

it would be more advantageous to the public service to employ an auxiliary screw steamer, so as she could keep moving about from place to place during calm weather, when a sailing vessel would have to remain stationary, and enquiries were made relative to the screw steamer "Glendon" of St. John, New Brunswick; which was offered for sale to the Department for the sum of \$26,000. As this vessel was built for carrying freight, of which she could carry 300 tons, in addition to 30 tons of coal in her bunkers, it was considered by the Department that she would be suitable either for this service or light-house service, where a high rate of speed was not required, and as she could carry a large supply of fuel sufficient to keep her under steam for several weeks. A report on her condition and value was made by Mr. William M. Smith, the Government Inspector of Steamboats, and will be found in Appendix No. 46, from which it will be seen that the vessel was built of wood, in 1872, at St. John, New Brunswick, under the inspection of the Surveyor of French Bureau Veritas, and was classed by that Society for eight years, the Surveyor certifying that she was a very strong vessel, and was fully iron kneed. Her gross tonnage is 266 tons, and her register tonnage is 175 tons. Her boiler and engine were new in 1872, and were made by Messrs Geo. Fleming & Sons, of St. John, who are known in the Lower Provinces as very superior engineers and boiler-makers. The Government Inspector reported that the boiler was in good order, and had never leaked, and the engine was of the inverted cylinder condensing type, and was in good order, and reliable from its strength and the satisfaction it had given during the two years it had been in use. The Government Inspector also reported that she had cost \$30,000, and was then worth \$25,000. The Department decided to offer \$20,000 for her, about two-thirds of her original cost, and as she was only two years old it was considered she was cheap at that price. This offer was accepted by the owners, and after she had received a general over-hauling, and had her decks caulked at St. John, she steamed round from St. John to Pictou, where she took a load of coal up to Quebec, and was fitted up there for the fisheries service.

It will be seen by the Inspector's report made on her before she was purchased, that she could steam seven knots an hour, but it was subsequently ascertained when she was on service, during the summer, that while she could steam as much as ten or eleven knots an hour with a fair wind, in some kinds of weather with a head wind, she could not steam over five or six knots an hour, and in heavy gales, with head wind, she could scarcely make headway. A leak also began to show itself in the boiler, which prevented it from being worked up to its full power. As she is rather a shallow boat with a flat bottom, built for carrying a heavy cargo of freight, it is probable that she would have done better if she had been deeper in the water, instead of sailing light. It would seem that she is not sufficiently powerful for the service in the Gulf in the protection of the fisheries, she would suit very well for the buoy service and for supplying coal, oil, and supplies to the steam fog