

Around the Waterfront.

News of the Harbor and Elsewhere

The steamer H. B. Tuttle was sold by Marshal's sale at Goderich to Capt. Mitchell of Cleveland. The consideration is said to have been \$4,100.

The first steamer to hove in sight at Port Arthur was the Theano of the A.C.S.S. Line. This was on Friday, but the harbor was then blocked by ice.

Mr. Geo. T. Marks of Port Arthur has let the contract for a freighter of 125,000 bushels capacity to a Glasgow firm. The vessel will ply between Port Arthur and Georgian Bay ports.

The trap net fishers in Georgian Bay have begun their work early and vigorously this season. The captain of the fishery service cruiser Gilphie captured seventeen trap nets between Owen Sound and Penstang.

The U. S. Treasury Department imposed a fine of \$50 on the Canadian steamer Donnacona for failing to report her presence in American waters at the first port after leaving Canada, which was Chicago.

Capt. W. T. Davie, of Quebec, who formerly owned the steamer Lord Stanley and sold it to the Dominion Government, died in the ancient capital a few days ago. The deceased also owned the Str. Lord Strathcoan.

The second boat of the grala fleet, the Lucy Neff, arrived in port on Saturday afternoon, having on board 55,000 bushels of corn. The grala was discharged at the G.T.R. elevator and the steamer cleared for Parry Sound to load lumber.

Dr. Cunningham's launch "Emerson" is in commission at Parry Sound, being the first of the fleet of gasoline launches to take to the water this year. Already there are four of these boats owned here and several persons are talking of purchasing.

The Str. Telegram left on Thursday afternoon to take her place on the route between Cutler and the Manitoulin Island ports. Capt. Cleland thoroughly overhauled his boat before leaving. The interior and exterior were painted and several changes made which will add to the convenience of the travelling public.

The ferry steamer Mateppa of U. & Toronto Ferry Company's fleet, formerly owned and operated at Owen Sound by Mr. McLauchlan, has been chartered by Marks & Wilev of Port Arthur, and will leave Toronto on Saturday for that point. The Mateppa will be used as a ferry steamer, running to several places within a short distance of Port Arthur.

The blockade of the north channel was such on Friday and Saturday that the Northern Navigation Co. were compelled to again cancel their first sailing to Sault Ste. Marie and intermediate ports, consequently the Germaide did not leave on Saturday afternoon. The City of Collingwood, however, got away on Tuesday afternoon with a good load of freight and quite a large list of passengers.

In referring to the cancellation of the sailing of the City of Collingwood on Tuesday of last week the Menford Mirror says:—It is ascertained on reliable authority that the first date of sailing was cancelled owing to the lack of sufficient freight in Collingwood to load the boat.

Of course it is well known here that the change was made owing to the North Shore ports being blockaded by ice.

The officers of the new steamer Maclon are: Capt., J. L. Baxter, of Owen Sound; mate, W. J. Corbett, of Owen Sound; chief engineer, Jas. Simpson, of Warton; second engineer, J. B. McLaren, of Owen Sound; purser, Michael McAuley, of Southampton; chef, Branscomb, of Owen Sound; and the crew and officers will number about seventeen or eighteen. The steamer will make regular bi-weekly trips around the Manitoulin Island, commencing at Warton.

The large steel freighter Rosedale, Capt. Wright, steamed into the harbor on Sunday afternoon from Chicago, having on board 80,000 bushels of corn. The cargo was shipped by Messrs Roger, Bacon & Co., and was consigned for seaboard ports. On Monday morning the steamer Charles Neff arrived with 50,000 bushels of corn. The Rosedale took her place under the leg of the elevator immediately after the departure of the Lucy Neff and was followed on Tuesday by the Charles Neff. The latter has cleared for Parry Sound, where she will take on a cargo of lumber.

Parry Sound Star:—The steamer Germaide called here yesterday morning on her down trip from French River and Byng Inlet. A lot of the old boys who did not see the vessel or her crew on the up trip were at the dock to shake hands with skipper "Bill" McQuade and purser "Harry" Arnold, as well as the rest of the crew. The Germaide looks well and her officers were all pleased to extend the glad hand to everybody. Capt. "Jim" Wilson, the Grand President of the C.A.M.M., who last season pulled the bells on the Germaide is now Commodore of the Collingwood fleet and pulls the bells on the big City of Collingwood. His old friends here are proud of his success, especially because he is an old Parry Sound boy.

The Inland Lakes Transportation Co. held a meeting in Toronto on Saturday afternoon when further arrangements were made for the purchase of the steamers which the company propose to bring to this country and place in the freighting business of the Canadian lakes. The company have arranged that Capt. Donnelly of Kingston, J. J. Main, of the Polaris Iron Works, and M. Strauss of Chicago, are to go to the Old Country in a short time and purchase two or more steamers. As previously noted by the Bulletin, two of the steamers are already under option and the chief business of the committee will be to close these deals and secure a third boat if possible. The company hope to have the boats in Canadian waters in June, but as they have to be cut in two to permit of their passing through the locks, it will be some time in July, possibly August, before they reach the Georgian Bay.