

mated, in the daily press, to remove the headquarters of the company from Sarnia.

The steamships Owego, George F. Brownell and Binghampton formerly owned by the Erie Railroad Lake Line, a subsidiary of the Erie Rd., have been sold to New York parties for coasting and ocean service, as a result of the Interstate Commerce Commission's decision that the company, as operating a railway must sever its connection with any steamboat lines. These vessels are cut in two to allow of their passing through the Welland Canal, and are again joined at Montreal.

The Georgian Bay Coal Co., Ltd., has been incorporated under the Dominion Companies Act, with \$100,000 capital and office at Toronto, to acquire coal and other lands, to carry on a general mining business, and in connection therewith to own and operate steam and other vessels, docks, wharves and other transportation facilities. The incorporators are, R. C. Vaughan, L. W. Mitchell, F. J. Buller, G. N. Limpriht and F. C. Allen, all of whom are officials of, or are associated with, the Canadian Northern Ry.

The U. S. Lake Survey reports the levels of the Great Lakes in feet above tidewater for July as follows,—Superior 602.29; Michigan and Huron 579.92; Erie 572.08; Ontario 245.13. Compared with the average July levels of the past ten years, Superior was 0.19 ft. below; Michigan and Huron 1.12 ft. below; Erie 0.75 ft. below, and Ontario 1.83 ft. below. It was anticipated that during August, Superior would rise 0.2 ft.; Michigan and Huron would remain stationary, and that Erie would fall 0.2 ft., and Ontario 0.3 ft.

The s. s. Alexandria, owned by Canada Steamship Lines, Ltd., while en route from Montreal to Toronto with general cargo, was driven ashore at Scarborough, near Toronto, Aug. 3, during a storm, and became a total wreck. The crew were saved with considerable difficulty. The Alexandria was built at Montreal in 1883, of oak, and was of the following dimensions,—length 173 ft. 7 ins., breadth 30½ ft., depth 8 ft. 4 ins.; tonnage, 863 gross, 508 register. She was formerly owned by the Ontario and Quebec Navigation Co., Picton, Ont., one of the companies absorbed by Canada Steamship Lines, Ltd., and until recently had been operated as a passenger vessel.

The U. S. Lake Survey, in relation to traffic in the St. Marys River above the locks, announces that a signal has been provided on the northwest pier above the third lock, consisting of a cylinder 4½ ft. diam. by 5½ ft. high, with west front painted yellow and showing a yellow light at night. When traffic in the canal leading to the third lock is congested, this signal will be hoisted about 35 ft. above water. When so hoisted it will indicate that down bound vessels loaded for the third lock should anchor north of the ranges until the signal is lowered. The absence of the signal will indicate that pier space is available in the canal. Vessels loaded to pass the Poe lock will not be governed by this signal.

Manitoba, Saskatchewan and Alberta.

The ferry service which has been operated for several years across the Assiniboine River, between Charleswood and Assiniboia, will be discontinued as soon as the bridge, now nearing completion across the river, is ready for traffic.

The Hudson's Bay Co.'s s. s. Fort McMurray is reported to have been sunk at the Bouillion Rapids in the Peace River, by striking a rolling boulder which crushed in the bottom. It is stated that repairs would

be completed and the vessel running again by the end of August.

The material for the construction of the Peace River Tramway and Navigation Co.'s steamboat is rapidly being assembled at Peace River Crossing, and as soon as the balance, which is on the way from Vancouver, arrives, construction will be commenced and continued until the vessel is completed. This is hoped to be accomplished by the reopening of navigation in May 1916. It will be 165 ft. long, 35 ft. beam, with accommodation for 110 cabin passengers and 300 tons of freight. The engine cylinders will be 20 by 84 ins., developing about 800 n.h.p. D. A. Thomas, who is at present in Canada representing the British Government on the munitions of war matters, is chiefly interested in this company, the head office of which is at Vancouver, B. C.

British Columbia and Pacific Coast.

Vancouver harbor, as defined by the Vancouver Harbor Commissioners Act, covers 98.4 miles of water front, and an area of 49.08 square miles.

The Grand Trunk Pacific Ry. has deposited with the Minister of Public Works at Ottawa, a description of the site with plans of a wharf and warehouse to be built at Burrard Inlet, Vancouver.

The s. s. Grahamland, which was at Victoria, B. C. recently for lumber for Great Britain, was formerly the German collier Josephena, and was captured from the Germans during the sea fight at the Falkland Islands, during the earlier stages of the war.

The s. s. Leelanaw, owned in New York, which was recently sunk by the Germans in the North Sea, was formerly owned by the Dunsmuir interests at Victoria, B. C., and has had a very varied career since leaving her builders' hands at Newcastle, England, in 1886.

The Pacific Cable Board's cable ship Strathcona has been wrecked on an unknown reef, near Suva in the southern Pacific, while bound from Auckland, New Zealand to Fanning Island with supplies. The crew were rescued by the cable ship Iris.

The Victoria Board of Trade is taking up the matter of increased dry dock facilities there, on instructions from the council, on account of several vessels having to be taken to U. S. ports for repairs owing to lack of adequate accommodation for vessels of large size at Victoria.

McFee Henry and McDonald, Ltd., has been incorporated under the British Columbia Companies Act, with \$50,000 capital and office at Vancouver, to carry on a general dredging business, and in connection therewith to own and operate all kinds of vessels and vessel operating facilities.

The Dominion Public Works Department is dredging a channel 300 ft. wide and 10 ft. deep at low water, on the north side, and 400 ft. from the jetty recently built along the north shore of Iona Island over Sturgeon bank, to facilitate the construction of a dredged channel into the North Arm of the Fraser River.

The Norwegian s. s. Thor, operating between Nanaimo, B. C., and San Francisco, California, with coal, under charter to the Western Fuel Co., San Francisco, ran ashore in Umatilla reef, 672 miles north of San Francisco, at the end of July. She was subsequently taken to Victoria for examination and repairs.

Considerable progress has been made on the construction of the Government dock at

the foot of Salisbury St., Vancouver. The last of the cribs for the foundation has been placed, and rather more than half of the surmounting wall has been finished. The balance of this, and the filling in of the interior, will, it is expected, be completed by November. The sheds which are to be erected will run the full length of both sides of the dock, which is about 800 ft. long. On the filled in portion, will be placed seven railway tracks, three of which are to be utilized for the grain elevator. The work on the foundation of the elevator is well in hand, and it is stated that the whole will be complete in readiness for handling this year's crop. Two grain galleries will run the full length of the dock.

Mainly About Marine People.

Capt. Jos. Rinfret has been appointed to the command of the Canada Steamship Lines s. s. Quebec, vice Capt. L. R. Demers resigned.

W. Carruthers, who died at Toronto, at the end of July, was the second son of James Carruthers, President, Canada Steamship Lines Ltd.

Capt. F. G. Cook, who was well known as a master mariner in the earlier days of shipping in the Maritime Provinces, died at Central Chebogue, N. S., Aug. 16, aged 98.

Ethelbert Furness has been elected a director of Furness Withy and Co., Ltd., to fill the vacancy caused by the death of Sir Stephen Furness.

Capt. H. W. Lloyd, master of Furness Withy and Co.'s s. s. Eagle Point, died at Gaspe, Que., at the end of July, where the vessel was taking on a lumber cargo. The funeral took place at Montreal.

R. G. Allan, who died at Liverpool, England, recently, was grandson of Capt. Alex. Allan, the founder of the Allan Line. He was, from 1884 to 1904, a member of the Mersey Dock and Harbor Board, but had not been connected with the Allan Line for several years.

John Fleetwood, who retired from the position of Passenger Manager at Liverpool, England, for the American Line and the White Star-Dominion Line, at the end of 1914, died there recently aged 64. While with the company he was in charge of the Canadian services.

Commander E. Outram, R.N.R., who was in command of the Allan Line s.s. Alsatian prior to the war, and who has been continued in the command since the vessel has been utilized as an auxiliary cruiser by the British Admiralty, has been given the Distinguished Service Order for services with the patrol cruisers.

Capt. L. R. Demers, who has resigned from the command of the Canada Steamship Lines s. s. Quebec, was appointed a pilot in 1862. He took charge of the Dominion Government s. s. Druid on buoy service in 1869 and resigned in 1894 to return to the pilot service. Prior to taking command of the s. s. Quebec, he was master of the Quebec Steamship Co.'s s. s. Campano for 12 years.

The funeral of Miss Gwen Allan, one of the two daughters of Sir Montagu Allan, who lost her life as the result of the torpedoing of the s. s. Lusitania by the Germans, took place at Montreal, July 27. The body of the other daughter has not been recovered. Sir Montagu Allan was not present, as he was unable to leave England, where he is with Lady Allan, who was also a passenger on the vessel, and has not yet sufficiently recovered from injuries she received.