

hatches, and when completed, it is claimed she will be one of the staunchest vessels on the lakes. Hatches will be spaced 24 ft. centres, instead of 12 ft., and will have openings 10½ ft. in the fore and aft direction. Instead of telescopic steel covers to the hatches, 4 ins. spruce will be used, and these will be fitted inside of a patent hatch rest bar, and supported underneath by portable steel strongbacks, fitted fore and aft, and also athwartships. The hatch covers will be fastened by a patent hatch fastener having proved gripping power.

The s. s. Dundurn, owned by Canada Steamship Lines, Ltd., and which has been dismantled, will be utilized as a barge. The machinery has been transferred to the new ferry s. s. Longueuil, under construction at Levis, Que. The Dundurn was built in Detroit, Mich., in 1882, for the Pere Marquette Rd., and first named Pere Marquette, and was operated between Chicago and points on Lake Michigan. She was later bought by R. O. and A. B. Mackay, Hamilton, and run between Hamilton and Montreal, under the Hamilton and Montreal Navigation Co. Along with other of the Mackay properties, it was acquired by Inland Lines, Ltd., which was, in turn, acquired by the Richelieu and Ontario Navigation Co., now Canada Steamship Lines, Ltd.

With the reopening of navigation, some arrangements are being discussed regarding the possible salvaging of some of the vessels lost in the great storm of Nov. 9. The s. s. I. W. Nicolas, which was purchased and salvaged by the Reid Wrecking Co., has been docked at Port Huron, and it is stated that the same company is negotiating for the salvaging of the s. s. Howard M. Hanna Jr., having already purchased the cargo of 10,000 tons of coal. The underwriters are reported to have declined an offer of \$10,000 for the s. s. Charles S. Price, as she now is, and it is stated that unless a better offer is received, she will not be sold until after an examination early in the season. The owners of the John A. McGean contradict the report that they intend to search for the vessel, and state that nothing will be done unless some information is received as to the probable location of the wreck.

### Manitoba, Saskatchewan and Alberta.

The name of the steamboat Mikado, no. 112,308, registered at Winnipeg in the name of S. Sigurdsson, Gimli, Man., has been changed by order in council to Grand Rapids.

A dredge, which has been under construction on the Saskatchewan River bank at Pas, Man., was expected to be completed by May 1, after which work will be commenced on two 60 yd. dump scows, all for dredging operations in the neighborhood.

A small steel steamboat has been built at Winnipeg, for Hudson's Bay Co.'s service on shallow rivers. She is 150 ft. long, with 28 ft. beam, and is being shipped to McMurray, Alta., in parts, and will be reassembled and completely fitted up there.

It is reported that the Saskatchewan Steamship and Coal Co., with head office in Minneapolis, Minn., has arranged to operate the steamboat Majestic on the Saskatchewan River between Prince Albert, North Battleford, Sask., and Edmonton, Alta. The boat is mentioned as being 192 ft. long, 46 ft. beam, with stateroom capacity for 200. It is electrically lighted, and equipped with wireless telegraphy. E. J. Newell, Minneapolis, is stated to be President of the company, and R. F. Tompkins, formerly with the Great Northern Ry., Traffic Manager.

### British Columbia and Pacific Coast Marine.

The C. P. R. s. s. Princess Mary, which was docked early in the year for extensive alterations, including the addition of 40 ft. to her length, was refloated Apr. 11, and it is expected that she will be ready to leave the builders' hands about the middle of May.

The G. T. Pacific Coast Steamship Co. has been awarded \$500 salvage for rescuing a gasoline launch and 16 passengers on Nov. 9, 1913, when the vessel became disabled at the entrance to Vancouver harbor. The company claimed \$2,000, and the owners of the launch offered \$100.

We are officially advised that the two steamships which are under construction in Scotland for the C. P. R. British Columbia Coast Service, will be named Princess Margaret and Princess Irene, and not Princess Maragaret and Princess Melita, as reported in the daily press. Both of them will be ready for service by the autumn.

The Union Steamship Co. has purchased the British steamship Melmore, formerly owned by the Great Western Ry., for service on the Vancouver-Powell River run. She is about 168 tons register, and has a speed of about 11 knots an hour. She was overhauled at Victoria, and it is expected that she will be ready for service early in May.

The contract for the construction of a marine wharf on the site of the Marine Department's proposed depot on the Songhees Indian Reserve, Victoria, has been awarded to Parks, Tupper and Kirkpatrick, Vancouver, the amount involved approximating \$20,450. The contract calls for a wharf of creosoted piles and concrete, about 640 ft. long, and also the grading of about 27,000 ft. of material to the wharf level. It is to be built L shape and will be located immediately north of the Esquimalt and Nanaimo Ry. bridge.

It was reported in our last issue that the British Columbia Government had decided to order a ferry steamboat, at a cost of about \$25,000 for the ferry service across the Fraser River at Ladner. We have been officially advised that the steamboat Helen M. Scanlon has been purchased for this purpose. She was formerly owned by the Brooks Scanlon Lumber Co., Vancouver, and was built at Vancouver in 1909. She is paddle wheel driven by engine of 9 n. h. p. Her dimensions are, length 124 ft., breadth 27.2 ft., depth 5 ft.; tonnage 358 gross, 209 register.

The American Yukon Navigation Co., which supplies the White Pass and Yukon Route's direct river service between Dawson and Fairbanks, has acquired all the physical property of the Northern Navigation Co. operating between Seattle, Vancouver and Skagway, for a price reported as approximately \$2,000,000. This arrangement was considered necessary in order to care for the company's increased traffic, and will afford a direct through service for the White Pass and Yukon Route, from Skagway, Alaska, through the interior of Yukon Territory and Alaska, to St. Michael, Alaska, 2,172 miles. The American Yukon Navigation Co., Ltd., was incorporated in West Virginia, in April, 1913, to operate steamboats on the Yukon River, in connection with the British Yukon Navigation Co.'s vessels, both lines forming portions of the White Pass and Yukon Route. Two vessels were built at Seattle, and named Alaska and Yukon. After being dismantled they were shipped to White Horse, reassembled and placed in service before the close of navigation on the Yukon, last year.

### Welland Ship Canal Contracts.

During 1913, Canadian Railway and Marine World published considerable information with route maps and profiles of the Welland Ship Canal, and detailed drawings of the lock construction.

The Minister of Railways and Canals, in the House of Commons recently, gave some details as to the contracts which have been awarded for the work, and which has been incorporated with the C. R. & M. W. office records, to present the information in as complete and concise a form as possible, as follows:

Section 1, from Lake Ontario, including pier and trestle work at entrance, to bridge 2, and including lock 1, about 3 miles; awarded Aug. 1, 1913; date for completion, Apr. 1, 1917; amount based on schedule rates, \$3,487,725; amount deposited by contractors, \$200,000; contractors, Dominion Dredging Co., R. Gordon Stewart, President, E. A. Larmouth, Secretary-Treasurer.

Section 2, from bridge 2 to bridge 5, about 4½ miles, including locks 2 and 3; awarded Dec. 31, 1913; date for completion, Apr. 1, 1917; amount based on schedule rates, \$5,377,185.75; amount deposited by contractors, \$150,000; contractors, Baldry, Yerburch and Hutchinson.

Section 3, from bridge 5 to about half way between bridges 9 and 10. This section covers the heaviest portion of the whole route, and includes the erection of twin guard gates at Thorold, the single lock 7, the construction of a short stretch of canal below lock 7, and also of the three twin locks 6, 5 and 4 in flight, one flight for down-bound vessels and the other for upbound, the three locks overcoming a descent of 139½ ft.; awarded Oct. 4, 1913; date for completion, Apr. 1, 1917; amount based on schedule rates, \$10,220,665; amount deposited by contractors, \$400,000; contractor, James H. Corbett.

Section 5, from just above bridge 12 to just above bridge 13, about 2¾ miles; awarded Dec. 22, 1913; date for completion, Apr. 1, 1918; amount based on schedule rates, \$1,945,788; amount deposited by contractors, \$100,000; contractors, Canadian Dredging Co., D. S. Pratt, Manager.

Tenders for section 4A of the new Welland Canal were called for up to Apr. 9, and a contract has been awarded to Maguire and Cameron for a sum aggregating about \$84,000. This section covers the building of a supply weir to the old canal, and two covered drains across the dumping ground between the present and old canals. It was the intention to make it a part of section 4, lying directly to the west of it, but it was taken out of that section and made a subsection to expedite matters.

### Canadian Northern Vessels Insurance.

The Canadian Northern Ry. interests, which control the companies operating the Campanello and the Uranium, have renewed the insurance on these vessels, which are valued at about £90,000 and £40,000 respectively, but the rates have been increased. Shipping Illustrated states that the Campanello pays 7 guineas against 6½% last year, while the Uranium pays 7 guineas free of damage absolutely, compared with 6 guineas on the same terms last year.

Dr. Vrooman, in a paper read before the Royal Colonial Institute in London, Eng., recently, said that the canal will put an Alberta farmer in the summer about 7 cents a bushel nearer Liverpool and in the winter 15 cents a bushel. In other words, it will add 10 cents a bushel to the value of every bushel of grain to be grown in Alberta.