie, Delaware & Lackawanna and Rutland Rds. J. C. Evans, heretofore Vice President and General Manager, Anchor Line, has been appointed President of the new Company, with office at Buffalo, N.Y.

The s.s. *Sarnor*, latterly owned by H. M. Norris, Montreal, and which has been the arrow signal which was used last year with claims aggregating \$21,000 against her, was sold by order of the Admiralty Court, Apr. 1, to A. B. Mackay, Hamilton, and P. C. Bonham, Toronto, for \$6,700, the completion of the sale being subject to the consent of the Admiralty Court. The *Sarnor* was built at West Bay City, Mich., in 1888, and rebuilt in 1901, and was formerly known as *Britannic*. The hull is of oak with diagonal strapping on the frames, and with the bow sheathed for ice, steel arches and steel boiler house. The propelling machinery consists of fore and aft compound engines with cylinders 24 and 48 ins. diam. by 40 ins. stroke, 495 i.h.p. at 82 r.p.m., and is supplied with steam by a boiler of the firebox type, 10½ by 15½ ft. at 115 lbs. Her dimensions are: length 219 ft., breadth 36 ft., depth 20 ft.; tonnage 1,319 gross, 1,152 register. She was used in the coal trade between Lake Erie ports and Montreal.

The officer in charge of the operation of the canals and locks at Sault Ste. Marie, Mich., announces that to replace the arrow signal which was used last year to designate the lock to be taken by upbound vessels in passing through the Sault Canals, there has been installed on the top of the watchman's shelter near the end of the centre pier, a signal composed of two inclined arms which diverge upward in the form of a broad V. The arms each carry four white lights, spaced in line equidistantly, and are lighted either on the arm to the north or the south to signal that the lock on the side so indicated is to be taken by an upbound vessel. In order that downbound vessels may know before coming within calling distance of the west centre pier whether there is sufficient water to enable them to take the Poe lock, the draft of the Poe lock will be displayed at the watch station at the west end of the west centre pier, in a manner similar to that at Brush Point, and will be properly lighted so that it may be read at night.

### British Columbia and Pacific Coast.

The British Columbia Express Co., will not, we are advised, operate any steamboats during this year.

The Public Works Department received tenders recently for the construction of a wooden freight shed on the Government wharf at Vancouver.

The West Vancouver ferries' total receipts for March were \$1,573.10, and the deficit \$197.01. They are being taken over by the council for operation on May 1.

The C.P.R. s.s. *Princess Victoria* was taken out of service early in April for her

annual overhaul, being replaced on the Seattle run by the *Princess Alice*, and on the Vancouver run by the *Princess Adelaide*.

The Marine Department has given notice that the change in the color of gas beacon lights and gas buoy lights, from occulting red to occulting white, in British Columbia waters, will be made as occasion offers, about May 1.

The Marine Department has discontinued the use of dolphins to mark the channel at the entrance to the north arm of the Fraser River, as the building of a jetty on the south side has made them unnecessary.

The C.P.R. sailings to Alaska will commence with the s.s. *Princess Alice*, June 9, and she will make eight trips during the summer. The s.s. *Princess Charlotte* will make three trips in July, and the s.s. *Princess Sophia*, two in each month, June, July and August.

The West Vancouver Ferry Co. will probably increase its ferry service May 1, operating three vessels, the *Doncella*, *Sonrisa* and *West Vancouver No. 5*. The last mentioned has been operating under charter on a passenger service between Vancouver and Port Moody.

The British Columbia Premier stated in the Legislature, Apr. 3, that the Agent General of the Province in London, Eng., was doing excellent work in connection with the releasing of interned German vessels, with the view of utilizing them in the Pacific coast lumber trade.

The wharf at Blubber Bay, Texada Island, has been extended to 260 ft. long, and has an elevated car track on it near to its eastern extremity. A berth has been dredged giving depths from 25 to 20 ft. along the north face, and from 20 to 15 ft. along the northwest face.

The Dominion Government lighthouse and buoy tender *Quadra*, which was sunk at Gallows Point, near Nanaimo, Feb. 26, in collision with the C.P.R. s.s. *Charmer*, is reported sold as she lies, partially submerged at low tide, to Capt. A. R. Bissett, Vancouver. It is stated that she will be raised and repaired if possible.

The C.P.R. commenced its summer service to the west coast of Vancouver Island, Apr. 1, when the s.s. *Tees* sailed from Victoria for Clayoquot and way ports. The summer schedule provides for similar trips on the 1st and 15th of each month, and to Holberg and way ports on the 7th and 20th of each month, making four trips each month.

Repairs on the Union Steamship Co's s.s. *Camosun* were expected to be completed by the end of April. The contract was placed with Yarrows Ltd., Esquimalt, the price being stated as \$18,669. The contract covered the renewal of 19 plates, 8 plates to be taken out and faired, repairing 3 tank top plates, repairing the stokehold bulkhead, renewing the keel for about 60 ft., new propeller and tail shaft and overhauling the engines. The *Camosun* stranded on a reef off Digby Island, Mar. 7, and was released about 10 days later.

The Grand Trunk Pacific Coast Steamship Co.'s summer schedule goes into effect, from Seattle, Wash., June 12, and from Prince Rupert, June 17. The steamships *Prince George* and *Chelohsin*, the latter owned by the Union Steamship Co. of British Columbia, will be operated between Seattle, Victoria, Vancouver and Prince Rupert, and the s.s. *Prince Rupert* from Seattle to Skagway, Alaska, calling at principal ports each way. The first vessel for the season left Prince Rupert