

Manitoba, Saskatchewan and Alberta.

Regarding the various schemes for making the Saskatchewan River navigable for freight and passenger vessels, between Lake Winnipeg and Edmonton, it has been proposed to increase the flow of water, by diverting the overflow of the northern lakes and streams which feed them, in a southerly direction. The proposals are considered quite feasible, covering a cutting from Green Lake to Crooked River, diverting the Beaver River and also the outflow from Lac la Ronge and Isle a la Cross Lake, as well as Green Lake, southerly through Devils Lake to Shell River and thence to the Saskatchewan River near Prince Albert. Various surveys which have been made from time to time, show that the low water, coupled with the innumerable sandbanks, are at present the chief obstacles to overcome in making a properly navigable waterway.

The Hudson Bay Co., which has been in the transportation business practically ever since 1670, has, this season, issued its first time table. All its service, which covers thousands of miles of river, lake, ocean and land, is operated from Athabasca, the terminus of the Canadian Northern Ry. branch running straight north from Edmonton, Alta. The s.s. Athabasca is run from Athabasca to Mirror Landing, whence there is a drive of about 16 miles to Salteaux Landing, from which point the s.s. Slave River is run to Grouard. From Grouard there is a drive of about 90 miles over an excellent trail to Peace River Crossing, whence the s.s. Peace River runs up and down stream, easterly to Fort Vermilion and The Chutes, and westerly to Fort Dunvegan, Fort St. Johns and Hudson's Hope. From Athabasca North, down stream on the Athabasca River, the scow Transport runs to McMurray, 252 miles, and the s.s. Grahame from McMurray to Fort Chipewyan, Smith's Landing and The Chutes, at the Peace River. Sailings from Smith's Landing northerly are also made at intervals for both passengers and freight. The complete route from Athabasca to Fort McPherson, on the MacKenzie River route, covers 1,854 miles, the fare for the complete distance being \$103 down, and \$133 up.

British Columbia and Pacific Coast Marine.

The C.P.R. recently arranged for a series of six special cruises to Alaska through the Inside Passage.

The Grand Trunk Pacific pier at Seattle, Wash., was destroyed by fire at the end of July. Arrangements have been made for the company's vessels to use no. 2 pier.

The G. T. Pacific Coast Steamship Co.'s s.s. John struck a log when leaving Ikeda, recently, and broke two of her propeller blades. The damage was subsequently repaired at Victoria.

A press report from Victoria states that the Board of Trade received a communication from the U. S. Government recently, to the effect that no duty will be charged on repairs done to U. S. vessels in Canadian ports.

The dredging of the new channel from the Gulf to the Fraser River has been completed, and the sandheads light ship and the buoys marking the old channel will shortly be removed to the new channel. It is stated that the new channel is from 18 to 20 ft. deep at low water, and lies about half a mile north of the old one.

Capt. F. Turner, of the Empire Stevedoring Co., Vancouver, B.C., died at his home there, Aug. 18, after a very short illness, aged 40. He was for several years in the service of the shipping firm of Andrew Weir and Co., and commanded several of the vessels for which that company acted as agent, the last being the *Levernbank*.

The Dominion Shipbuilding, Engineering and Dry Dock Co.'s projected plant at Vancouver, it is reported, will eventually comprise seven large building slips, a 1,000 ft. graving dock, machine shops, and a fresh water basin. The Lonsdale estate, comprising about 100 acres with a frontage of 1,400 ft. on Burrard Inlet, is reported to have been acquired.

Negotiations are proceeding with the Puget Sound Navigation Co. for the establishment of a steamship service between Anacortes, Everett, Bellingham, Vancouver and Victoria. It is reported that the company, before committing itself to the proposal, desires to know what likelihood there is of business sufficient to warrant the service, but in any case, nothing can be done until next season.

The Pacific Coast Steamship Co.'s s.s. Curacao, which was wrecked at Warm Chuck, Alaska, June 21, 1913, has been raised by the Vancouver Dredging and Salvage Co., and taken to Vancouver. When she sank, she had on board, 800 tons of coal, and 750 tons of general cargo. The wreck was located in 78 ft. of water low tide with a tidal range of 15 ft. Her dimensions are, length 257 ft., breadth 38 ft., depth 17.5 ft.

The s. s. Princess Irene, sister vessel of the s. s. Princess Margaret, launched recently for the C. P. R. British Columbia Coast service, at Dumbarton, Scotland, was expected to be launched during August. The equipment of the Princess Margaret is proceeding rapidly, but as the contract time for delivery on the coast is not until early next year, it is stated that this will not be rushed. It was announced a short time ago that both vessels would leave the Clyde early in November for Victoria, by way of the Panama Canal.

It is reported that up to the end of July, the amount of dredging done by the Dominion Government in connection with the Vancouver harbor improvements, covers the removal of 1,700,000 cubic yards of material from the First Narrows, in addition to the clearing away of the Parthia Shoal, and the dredging of a deep water channel in Coal Harbor. Over 1,250,000 cubic yards of material has been taken out of False Creek. The channel at the First Narrows is to be widened to about 1,400 ft., the fair way at present being only about 450 ft.

An inquiry has been held at Vancouver into the collision between the West Vancouver ferry *Doncella* and the West Vancouver No. 5, in Vancouver Narrows, July 4. Capt. J. D. Macpherson acted on behalf of the Dominion Wreck Commissioner, and was assisted by Capt. Copp and Commander Union, as nautical assessors. The judgment stated that the collision was due to the careless and reckless manner in which P. H. Johnson, master of the West Vancouver No. 5, handled his vessel, and pointed out that the number of complaints that have been made to the harbor officials, show that reckless navigation by many small vessels using the dangerous tidal of the Narrows, has been going on for a considerable time, and as a deterrent, Johnson's certificate was suspended for three months. The master of the *Doncella*, D. Smith, was absolved from blame, so far as the actual impact was concerned, but censured for not reducing speed earlier and dropping astern, when he saw what the tactics of the other vessel were, and he was warned to be more careful in the

future. The Court also suggested that the ferry managements should so arrange their schedules so that no two vessels should leave at the same time, as such a practice is a strong incentive to racing.

Furness, Withy and Co.'s Report for the year ended Apr. 30, shows profits, including the balance brought forward, of £765,488 12s 11d. After charging directors' fees and income tax there remains £751,949 9s 7d. The usual half yearly dividend on the preference shares was paid Nov. 1, 1913, and three quarterly dividends on the ordinary shares at 10% free of income tax were also distributed, leaving an available balance of £566,639 5s 11d, out of which £350,000 was transferred to depreciation account. The balance was disposed of, as follows:—Preference share dividend at 5%, paid May 1, £35,310 3s 8d, ordinary share dividend at 10% paid May 1, £50,000, carried forward to current year's accounts £131,329 2s 3d. The directors continued the policy of disposing of the older vessels of the fleet, and during the year sold several at satisfactory prices. These vessels are gradually being replaced by new tonnage, specially adapted to the requirements of the various trades. The company has secured an interest in the Johnston Line, Ltd., Liverpool, which the directors feel sure will prove valuable. The company operates vessels to various parts of the world, including Montreal, and the balance sheet includes in the assets an investment of £150,000 in the British Maritime Trust, Ltd., which represents its interest in Canada Steamship Lines, Ltd.

La Compagnie de Navigation St. Laurent-Richelieu, the incorporation of which was announced in our last issue, is reported to have purchased the following steamboats, *Terrebonne*, R. Paul, Ferdinand, and a steam tug and three barges. It is stated that the *Terrebonne* will sail from Montreal each Tuesday and Friday, for Sorel, St. Denis, Beloeil and intermediate points, the R. Paul on each Monday, Thursday and Saturday for Varennes, Vercheres, Sorel and St. Joseph de Sorel, and the Ferdinand between St. Tours and Beloeil. The *Terrebonne*, recently owned by Capt. A. Lamothe, St. Denis, and formerly by the Richelieu and Ontario Navigation Co., was built at Sorel in 1871 and practically rebuilt there in 1895. She is a paddle wheel vessel with engine of 28 n. h. p. Her dimensions are length 156.2 ft., breadth 24.1 ft., depth 7.2 ft.; tonnage, 636 gross, 320 register. The R. Paul was owned by A. Guertin, St. Charles, and was built at Sorel in 1911. She is screw driven by engine of 2 n. h. p., and is of the following dimensions,—length 80 ft., breadth 18 ft., depth 4.6 ft.; tonnage, 61 gross, 28 register. The Ferdinand was owned by Capt. F. Fecteau, St. Antoine, and was built at St. Antoine in 1905. She is screw driven by engine of 28 n. h. p., and her dimensions are, length 87 ft., breadth 17.6 ft., depth 5.4 ft.; tonnage, 76 gross, 48 register.

Comparison of Welland Canal Statistics.—Following are statistics from the American Railroad Journal, Feb. 14, 1835, relating to traffic on the Welland Canal in 1834:—Number of vessels passing through the canal, 570 schooners, 334 boats and scows and 66 rafts; total all vessels, 970, with a total tonnage of 37,927; tolls, approximately, \$21,500; total expenditure on the canal, including 1834, approximately, \$1,800,000. These figures compare with those for the season of 1913 as follows:—Number of vessels passing through the canal, steam 2,867, sailing 362, total all vessels 3,229; total tonnage, 3,164,530; system of tolls abolished; total expenditure on canal, including 1913, \$29,250,951.01.