

## Mainly About Marine People.

**John Barnsley**, heretofore Assistant Manager, has been appointed Manager, Union Steamship Co. of British Columbia. He was for some years with the Boscowitz Steamship Co., before it was taken over by the Union Steamship Co. of British Columbia.

**Sir Alfred Booth**, Chairman, Cunard Steamship Co., was in Quebec, Oct. 21, prior to going to New York, whence he sailed for England on the s.s. Aquitania. He expects considerable development in the Canadian steamship service for next year.

**J. Chesley**, Agent, Marine Department, St. John, N.B., is acting as Superintendent of Pilots, St. John pilotage district, for the present.

**Lieut. Commander C. P. Edwards**, General Superintendent, Radiotelegraph Branch, Naval Service Department, Ottawa, has been attending a meeting of representatives of Great Britain, the United States, France, Italy and Japan, in Washington, to discuss international wire and wireless communications.

**R. S. Elworthy**, General Agent, Passenger Department, Canadian Pacific Ocean Services Ltd., Chicago, returned home early in October from Europe, after a business trip on the continent.

**H. E. A. Hawken**, heretofore Assistant Deputy Minister of Marine, has been appointed acting Deputy Minister of Marine, consequent on the resignation of Alex. Johnston. He was born Sept. 28, 1879, and entered the civil service Jan. 7, 1902, and prior to Mar. 31 was Chief Registrar of Shipping. On the latter date he was appointed acting Assistant Deputy Minister of Marine and Assistant Deputy Minister of Marine, in July.

**Capt. Hose, R.N.**, acting Director, Canadian Naval Service, is reported to have been named as Director, Canadian Naval Service, effective Jan. 1, 1921, vice Admiral Sir Charles Kingsmill, R.N., at present on leave of absence, prior to retirement.

**Alex. Johnston**, Deputy Minister of Marine and Fisheries, is resigning from the Dominion Government's service, and it is said that he will enter the British Empire Steel Corporation's service, an Ottawa press dispatch stating that he will be General Assistant to the President, at a salary of \$18,000 a year. Canadian Railway and Marine World was advised, Oct. 25, that no definite conclusion had been reached as to the exact nature of the work he will undertake, that no consideration had been given to the question of title, that he will not enter on his new duties until Jan. 1, and that his headquarters had not been decided on, but that he will not be removing from Ottawa for the next year.

**Major A. C. Lewis**, formerly Secretary, Toronto Harbor Commission, and now Secretary, Canadian Deep Waterways & Power Association, has been nominated as the Conservative candidate at the ensuing by-election for the representation of Northeast Toronto in the Ontario Legislature.

**Thos. Long**, President Thos. Long & Co., general merchants, Collingwood Ont., at one time a director of the Northern Navigation Co. of Ontario, and a former President of the Collingwood Shipbuilding Co., died at his house in Toronto, Oct. 7, aged 84.

**W. McLaurin**, of the C.G.S. Stadacona,

Esquimalt, B.C., a returned soldier, has been appointed Dock Yard Foreman, Halifax Dockyard, N.S. Naval Service Department, at an initial salary of \$2,400 a year. Particulars of duties, classifications, etc., were given in Canadian Railway and Marine World for October, page 578.

**Miss Hilda Murphy**, daughter of the late Dennis Murphy, formerly President, Ottawa Transportation Co., was married at Ottawa, Oct. 24, to Lt. Col. K. M. Perry, D.S.O., son of Commissioner Perry of the Royal Canadian Mounted Police.

**J. W. Norcross**, President and Managing Director, Canada Steamship Lines Ltd., and Mrs. and Miss Helen Norcross, sailed from Quebec, Oct. 6, on the s.s. Empress of France, for England.

**Thos. Robb**, Manager, Shipping Federation of Canada, left Montreal at the end of October, to attend the first meeting of the advisory committee on maritime matters, of the League of Nations, at Geneva, Switzerland, Nov. 8.

**Capt. John C. Shaw**, master of the Dominion Government s.s. Sheba, died suddenly, Oct. 9, on board his ship, whilst en route from Levis, Que., to Sydney, N.S. He had been engaged in coast navigation for several years, and before entering the Dominion Government's service, was first officer of the s.s. Oruro, operated by Pickford & Black Ltd., to the West Indies.

**Richard Welsford** has been appointed Managing Director, Union Steamships Co. of British Columbia, Vancouver, B.C., succeeding E. H. Beazley, who lost his life recently in an aeroplane accident. He is a son of J. H. Welsford, of J. H. Welsford & Co., Liverpool, Eng., which firm controls the Union Steamship Co. of British Columbia, and he has been in that company's service for several years. He was in Vancouver recently, and returned to England, and will assume his new duties in Vancouver about Jan. 1, 1921.

**Manchester Liners Ltd.** report for the year ended June 30, shows that after providing for depreciation and all charges, including debenture interest, preference dividends, excess profits, corporation and income taxes, there is an amount available of £181,096, including £13,911 brought forward. Of this amount, £100,000 is placed to reserve, and a dividend of 15% free of tax paid on the ordinary shares, leaving £14,316 carried forward to this year's accounts.

The U.S. Emergency Fleet Corporation's office in Montreal will be closed at the end of the St. Lawrence navigation season. This office was opened during the war, for the accommodation of business connected with the passage of a number of steamships from the Great Lakes to the ocean. During the current year about 60 have passed out, and it is expected that two or three more will pass before the season closes.

**U. S. Shipbuilding.**—An enormous decrease has taken place in ship tonnage under construction in the U.S. during the last 18 months. At the end of May, 1919, 4,185,523 tons were actually building in the U.S., but by the end of September, 1920, that total was reduced by 58%.

**British shipbuilders** are reported to have offered to build tankers for the United States at \$157.50 a ton, which is said to be \$10 lower than a French offer, and \$32.50 lower than U.S. prices.

## Great Lakes Levels.

The U.S. Lake Survey reports the monthly mean stages of the Great Lakes for September, 1920, in feet above mean sea level, as follows:—Superior, 602.81; Michigan-Huron, 580.87; St. Clair, 575.44; Erie, 572.39; Ontario, 245.47.

Lake Superior was 0.12 ft. lower than August, 0.28 ft. higher than a year ago, 0.17 ft. above the average September stage of the last 10 years, 1.27 ft. below the high stage of Sept. 1869, and 1.32 ft. above the low stage of Sept., 1879.

Lakes Michigan and Huron were 0.14 ft. lower than August, 0.06 ft. higher than a year ago, 0.20 ft. above the average September stage of the last 10 years, 2.56 ft. below the high stage of Sept., 1876, and 1.21 ft. above the low stage of Sept., 1911. During the last 10 years the September level has averaged 0.2 ft. lower than the August level and 0.2 ft. higher than the October level.

Lake Erie was 0.26 ft. lower than August, 0.36 ft. lower than a year ago, 0.02 ft. below the average September stage of the last 10 years, 1.55 ft. below the high stage of Sept., 1876, and 1.11 ft. above the low stage of Sept., 1895. During the last 10 years the September level has averaged 0.2 ft. lower than the August level, and 0.3 ft. higher than the October level.

Lake Ontario was 0.15 ft. lower than August, 1.39 ft. lower than a year ago, 0.72 ft. below the average September stage of the last 10 years, 2.14 ft. below the high stage of Sept., 1862, and 1.47 ft. above the low stage of Sept., 1895. During the last 10 years the September level has averaged 0.4 ft. lower than the August level, and 0.4 ft. higher than the October level.

**Increased Shipbuilding Costs in Britain.**—The Westminster Gazette, in commenting upon the increased shipbuilding costs in Great Britain as a result of higher wage demands, pointed out recently that many orders with British shipbuilders were being cancelled, and added: "Lord Weir has sized up the situation in the engineering line, and is rapidly developing his interests in Japan and Canada; while the action of the Yarrow's a considerable time ago showed even then how the wind was blowing, and is likely to continue to blow."

**New Zealand Harbor Improvements.**—Plans are well under way for the completion of wharves and sheds at Auckland, as well as the construction of three more wharves to meet the demands of the constantly increasing commerce of that city. Frequently the wharves are so badly congested that shipping must wait its turn. The Auckland Harbor Board has been authorized to place a loan of \$4,866,500 for the developments mentioned, and the chairman of the board has announced that work will be pushed as rapidly as possible.

**H.M.S. Shearwater.**—The Naval Service Department will receive tenders to November 10, for the purchase of H. M. S. Shearwater, now lying at Halifax, N. S. She was built in England in 1899, with steel hull, wood sheathed, and is fitted with single screw, two bladed propeller, triple expansion, convertible, surface condensing, reciprocating engines of 1,400 i.h.p., and 4 water tube Belleville boilers with a working pressure of 260 lb. Her dimensions are,—length 300 ft., beam 33 ft., draft 12.5 ft., displacement 980 tons.