

**Marine Votes for 1916-17.**

Marine votes for the fiscal year ending Mar. 31, 1917, recently dealt with by the House of Commons, include the following:

CHARGEABLE TO CAPITAL ACCOUNT.		
		Revotes.
Welland Ship Canal.....	\$4,500,000	\$ 500,000
Canals—		
Lachine .....	30,000	40,000
Rideau .....	40,000	200,000
Trent .....	1,000,000	
	\$1,070,000	\$ 240,000
Harbors and Rivers—		
Halifax dry dock.....	\$ 250,000	\$ 250,000
St. John harbor.....	1,000,000	
Quebec harbor .....	495,000	495,000
Lauzon dry dock.....	1,500,000	
St. Charles River.....	700,000	
Toronto harbor .....	600,000	600,000
French River waterway...	400,000	400,000
Port Arthur and Fort		
William .....	1,000,000	
Vancouver harbor .....	350,000	
Victoria harbor .....	1,000,000	
Esquimalt dry dock.....	200,000	200,000
	\$7,495,000	\$1,945,000
CHARGEABLE TO INCOME ACCOUNT.		
Canals—		
Chambly .....	\$ 5,000	\$ 5,000
Cornwall .....	9,500	9,500
Quebec .....	14,000	
Rideau .....	30,000	
St. Peter's .....	163,000	101,000
Soulanges .....	1,500	900
Trent .....	40,000	
Welland .....	30,000	
Williamsburg .....	2,500	
	\$ 295,500	\$ 116,400
Harbors and Rivers—		
Nova Scotia .....	\$ 736,150	\$ 425,150
Prince Edward Island....	66,400	41,800
New Brunswick .....	425,000	280,000
Maritime Provinces		
generally .....	5,000	5,000
Quebec .....	853,150	468,900
Ontario .....	1,051,800	880,500
Manitoba .....	93,100	65,000
Saskatchewan and		
Alberta .....	29,500	9,500
British Columbia .....	578,000	48,700
Yukon .....	5,000	
General .....	40,000	
Dredging .....	1,730,000	20,000
	\$5,613,100	\$2,244,550
Mail Subsidies—		
Atlantic Ocean .....	\$1,844,167	
Pacific Ocean .....	487,142	
Local services .....	310,625	
	\$2,641,934	
Mail service, authorized by statute—		
Canada, China and Japan.....	\$ 121,667	
Canada and France.....	200,000	
	\$ 321,667	
Naval service .....	\$2,250,400	
Ocean and river service.....	1,305,800	
Marine Department .....	2,134,715	
Lighthouse and coast service.....	2,409,700	
Scientific institutions .....	489,713	
Marine hospitals .....	78,000	
Steamboat inspection .....	79,170	
Authorized by statute—		
Collingwood dry dock, No. 1.....	\$ 15,000	
Collingwood dry dock, No. 2.....	9,209	
Montreal floating dock.....	105,000	

**Progress on Welland Ship Canal Construction.**

J. L. Weller, M.Can.Soc.C.E., Engineer in Charge, Welland Ship Canal, is reported to have said at St. Catharines, May 10, that notwithstanding the war, most satisfactory progress had been made on the four sections under contract, and that three of the sections at least, will be finished within the time limit of four years from the placing of the contract in 1913. The work on sections 1 and 2 is about 50% completed.

Sec. 1 extends from Lake Ontario for about three miles, and includes pier and trestle work at the entrance to the canal, the construction of lock 1, and canal work to bridge 2. The contract was awarded Aug. 1, 1913, and the date for completion set at Apr. 1, 1917. The amount of the contract as based on schedule rates is

\$3,487,727, and the contractors are the Dominion Dredging Co.

Sec. 2 covers the work from bridge 2 to bridge 5, about 4½ miles, including locks 2 and 3. This contract was awarded to Baldry, Yerburch & Hutchinson, Dec. 31, 1913, for completion by Apr. 1, 1917, and the amount based on schedule rates is \$5,377,185.75.

Sec. 3, from bridge 5 to about half way between bridges 9 and 10, 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 the three twin locks 6, 5 and 4 in flight, one flight for down bound vessels and the other for up bound vessels, overcoming a descent of 139½ ft. The contract was awarded to O'Brien & Doheny, Oct. 4, 1913, for completion by Apr. 1, 1917, and the amount based on schedule rates is \$9,540,050. This work is about 25% completed, and it is not expected that it will be finished on schedule time, but will be at least a year behind time. The work done has been very heavy, in some places rock having been blasted down to 80 ft. Some little labor difficulty has also been experienced, but it is stated that this has now been settled and the laborers, mostly foreign, have all returned to work.

Sec. 5, from just above bridge 12 to just above bridge 13, about 2¾ miles, is reported to be about 50% completed. This contract was awarded to the Canadian Dredging Co., for completion by Apr. 1, 1918, and the amount based on schedule rates is \$1,945,788.

The acting Minister of Railways and Canals has stated that no further contracts will be let this year.

**The Venture-Wakena Collision Investigated.**

An investigation was held recently at Vancouver, B.C., by Capt. J. D. Macpherson, Wreck Commissioner for British Columbia, assisted by Commander Unwin, R.N.R., and Capt. H. S. Hilton, as nautical assessors, into the collision between the Union Steamship Co. of British Columbia's s.s. Venture, and the Clatskanie Transportation Co.'s s.s. Wakena, from Portland, Ore., in the first narrows of Burrard Inlet, Feb. 26. The evidence produced, was, owing to the fact that witnesses for the Venture alone were present, necessarily one sided. For some unexplained reason after having made all arrangements to be present, the witnesses for the Wakena failed to appear. The evidence adduced was, however, clear and convincing, and the court's opinion was that there can be no doubt that the Wakena's master, in the thick fog then prevailing, lost his bearings when entering the first narrows, and while endeavoring to get his vessel into midchannel, collided with the Venture. No blame can be attached to those in charge of the Venture, the master, John Park, being justified in entering the narrows, though undoubtedly the weather was very thick at the time, not only because he knew where his vessel was, but also because there are very efficient aids to navigation in that locality to meet the requirements of navigation under the conditions then prevailing. The Venture was handled in a proper and seamanlike manner, and the master had verified his position off Prospect Bluff, was going dead slow and sounding his whistle at proper intervals, was as close to the starboard side of the channel as he could be with safety, and

kept an efficient lookout. The court therefore absolved him from all blame. The court surmised that the non appearance of witnesses for the Wakena, implied that they knew they would not be held blameless.

**Welland Canal Lock Accident.**

On May 2, the wooden steamship W. J. Averell, Capt. Patterson, formerly owned by the Rutland Transit Co., Ogdensburg, N.Y., and now owned by the Canada Shipping Co., Montreal, while upbound to Cleveland with a small cargo of package freight, struck and carried out the two headgates at lock 8 in the Welland Canal. The rush of water from lock 8 level carried the vessel and towpath gate out into the lower reach. The heelpath gate remained near the head gate of the lock, clinging to its anchorage. The level above lock 8 is a short one and the reach below is about 1¼ miles long; consequently very little water overflowed the banks and there was no damage to the latter. The vessel was not damaged. It was necessary to place two spare gates before navigation could be resumed. Locking was resumed in the afternoon, navigation having only been delayed about eight hours. The damage is estimated to be \$3,000, which is said to be fully covered by insurance. The accident was caused by the steel hawser getting caught in the vessel's compressor and it was not even placed on the snubbing post on the lock wall to check her speed. The vessel's engines were reversed too late to avert the collision with the lock gates. We are indebted to L. D. Hara, Superintending Engineer, for these particulars.

**Improvements to C. P. R. Great Lakes Steamships.**

During the past winter, in addition to the usual overhaul, the steamships Kewatin and Assiniboia, of the C.P.R. Great Lakes fleet, have received a number of improvements. The most important of these is an extension of the upper and promenade decks right to the stern. This provides, abaft the verandah cafe, a roomy, covered in and sheltered space for evening dances. Immediately above, the promenade deck has been extended, giving a clear space of 50 x 36 ft., which, without interfering with the promenade, gives accommodation for quoits, shuffle deck and other shipboard games.

The dining saloons have been entirely remodelled, and have been fitted with a number of small tables to accommodate parties of two to six people. The windows have been enlarged, and now measure 4 ft. wide by 3 ft. deep, with a leaded glass top sash, which provides ventilation without draught. The new windows will provide a good view from any seat in the saloon. The smoking room windows have also been increased in size.

In addition to the original suites de luxe, several rooms have been fitted with connecting shower baths. The main entrance hall has been enlarged, and made adaptable for a quiet smoke or game of cards in the evenings. A new barber shop and news stand have been built off the entrance hall.

The Fort William Grain Co., Ltd., has been incorporated under the Dominion Companies Act, with \$40,000 authorized capital and office at Fort William, Ont., to carry on a general grain dealing business, and to own and operate steam and other vessels, wharves, docks, elevators, etc.