

feet above mean sea level, as follows:— Superior, 602.94; Michigan and Huron, 581.03; St. Clair, 575.63; Erie, 572.63; Ontario, 245.70. Compared with the average July levels for the past 10 years, Superior was 0.50 ft. above; Michigan and Huron, 0.11 ft. above; Erie, 0.19 ft. below, and Ontario, 1.15 ft. below.

The Northern Michigan Transit Co. is reported to have been organized, with office at Detroit, Mich., to take over and operate the properties of Goodrich Transit Co., Wisconsin Steamship Co., Milwaukee Steamship Co., and the Chicago, Racine & Milwaukee Line. The Goodrich Transit Co. owns 9 steamships and a tug; the Wisconsin Steamship Co. one steamship; the Milwaukee Steamship Co. one steamship, and the Chicago, Racine & Milwaukee Line one steamship.

Canada Steamship Lines' s.s. T. P. Phelan, while downbound, with 66,400 bush. of grain, grounded on the Iroquois shoal, in the River St. Lawrence, near Brockville, Aug. 19, and was reported to have been badly damaged. The ship and cargo were valued at \$350,000, which is covered by insurance. The grain was lightered out on Aug. 26, after which she was to be pumped out, when the amount of the damage would be ascertained.

The Montreal Transportation Co.'s barge Quebec, now owned by Canada Steamship Lines Ltd., and which was sunk following the explosion at the Dominion Government grain elevator at Port Colborne, Aug. 9, 1919, has been raised and taken to Toronto, where she has been placed in the drydock for examination and repairs. At the time of the disaster 11 persons on board were killed and 16 injured, while the cargo of grain, valued at \$100,000, was a total loss.

A Port Arthur press report of Aug. 17 stated that the Northern Navigation Co. was about to purchase the s.s. North Land, a passenger ship built in Cleveland, Ohio, in 1895, and that she will be refitted, and placed in operation on the Great Lakes in 1921. The s.s. North Land, which was formerly operated by the Northern Steamship Co., Buffalo, N. Y., between Buffalo, Duluth and Chicago, was cut in two at Buffalo in the autumn of 1919, and reported sold to the Davie Shipbuilding & Repairing Co., Lauzon, Que. The two sections arrived in the St. Lawrence River eventually, after some trouble, one section being placed at Sorel, and the other at Coteau Landing, Que., and we were advised that the ship had been retransferred to the Northern Steamship Co. The last information we were able to obtain as to her movements was on May 10, when we were advised that the stern section had been moved from Coteau Landing to Montreal, pending the receipt of instructions from the Northern Steamship Co.'s directors as to whether she was to be sold as she was, or the two sections joined together again.

Since the foregoing was put in type, we have been advised that the North Land is trading between Canada and France, and that it is believed there is not much possibility of her returning to the Great Lakes.

Manitoba, Saskatchewan and Alberta.

Dredging in the Red River was commenced about the end of July, the immediate work undertaken being deepening around the wharves within the Winnipeg city limits. This work has been under-

taken at the request of the Winnipeg and St. Boniface Harbor Commission. No dredging has been done there since 1915, and numerous complaints had been made by the shipping interests in the city.

British Columbia and Pacific Coast.

The s.s. Thomas Crosby, registered at Vancouver, B.C., which has been bought by the Naval Service Department from the Methodist Church Inc., Toronto, has had its name changed to Marfish.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince George was replaced in service Aug. 1, after being overhauled at Prince Rupert, subsequent to running on the rocks in Seymour Narrows during July.

In connection with the death of E. H. Beazley, Manager, Union Steamship Co. of British Columbia, in an aeroplane accident, it is proposed to endow a ward for sick mariners in the local hospital, as a memorial.

During the first half of this year there were shipped from British Columbia 29,000,000 ft. of lumber, and there are orders on hand for approximately 36,000,000 ft., for South Africa, South America, Australia, New Zealand and the United Kingdom.

The Canadian Robert Dollar Co.'s s.s. M.S. Dollar sailed from Vancouver, B.C., recently, with what is stated to be the largest general cargo on one ship from the port for the Orient. The total weight of cargo was 14,000 tons, of which about 6,000 tons were lumber.

The Vancouver Harbor Commissioners have deposited with the Public Works Department at Ottawa a description of the site and plans of the Ballantyne pier, to be built on the south shore of Burrard Inlet, on a water lot east of the west boundary on Heatley Ave. produced northerly.

The C.P.R. is reported to have placed a contract with Wallace Shipyards Ltd., North Vancouver, B.C., for the construction of a steamship to replace the s.s. Princess Sophia, which was wrecked and lost with all her passengers and crew, on Vanderbilt Reef in the Portland Canal, at the end of 1918. It is stated that the contract price is about \$1,500,000, that she will be 325 ft. long, with a speed of 17 knots, and that she will be placed in the Alaska service, for which she is to be specially built.

D. C. Coleman, Vice President, Western Lines, C.P.R., is reported to have stated in Vancouver recently that J. W. Troup, Manager, British Columbia Coast Service, C.P.R., Victoria, would make an announcement shortly regarding the building of a steamship to replace the s.s. Princess Sophia, which was lost in the Portland Canal at the end of 1918. If it is decided to build a steamship, she will be larger than the Princess Sophia, tion, suitable for Alaska service. Tenders have been received for the building, two from British Columbia builders, and a third was expected, when a decision would be arrived at.

The Lord Beatty Ltd. has been incorporated under the New Brunswick Companies Act, with \$25,000 authorized capital and office at St. John, to purchase the s.s. Lord Beatty and to carry on a general towing, salving and wrecking business. The incorporators are: T. Nagle, C. M. Kernson, and T. A. Linton, St. John, N.B.

New Steamship for Toronto-Niagara River Line.

J. W. Norcross, President, Canada Steamship Lines Ltd. during an interview gave out the following statement in Toronto Aug. 25:—"The plans and specifications for the new steamship for the Toronto-Niagara-River line are completed, and the steel had been ordered. It is the company's intention to have the construction commenced at once and the ship ready for the summer season of 1921. This is to be the first of the new series of passenger ships that the Canada Steamship Lines contemplates building, and will embody all the best points of modern construction. The principal dimensions will be 410 ft. long, by a width of 70 ft. over the guards, and her carrying capacity will be 4,000 persons, which is twice the present carrying capacity of the s.s. Cayuga, on the same run. The entire construction of the ship will be of steel, and no wood will be used, the interior finish being of pressed steel, and the decorations after the most improved style. There will be four decks, and also a very large restaurant, and special attention will be paid to the allotment of dancing space, so that ample room will be provided for all. There will be a spacious moving picture theatre, and continuous entertainments will be put on. There will also be a children's playground, with competent attendants in charge, which will leave the mothers free from the responsibility of watching their little ones. The ship will be propelled by geared turbine engines of the latest design, and will develop a shaft horsepower of over 6,000, enabling the development of a speed of 22 knots an hour. Special attention has been paid to all details and the arrangements for the accommodation of the public. The deck space, designs and construction will be not only superior to, but far in advance of, anything that is now afloat, or under construction, for passenger carrying on fresh water."

The plans have been prepared by A. Angstrom, naval architect, Toronto. No announcement has been made as to where the ship will be built, but it will almost certainly be by one of the shipbuilding companies which are being merged into the British Empire Steel Corporation, probably the Collingwood Shipbuilding Co., Collingwood, Ont. On account of Welland Canal limitations, the ship, if built in Collingwood, would have to be brought through the canal in sections, probably on their sides, and even that might not be practicable, and it is more likely that the fabricating will be done in Collingwood and the assembling, etc., in Toronto.

North American Steamship Co. Ltd. has been incorporated under the Dominion Companies Act, with \$750,000 authorized capital and office at Toronto, to operate freight and passenger steamships, and to carry on general navigation, transportation and other allied businesses. The incorporators are: M. L. Gordon, J. S. Duggan, J. W. Bicknell, T. S. H. Giles and M. H. MacGregor, Toronto.

European Steamship Agencies (Toronto) Ltd. has been incorporated under the Ontario Companies Act, with \$40,000 authorized capital and office at Toronto, to carry on business as insurance brokers, steamship and transportation agents, etc. The provisional directors are H. and R. Goad, and S. and R. Peiman.