

who, it is said, will also build the revetment wall at the mouth of the Mission River, Fort William, the pile driving for which will be done by the Thunder Bay Contracting Co.

The U. S. Lake Survey reports the levels of the Great Lakes in feet above mean sea level for June as follows: Superior 602.45; Michigan and Huron, 581.50; St. Clair 576.45; Erie 573.77; Ontario 247.95. Compared with the average June levels for the past ten years, Superior was 0.24 ft. above; Michigan and Huron 0.68 ft. above; Erie 0.92 ft. above; and Ontario 1.06 ft. above.

The Windsor and Detroit city councils held a joint meeting, July 10, to consider a plan for the operation of an all night ferry service between the two cities. The automobile traffic is stated to have been so heavy recently, that many people are compelled to stay on one or the other side of the river overnight, through the ferries not being able to handle the traffic in the schedule hours.

Canada Steamship Lines' barge Dundurn, in tow of the tug Home Rule, foundered and sank just outside the outer breakwater at Ashtabula, Ohio, July 15, during a heavy storm, two of the crew being lost. The Dundurn was formerly a steamboat named Pere Marquette II, and was built at Detroit, Mich. in 1882. Her dimensions were, length 196.3 ft., breadth 30.3 ft., depth 12 ft.; 472 tons register.

The U.S. Government has decided to widen the Grosse Pointe channel to permit vessels of deep draft to pass more easily. Tenders have been received by the U.S. Engineering Department for dredging and other work connecting therewith. The specifications include the removal of approximately 1,250,000 cub. yds. When the dredging is completed it is expected a depth of 21 ft. at low water will be obtained, with a bottom width of 800 ft. between the established channel lines.

The s.s. Mariska, owned formerly by the Basset Steamship Co., Toronto, and operated in the Great Lakes trade, but recently acquired by the Trans-Atlantic Steamship Co., Montreal, has been remodelled and equipped for ocean service by Halifax Shipyards, Ltd., Halifax, N.S. The deck construction has been changed and an additional deck has been erected aft. The bridge, which was somewhat forward, has been set back aft of midships and the crew's quarters have also been moved aft.

During 1918, 2,887 vessels passed through the Welland Canal, of which 1,318 were upbound, and 1,569 downbound. These figures do not include regular canal tugs, small craft, nor vessels which entered the canal at Port Colborne and discharged cargoes at Welland and returned to Lake Erie. There were 216 new vessels sent through the canal for Atlantic service, and 17 vessels which had been operated on the lakes previously, passed through the canal in sections to the coast.

Owing to target practice taking place from sunrise to sunset at the government rifle ranges at Long Branch, six miles west of the western entrance to Toronto harbor, mariners are warned that they must keep at least 8,000 ft. out from the shore, when passing the ranges, and under no circumstances must they enter the danger area, which is marked by red barrel buoys, with the word "Danger," on the top and, "rifle ranges," on the ends.

The target practice will continue until Oct. 15.

### British Columbia and Pacific Coast

A Vancouver press report states that private advices received from Ottawa indicate that the Dominion Government dry dock will be located at Victoria.

The Coast Island range lights, at the entrance to Prince Rupert Harbor, are being discontinued, and the lights moved to new positions, one on the northeastern point of Kinahan Island, and one on the northwestern point of Genn Island.

The Clayoquot Sound Canning Co. is suing the C.P.R. in the British Columbia Admiralty Court for \$6,000, claimed to be due for salvage services rendered to the s.s. Princess Adelaide by the auxiliary schooner Iskum, when the former vessel went ashore at Georgina Point, in Active Pass, Oct. 13, 1918.

The Marine Department announces the reporting of an uncharted rock off the northeast side of Nigei Island, in the new channel in Queen Charlotte Sound. It is seven cable lengths from the northeast shore of the island and 2 miles southeast of Greeting Point. Another uncharted rock is reported 450 ft. northwestward from the northwest extreme of McCreight Island, Buckley Bay, Masset Inlet, Queen Charlotte Islands.

### Freight Steamship Requisitioning by British Government.

A London, Eng. copyright cablegram of July 22 to the Toronto Globe says: It is anticipated in well informed shipping circles that the government freight requisition for August will be 35 per cent. This is a reduction of 5 per cent. only, as against 10 per cent. for July. It applies to eastward voyages from North America to the United Kingdom. While the gradual whittling down of government control gives satisfaction, there is some disappointment, because the process is not faster. Any increase in the monthly rate of reduction is not anticipated.

The reason given is the government decision to bring over to the United Kingdom 300,000 standards, say 1,000,000 tons, of Canadian lumber, bought during the war by the British Timber Controller, and still held at his disposal. The whole of this lumber is to be shipped during the next 12 months, if that is found practicable. It is to be distributed in all parts of the country and utilized in the construction of tens of thousands of houses to be erected under the national housing scheme, which, as a factor in industrial pacification, is regarded as a matter of prime urgency. At the same time it is realized that operations of such magnitude are bound to militate against the speedy improvement in the shipping position.

The Union Navigation Co. Ltd., Montreal and New York, which recently gave up business, and was wound up, had the following officers: President, H. Whiton, New York; Vice President, W. I. Gear, Montreal; Secretary, H. J. Donnelly, Montreal; Treasurer, C. H. Schneider, New York; other directors, W. A. Coates, R. W. Reford, and J. R. Gordon. Interests associated with Robt. Reford Co. Ltd., have applied for the incorporation of another company having the same name, and it is now being organized.

### United States Grain Shipments via Montreal.

Canadian Railway and Marine World for July contained, on page 409, a statement made by the acting Minister of Trade and Commerce on June 19, to the effect that shipment of U.S. wheat when arriving above Montreal in transit for export, would be permitted by license from the Trade and Commerce Department until further ordered, and that in a few days thereafter regulations would be formulated in respect to such shipments to ensure that shippers must provide tonnage to carry such grain from the Canadian seaboard in order to prevent a congestion in Canadian elevators.

We were advised by the Trade and Commerce Department on July 7 that the contemplated regulations were not formulated and that U.S. grain is permitted to pass through Canada in transit, without license, for the present at least, but that later on, should it appear that the quantity of foreign grain in Canadian elevators is liable to endanger prompt dispatch of the Canadian crop when it comes on the market, steps will have to be taken to limit the movement of such foreign grain through Canada.

The Robert Reford Co., Ltd., agents for the Cunard Line, Montreal, has been reorganized, the Cunard Steamship Co. acquiring an interest in the new company. The directors are: President, Robt. W. Reford; Vice President, W. I. Gear; Sir T. Ashley Sparke, New York; W. A. Coates, Wm. Phillips, and S. Barrow. The Cunard Steamship Co. now includes, in addition to the Cunard Line, the Anchor, Donaldson, Thomson, Brocklebank, Well, Commonwealth and Dominion, and American-Levant Lines. When the Canadian Northern Ry. decided a few years ago to relinquish its ocean steamship business, the Cunard Steamship Co. took over Canadian Northern Steamships Ltd. and its vessels Royal Edward and Royal George, the former of which was lost during the war. Wm. Phillips, one of the new directors of the Robert Reford Co., was formerly European Manager, Canadian Northern Steamships Ltd., London, Eng.; W. A. Coates, another director, has been in the Cunard Co's service for many years, and S. Barrow is the company's Manager at Quebec. R. W. Reford, President of the Robert Reford Co., has been added to the Cunard Steamship Co's board of directors. The new arrangements will bring the Cunard Line into closer touch with Canadian trade, and will result in increased service between Canada, the United Kingdom and the European Continent, as soon as the new steamships now under construction are ready for service.

The Dominion Government's s.s. Lansdowne is being offered for sale by tender as she lies at Dartmouth, N.S. She was built at Maccan in 1884, her dimensions being, length, 188.6 ft.; breadth, 32.1 ft.; depth, 15.8 ft.; tonnage, 680 gross; 463 net. She is equipped with compound surface condensing engine, with cylinders 24 and 43 in. diameter by 36 in. stroke, 80 n.h.p. driving a screw, and is supplied with steam by a return tubular boiler 13 ft. by 9 ft. 10½ in., built in 1904.

Job Shipping Corporation, Ltd., has been granted supplementary letters patent subdividing its existing 300 shares of the par value of \$100 each into 3,000 shares of \$10 each.