# PRINCE HENRY

(Continued from page one)

gers being arranged for in cabins on the promenade, bridge and upper decks. Included in the accomodation are two two-berth special de luxe suites, comprising sittingroom, bedroom, bathroom, vestibule and luggage-room; 20 two-berth de luxe cabins with separate bathrooms and 20 two-berth cabins with Are plentiful this season in the Stuart FLAT for Rent. Furniture for sale. FOR SALE—Baby's Wicker Push showers. All are specially decorated Lake district, they take either fly or and finished in a manner superior are hundreds of miles of waterways in to the ordinary first-class state- lake and stream with many pleasant FOR RENT-Clean well-furnished 736. rooms which are, themselves, com- bays and wooded isles, unexplored by white men. Now that really good ac-

the bridge deck. The first class din- Another important attraction there ing saloon, handsomely furnished, is a ride or hike to the top of Mount by day, we is situated on the main deck aft and is seen—100 miles of lake and woods in Red 607. provides seating for 200 persons. every direction.

Apply to C.N.R. or by wire or letter plano in your home. Walker's provides seating for 200 persons, every direction. tables for two persons and a large central table for parties.

On the main deck forward there is accommodation for 70 third-class passengers including a third-class dining room and a general room.

The heating throughout the vessel is carried out by steam, separate systems being fitted for passengers, crew and cooking purposes. A telephone system, replacing bells, is another feature of the new boat's

equipment. The propelling machinery, constructed by the builders, Cammell, Laird & Co., consists of two sets of single-reduction geared turbines of the latest Parson's type supplied with steam by six Yarrow-type water tube boilers. The steam pressure is 350 pounds and the steam may be heated to 650 degrees Fehrenheit. Two cylindrical boilers are provided for supplying saturated steam at 200 pounds per square inch to the auxiliary machinery. The machinery was constructed under the survey of the Board of Trade and British Corporation.

Fine Appearance The appearance of the ship is distinctive, and is due in part to the high services speed. The cruiser stern adopted gives easier propulsion, and the three funnels are fitted to suit the particular arrangement of the boilers. All are working

The watertight subdivision has been arranged in accordance with the latest Board of Trade regulations, there being eight watertight bulkheads extending to the main deck as well as additional subdivi- Lakelse Lake Shore sion in the form of oil bunker bulkfitted with electric alarms.

In high speed vessels of this class it is not general practice to provide all fore and aft, but this feature has been incorporated in this vessel with a view to giving additional

The construction of the Prince Henry and her two sister ships-Prince David and Prince Robertmarks another step in the development of a particularly interesting type, the miniature liner which has been developed for the Western Canadian coast during the last quarter of a century. It was originally an adaptation of the American sound type of steamer, but many British features were immediately introduced into the design and have undoubtedly effected a considerable improvement.

There are, of course, many rather smaller steamers of these services, but the first class ship has been almost standardised with two masts and three funnels, a rig which makes the ship imposing as well as graceful, which is a great asset with a passenger service such as they maintain.

The principal officers of th Prince Henry, most of them well known here as elsewhere along the coast, are:

Commanders-Capt. Dan Donald and Capt. A. J. Gilbert. Chief Officer-George Coles. Second Officer-William Gleeson. Third Officer-E. F. Collins. Fourth Officer-Malcolm Camp-

Chief Engineers-Alec S. Monroe company) and Frederick Davey

Second Engineer-G. S. Sheffield. Third Engineer D. A. McFarlane. Fourth Engineer-James Hender-

Purser-J. A. Crawford. Assistant Pursers-G. C. Foote and William Wood. Chief Steward-J. Webb. Second Steward-Peter Labbar. The principal particulars of the

Breadth moulded, 57 feet. feet, eight inches. Speed, 23 knots.

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N. DESJARDINS. Secretary. Ottawa, June 24, 1930.

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