

Dundee and Perth Shipping Co. and was engaged as a cargo vessel and operated between Dundee and London. She has accommodation for 350 passengers, and is fitted with all modern equipment. Her dimensions are, length, 300.2 ft.; breadth, 39.7 ft.; depth, 17.5 ft.; tonnage, 2,163 gross; 1,336 net. She is screw driven by engine of 362 h.p.

Province of Quebec Marine.

The Princess May Steamship Co. Ltd., has been incorporated under the Dominion Joint Stock Companies Act, as a private company, with office at Quebec, and its business to be carried on with \$125,000 capital.

A green spar buoy has been established to mark the wreck of the schooner Enterprise, which sank May 14, about 2 miles south of Entry Island, off Magdalen Islands, in the Gulf of St. Lawrence. As soon as the masts of the wreck have been removed the buoy will be discontinued.

La Cie. Generale du Port de Chicoutimi has deposited plans with the Minister of Public Works, for a wharf to be built at the Baie du Ha Ha, Saguenay River. The site is numbered 97M, 98R, and 98S on the official cadastre of St. Alexis de la Grande-Baie, and measures 830 ft. wide, 1,400 ft. long on the north side and 1,950 ft. on the south side.

Ontario and the Great Lakes.

The Toronto Ferry Co. is contemplating building a ferry steamboat, which it expects to have ready for service early in 1920.

The wreck of the steam tug Jim and Tom, which was sunk on the western side of the east pier at Port Dover, Nov. 28, 1918, has been removed.

The dredging operations on the north side of St. Thomas channel in the River St. Lawrence were completed Aug. 7, and the plant and machinery moved to the south half of the channel.

The Marine Department has arranged to overhaul the Colchester lighthouse, Lake Erie, and in addition, will build several cribs there. The work will, it is said, cost about \$20,000.

The Minister of Public Works is reported to have announced Aug. 3, that \$50,000 will be included in the supplementary estimates for improvements in Port Dover harbor.

Canada Steamship Lines' s.s. T. P. Phelan, ran aground on Fraser Shoal, east of Cardinal, in the St. Lawrence River, at the end of July, while east-bound with 70,000 bush. of wheat for the British Government.

It is suggested that the question of granting a franchise for a ferry service across the Detroit River, from Windsor, to the Detroit and Windsor Ferry Co., be submitted to a vote of the ratepayers at an early date.

The U.S. s.s. Aztec, of Buffalo, when being locked through lock 17 of the Cornwall canal, Aug. 15, backed into the gates of the rear lock, partially opening it, and causing a rush of water from the upper lever to carry out both sets of gates. A boy of 7 years, who was playing on the bank was washed away and drowned.

The harbor headline on the north and south sides of the McKellar River at Fort William, beyond which no wharves or other structures shall be built, has

been amended, after careful checking of the measurements during last winter.

The U.S. Lake Survey reports the levels of the Great Lakes in feet above mean sea level for July as follows:—Superior, 602.58; Michigan and Huron, 581.34; St. Clair, 576.24; Erie, 573.45; Ontario, 247.75. Compared with the average July levels for the past 10 years, Superior was 0.18 ft. above; Michigan and Huron 0.45 ft. above; Erie 0.67 ft. above, and Ontario 0.96 ft. above.

The steam tug D. S. Pratt, owned by Canadian Dredging Co., Midland, Ont., the steam tug Lasalle, and the scow D79, owned by the Great Lakes Transportation Co., Midland, Ont., have had their names changed to Strathmore, Strathbell and Strathbuoy, respectively. They are being operated by the Dominion Towing and Wrecking Co., Fort William, Ont., which is owned by the same interests as the other companies mentioned.

The attempts to raise the s.s. Key-storm, formerly owned by the Keystone Transportation Co., Montreal, and which sank in the St. Lawrence River, below Alexandria Bay, several years ago, were continued during the summer, but were abandoned early in August, for the year, owing to the failure of the wooden pontoons used on the work. It is stated that special steel pontoons are to be built, and that the work will not be resumed until these are ready.

The Northern Navigation Co.'s s.s. Huronic, grounded on Angus Island, about 40 miles from Port Arthur, Aug. 15, whilst en route from Port Arthur to Duluth. She was not considered in any danger, but all passengers were transferred to the company's s.s. Hamonic and returned to Port Arthur. The Huronic was released the same day with the aid of the tugs Bowman and Sarnia, and was accompanied to the Port Arthur Shipbuilding Co.'s plant, where she was drydocked for examination and repairs. An outside examination showed that several plates in the bow were buckled, and that the bottom was ripped to no. 2 hatch.

Vessel masters are requested to check the speed of their vessels in passing through the St. Clair Flats Canal, Lake St. Clair, reducing to about 8 miles an hour when weather is suitable for such speed. It is not suggested that vessels

should be checked in storm, or when conditions to any extent render control uncertain, but only when through the variety of conditions encountered, speed be reduced in reasonable accord therewith, and solely for the purpose of preventing as far as possible further deterioration of the revetment, and of the channel side of the east dike of the canal. This revetment has deteriorated markedly in the last two years and several sections have collapsed, the timber work swinging into the channel. This condition exposes anchorages adjacent to the collapsed portions to undue strain and the backfilling to the effects of the wash created by passing vessels at high speed.

The Webster Steamship Co.'s s.s. Muriel W., struck one of the sunken cribs off Putnam's pier at Port Weller, at the entrance to the new Welland Ship Canal, Aug. 4, during a heavy fog, and sank in 30 ft. of water. She is believed to be a total loss. She was built at Milwaukee, Wis., in 1886 and practically rebuilt in 1912, her original name being Veronica, and her owners the Standard Navigation Co., Buffalo, N.Y. The hull was of oak and she was built with diagonal strapping on the frames, steel arches, bow sheathed for ice, steel boiler house. Her dimensions were, length b.p., 202 ft.; breadth moulded, 34½ ft.; depth moulded, 19 ft.; tonnage, 1,093 gross; 880 net. She was equipped with fore and aft compound engine, with cylinders 22 and 40 in. diam. by 40 in. stroke, 625 i.h.p. at 75 r.p.m., and supplied with steam by a single firebox boiler, 9 ft. 2 in. by 16 ft. at 100 lbs. working pressure.

British Columbia and Pacific Coast.

The Pacific Salvage Co., which bought the Dominion Government's sloop Algerine recently, is having it remodelled and refitted as a salvage vessel by Yarrows, Ltd., Victoria, B.C.

The U.S. s.s. Admiral Knight of Seattle, Wash., a wooden steamship of 600 tons, was destroyed by fire on the B.C. coast, July 27, while bound for Alaska. All the crew were saved.

The C.P.R. s.s. Princess Ena, while northbound through the Seymour Narrows, Aug. 6, struck Ripple Rock, a submerged reef in the center of the narrows. She proceeded to Plumpers Bay, where

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during June, 1919:

ARTICLES.	Eastbound.		U.S. Canal.	Total.
	Can. Canal.			
Lumber.....m. ft. b. m.	39,731	1,243		40,974
Flour.....Barrels	611,020	420,510		1,031,530
Wheat.....Bushels	3,138,698	3,263,353		6,402,051
Grain, other than wheat.....Bushels	3,606,387	3,088,514		6,694,901
Copper.....Short tons	7,114	910		8,024
Iron Ore.....Short tons	7,788,279	216,618		8,004,897
Pig Iron.....Short tons		75		75
Stone.....Short tons	340	4,830		5,170
General Merchandise.....Short tons	4,476	3,276		7,752
Passengers.....Number	496	3,338		3,834
Westbound.				
Coal, soft.....Short tons	2,211,284	55,700		2,266,984
Coal, hard.....Short tons	227,200			227,200
Iron Ore.....Short tons	20,732			20,732
Mfd. Iron and Steel.....Short tons	9,404	2,348		11,752
Salt.....Short tons	8,825	1,155		9,980
Oil.....Short tons	56,840			56,840
Stone.....Short tons	13,429			13,429
General Merchandise.....Short tons	32,033	25,487		57,520
Passengers.....Number	1,029	3,303		4,332
Summary.				
Vessel passages.....Number	2,154	656		2,810
Registered tonnage.....Net	7,040,813	943,932		7,984,745
Freight—				
Eastbound.....Short tons	8,117,450	437,529		8,554,979
Westbound.....Short tons	2,579,747	84,690		2,664,437
Total Freight.....Short tons	10,697,197	522,219		11,219,416