## Marine Votes for 1917-1918.

The estimates for the fiscal year 1917-18, submitted to the House of Commons, include the following items for works connected with navigation:

CHARGEABLE TO CAPITAL ACCOUNT.

| | | Revotes. |
|---|---|---|
| Welland Ship Canal | $ 200,000 | $ 200,000 |
| Trent Canal | 600,000 | 350,000 |
| | $ 800,000 | $ 550,000 |
| Harbors and Rivers— | | |
| St. John harbor improvements | $1,000,000 | |
| Lauzon dry dock | 1,000,000 | $ 250,000 |
| River St. Charles improvements | 700,000 | 200,000 |
| Toronto harbor improvements | 1,000,000 | |
| Port Arthur and Fort William harbor | 750,000 | 500,000 |
| Victoria harbor improvements | 1,000,000 | |
| | $5,450,000 | $ 950,000 |

CHARGEABLE TO INCOME ACCOUNT.

| | | |
|---|---|---|
| Canals— | | |
| Chambly | $ 1,700 | |
| St. Annes lock | 1,500 | |
| St. Peters | 45,000 | $ 45,000 |
| Soulanges | 1,000 | |
| Trent | 25,000 | |
| Welland | 30,000 | |
| | $ 104,200 | $ 45,000 |
| Canal surveys and inspections | 25,000 | $ 5,000 |
| Harbors and Rivers— | | |
| Nova Scotia | 285,300 | 181,900 |
| Prince Edward Island | 26,900 | |
| New Brunswick | 150,950 | 8,600 |
| Maritime Provinces generally | 5,000 | |
| Quebec | 438,020 | 145,100 |
| Ontario | 333,850 | 161,700 |
| Manitoba | 19,000 | 800 |
| Saskatchewan and Alberta. | 20,000 | |
| British Columbia | 136,850 | 5,400 |
| General | 40,000 | |
| Dredging | 1,705,000 | 67,000 |
| | $3,120,870 | $ 570,500 |

| | |
|---|---|
| Authorized by statute— | |
| Collingwood dry dock No. 1 | $ 15,000.00 |
| Collingwood dry dock No. 2 | 9,208.96 |
| Montreal floating dock | 105,000.00 |
| | $129,208.96 |
| Naval service | $2,270,400.00 |
| Ocean and river service | 1,444,800.00 |
| Marine Department | 888,550.00 |
| Lighthouse and coast service | 2,201,900.00 |
| Scientific institutions | 399,293.00 |
| Marine hospitals | 78,000.00 |
| Steamboat inspection | 79,749.00 |

## Harbor Improvement Scheme at Vancouver.

Canadian Railway and Marine World for Sept., 1916, contained an outline of the harbor improvement scheme for Vancouver, as suggested by the Harbor Commissioners. This scheme involved the purchase of the Kitsilano Indian reserve, 80 acres, for $700,000; property at Port Moody, 88 acres, $500,000; the Heaps property on Burrard Inlet, 16¾ acres, $650,000; right of way for a harbor terminal railway from the Kitsilano Indian reserve to the Heaps property, $1,552,861; a portion of the Pacific Great Eastern Ry. right of way, $516,627, and wharf property and warehouses owned by the Great Northern Ry., and the waterfront property immediately east of the G.N.R. property, $1,800,000. The approximate total cost of the properties to be acquired is $5,769,128. This scheme has met with considerable opposition, especially from the Vancouver City Council. A report on the whole situation has been prepared by F. L. Fellowes, City Engineer, and is now before the civic railways and bridges committee. It is a general outline of the work of improvement carried out in the past, what is now under way, and also deals with the Harbor Commissioners' proposals.

Included in the report is also the outline of a new plant for an additional reclaimed area in False Creek, near the bridge at Main St., increasing the waterfrontage by 31 acres for industrial sites, which, it is claimed, would be carried out at a cost of $10,000 an acre, and open up a main artery through False Creek, and allow the use of present bascule bridge on Main St. to span the new waterway. The Harbor Commisisoners' scheme for a harbor terminal railway is endorsed. This line it is proposed to operate by electricity, and to make connections, with switching facilities, with all the railways entering Vancouver. In connection with this railway, it is planned to do away with all level crossings on Main St., obviate the necessity of participating in the cost of erection of overhead viaducts at Union, Harris, Keefer and Pender Sts.; remove the British Columbia Electric Ry. tracks from Hastings St.; route all B.C.E.R. interurban traffic over the Commissioners' tracks; eliminate the C.P.R. tracks across Pender, Hastings and Cordova Sts. to the main line at Columbia Ave.; abandon the proposed tunnel scheme; remove the C.P.R., B.C.E.R. and Great Northern Ry. from Front St., and by arrangement with the G.N.R., to secure the removal of the G.N.R. tracks over Main St. and substitute the right to operate over the Commissioners' tracks to the G.N.R. terminal at Pender St., the two systems connecting at the head of False Creek. The estimated cost of this proposal is $418,700, exclusive of bridges and rails, and $756,260 inclusive of bridges and rails. The report also estimates that the whole acreage, 31.74 acres, should yield in normal times an average of $20,000 an acre, or a total of $664,400.

It is shown, in a comparison of the charges at Vancouver, with those of ports in other parts of the world, that Vancouver is the lowest.

**Caandian Icebreaker in Russia.**—The ice breaking steamship which was built by Canadian Vickers, Ltd., Montreal, last year, for the Dominion Government, and which was, immediately on completion, sold to the Russian Government, has arrived at her destination, and is being used in the White Sea. She crossed the ocean in charge of Capt. Reid, who had previously taken over the Dominion Government icebreaker Minto for the same service. Reports state that the voyage was accomplished in safety, and that the Russian Government officials are delighted with the vessel, which is said to be the most powerful icebreaker in the world. She was originally named J. D. Hazen and has been renamed Mikula. It is reported that Capt. Reid has been appointed to the chief command of all the Russian icebreakers operating in the White Sea.

**Vessels Turning in the River at Fort William.**—An order in council has been passed amending sec. 15 of the special regulations for the government of the harbor at Fort William, Ont., by providing that steam vessels exceeding 260 ft. long may be turned with a tug in that section of the Kaministikwia River lying between the bend above C.P.R. elevator D and the westerly limit of the Grand Trunk Pacific Ry. rail dock, and that steam vessels of such tonnage and length may be turned also in that section of the river between C.P.R. slip 1 and elevator C, but the turning of such vessels in the latter portion of the river shall not take place without the use of a tug, unless sanctioned by the harbormaster.

## Quebec Harbor Improvements.

The Quebec Harbor Advances Act, 1917, which has been passed by Parliament, provides that the Government may advance from time to time, to the Quebec Harbor Commissioners, $1,500,000, to carry on the construction of such terminal facilities as are necessary properly to equip the port. During the construction, the interest payable on the debentures deposited with the Finance Minister, in respect of these terminal facilities, are to be deemed as money required to enable the commission to complete the work, and payable out of the present advance. The time limit for the construction outlined is to be fixed by the Governor in council. Detailed plans and specifications of the work to be done and on which the advances are to be made, must be satisfactory to the Minister of Marine, and approved by the Governor in council. Advances will be made monthly on application, which must be accompanied by statements showing the total expenditure for the month the advance is intended to cover, and the commission is to deposit with the Finance Minister debentures equal in par value to the advance made. The debentures are to be repayable in 25 years and to bear interest at 3½% a year, payable half yearly.

The Minister of Marine stated in the House of Commons, Feb. 4, that the $1,500,000 provided in the estimates for 1917-18 as an advance to the Quebec Harbor Commission, was necessary to enable it to complete the work started in 1913, and for which the Government had already advanced $500,000. Since the harbor development scheme was undertaken, the revenue of the port has advanced from $126,000 in 1913 to $288,000 in 1916. Of this amount to be advanced, it is expected that $700,000 will be spent during the current year, and the balance within about two years. The addition to the grain elevator and the completion of the conveyor system for the elevators will cost about $800,000.

## Dominion Government Vessel Replacement and Upkeep.

In the estimates submitted to the House of Commons for the fiscal year, 1917-18, provision is made regarding vessels, as follows:

**Lighthouse and Coast Service.**—For rebuilding s.s. Scout, $12,000; new vessel to replace s.s. Maisonneuve, $12,000 (additional to $25,000 voted for current year); pilotage and maintenance and repairs to s.s. Eureka, $56,300.

**St. Lawrence Ship Channel.**—To provide for construction and completion of dredging plant for St. Lawrence River from Montreal to Father Point, $216,550 (additional to $452,715 voted for current year).

**Ocean and River Service.**—To provide for the construction of two steamships to replace s.s. Quadra, $150,000; maintenance and repairs to steamships and icebreakers, $1,180,000.

**Tidal Service.**—Maintenance of tidal stations and surveying steamships, $35,000.

**Fisheries Protection.**—To provide new vessels, $100,000; repairs and maintenance of fisheries protection steamships, $375,000; maintenance and upkeep of ships, Naval College, etc., $1,000,000.

**Customs Department.**—To provide for maintenance and upkeep of revenue cruisers and preventive service, $100,000.