

MARINE.

The yacht Skylark was in port for a few hours on Saturday afternoon.

A wooden whitewashed day beacon has been erected by the Collins Inlet Lumber Co, on One Tree Island in the western entrance to Collins' Inlet.

The schooner Todman arrived on Saturday evening with a cargo of salt for local merchants. A portion of the cargo was discharged at the town wharf.

The steamer Cambria has been taken off the dry dock at Port Huron and towed to Sarnia, where she will remain until the insurance matters are adjusted. The steamer will not go into commission again this fall.

Beck's tugs Shawanaga and Chamberlain came in to go on the dry dock. The shoe of the former was repaired and the hull caulked. The Chamberlain, which was the first to go on the dock, came off on Saturday after receiving some caulking.

The steamer Carmona of the Brown Line, came into port Sunday morning about ten o'clock. This steamer has completed her season on the Windsor-Soo route and will go into winter quarters. It is probable that the winter will be spent here. If so some improvements will be made.

The Parry Sound yacht, Emma, arrived in port Sunday morning with a few excursionists from Parry Sound. Shortly after her arrival the captain was notified by the collector of customs not to leave port, having violated the law regarding the carrying of passengers outside of certain limits. On account of the day being Sunday, the captain was not served with formal notice and he left in the evening for the northern port.

Messrs. Noble Bros. Co., have decided to fit out their steamer J. J. Long and put her into commission immediately. The present arrangements are that the steamer will make two trips each week as far up as Newport, making Owen Sound the terminus of one trip and Collingwood of the other. Capt. Thos-Hill has been engaged as captain, and Mr. W. Bemrose as mate. It is expected that the steamer will leave here on Mondays after arrival of Toronto trains.

Another tidal wave struck our little bay on Thursday evening sweeping everything before it. The water along the beach rose to the height of four feet above its usual height washing boats and logs off the shore like matches, and moving boat houses away out of their position. Crowds gathered on the shore to witness this strange phenomena, and many and varied were the opinions expressed as to the cause. This is the second or third one within the past year that has visited us, each time doing more or less damage.—Gore Bay Guide.

The Mackinac season is over and the large steamers City of Collingwood and Majestic have gone out of commission. Both steamers did a large business, the number of passengers carried exceeding any previous year. Owing to these steamers being taken off the Soo route some changes have be made in the sailing days of the others. The City of Midland now leaves on Tuesdays, the Pacific on Thursday, the City of Parry Sound on Fridays and the Atlantic on Saturdays for the Soo and intermediate ports. The Northern Belle which is now doing the entire business on the North Shore will leave here at half past one o'clock on Mondays and Thursdays. It is expected that these arrangements will be continued until the close of the season.

The steamer Pacific came very near meeting with a serious accident on her trip down this week, says the Gore Guide. In coming down the Sault River, she was caught in a heavy fog. Unable to proceed with safety she ran her bow into the mud on the bank of the river, a scheme resorted to quite frequently by boats caught in like predicament. The river was, however, very narrow at this point, and the current strong, and her bow had no sooner struck in the mud than her stern caught by the current swung round down stream and she lay broadside on the bank. In the meantime a steam barge, grain laden, which had followed her down the river, tried the same experiment on the other side of the river directly opposite the white liner, with the same result. Her stern swung round with great speed and so great was her length that she just brushed the side of the Pacific as she passed. Had her length been but two or three feet greater, or the river but a little narrower, the lighter craft would certainly have been badly wrecked. As it was, the shave was so close, the captain says it fairly made his hair stand on end.