

MARINE.

Mr. Geo. Stalker has named his new tug "Hugh S."

Capt. Chas. Hill, late of the steamer Cambria, is now first officer on the steamer Joe, Milton.

The tug, G. P. McIntosh was in from Warton on Friday with a load of hogs for the Collingwood Meat Co.

Norman Playfair is making a draft of a large tug for the Playfair fleet. The intention is to build the boat here this winter.—Midland Free Press.

The schooner Narragansett arrived from Toledo on Tuesday with a cargo of coal for Messrs. Boone and Armstrong, the harbor contractors.

The barge, Robert Holland, was in Owen Sound with a cargo of coal last week. This vessel ran out of Collingwood for a number of years, bearing the name Northern Queen.

The U. P. R. steamer Manitoba carried 1282 tons of steel rails and general merchandise out of Owen Sound. This is the largest cargo ever sent out of the Sound in one hull.

Holland & Limery Lumber Co.'s tug, Julian V. O'Brien, arrived in port on Saturday to go on the dry dock for a new wheel. This tug is engaged in the company's business at Byng Inlet.

The steamer Bannockburn, Captain John Irving, grain laden, from Chicago for Kingston, struck the wing wall of lock No. 17 in the Welland Canal and sprung a leak, and sank to the bottom below lock eleven, with nine feet of water in her hold. Navigation was not interrupted.

The schooner Emily B. Maxwell was in port this week with a cargo of twenty-five thousand bushels of corn. The vessel was about sixteen days out from Chicago. After spending five days in the bay, owing to fog and calm weather, the vessel reached Meaford, from which place she was towed to the elevator here.

As a result of complaints made regarding the way in which the dredging has been done, the government steamer Bayfield is taking soundings in the harbor. So far it has been found that in some places there is a depth of only 16 feet and in other places there is a clear depth of 21 feet.—O. S. Sun.

The steamer Telegram, Capt. James Ganley, arrived from the Soo on Wednesday morning. After making a trip to the Soo and a couple of trips to Lake Superior ports, the steamer will return to Collingwood to go into winter quarters. Capt. Ganley expects to leave here to-day or to-morrow, to return about Nov. 15th.

Messrs. J. O. Grier and Wm. Sinclair returned from the Flower Pot Island, where they built the foundations and chimneys for the new lighthouse which is being erected on the island by the Department of Marine and Fisheries. The structure will be about 25 feet in height and will be 16 feet square at the base. A projection or wing 8x14 feet at one side will contain a half-ton fog bell, which will be operated by clock work. Mr. C. Kennedy has the contract and it will take two weeks yet to complete the work.

The Parry Sound Canadian says: "Last Friday, the cases pending against the owner of the steam yacht Emma, were decided before His Honor Judge McCurry at the Court House. There were a number of charges, of infraction of the Marine Act, and the Marine Dept. were represented by H. E. Stone, B.A. The owners of the Emma admitted nine charges, seven against the Emma, and two against the Lorna Loone. His Honor imposed fines amounting in all to about \$300 against the Emma owners, and \$200 against Seney, for acting as engineer without papers. The impression is general that the owners have been rather severely dealt with, and it is to be hoped the Marine Dept. may be induced to remit the fine.

THE PRESIDENT RE-ELECTED.