

Net. She had three triple-expansion steam engines; two engines, each 23½, 37½, 60 x 39", drove her twin screws, while a forward-mounted engine, 21, 33½, 54 x 36", powered a bow propeller to assist in the breaking of ice. Owned by the Canadian Government (through the Transport Ministry), she was operated for many years by Canadian National Railways. The ferry eventually outlived her usefulness and was replaced by newer tonnage. In 1971, she was sold to the McNamara Corporation Ltd., which removed her pilothouse and funnels and placed heavy electrical equipment aboard to convert her to a generating plant for the consortium that had the contract for the North Traverse dredging project in the lower St. Lawrence River. When that project was finished a few years later, PRINCE EDWARD ISLAND found her way into the McNamara "boneyard" at Whitby, and eventually was acquired by local businessman Art Robinson and registered to 447870 Ontario Limited. She was featured in subsequent news items concerning dangerous PCBs in the electrical gear and the ferry's bilges, and the town's efforts to get the hull out of Whitby harbour. On June 2, 1992, PRINCE EDWARD ISLAND was towed out of Whitby, brought up the lake to Humber Bay, and anchored off the Palace Pier, much to the disgust of residents of that area. Several weeks later, the Toronto Harbour Commission grudgingly granted approval for the unsightly barge to be brought into the port and she was towed down into the Ship Channel. At last report, she was still owned by Robinson, although her agent, excursion operator Norman Rogers, had expressed interest in acquiring PRINCE EDWARD ISLAND and converting her into a floating aquarium.

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EMPRESS OF BRITAIN

At long last, we may announce the appearance of EMPRESS OF BRITAIN -Canadian Pacific's Greatest Ship, which has been written by longtime T.M.H.S. member and Programme Chairman, Gordon Turner, and published as a Boston Mills Press Book by the Stoddart Publishing Co. Ltd. Gordon has been working on this major opus for many years and the result, which fittingly is dedicated to the memory of the late Alan Howard, is well worth the wait for anyone interested in deep-sea passenger vessels, and particularly in the history of this most grand, but ill-fated, ship.

Gordon traces the history of EMPRESS OF BRITAIN (II) from her keel-laying on November 28, 1928, to the torpedoing of the already bombed and burning ship, just off the northwest coast of Ireland, on October 27, 1940. The EMPRESS, magnificent in her design and construction (although perhaps a bit "heavy" in outward appearance), was the pride of Canadian Pacific. Unfortunately, she was to become the largest passenger vessel sunk on the high seas during World War Two, and the Allies' most high-profile mercantile loss by enemy action. Her loss is said to have devastated Sir Edward Beatty (son of lake vessel operator Henry Beatty), who was head of the C.P.R. "empire".

The book is superb in its content and lay-out, and Gordon's style of writing is not only interesting but also of the highest grammatical quality. The photographic reproduction is excellent, with many rare photos, menus, programmes and other illustrations punctuating the text. Gordon has included the recollections of passengers and crew-members of the EMPRESS, and the text is enhanced by nine informative appendices.

In upright 8½" x 11" hardcover format, with most attractive dustjacket and endpieces, this 216-page book is available at a cost of \$Cdn. 35.00, plus appropriate taxes. It may be obtained at most major booksellers, or by addressing The Boston Mills Press, 132 Main Street, Erin, Ontario NOB 1T0.

We heartily congratulate Gordon for producing one of the most attractive and historically significant volumes on deep-sea passenger vessels that has appeared in recent memory, and we recommend the book to anyone interested in such matters in general, or in the EMPRESS OF BRITAIN or Canadian Pacific in particular.

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