

# Marine

The steamer Newmount is in Owen Sound this week with a cargo of steel rails from the Soo. This is the steamer's second trip to that port this season.

The traffic report for the "Soo" Canal shows the tonnage for April to have been 2,513,267, or nearly double the figures of the same month last year. More than 15,000,000 bushels of grain and 1,250,000 tons of ore were carried. There were 1,079 vessel passages. Over 600,000 tons of coal were carried up the river. It was the biggest month for the opening of navigation on record.

Messrs. Andrews & Morrill have commenced work on a tug for Mr. McInnis of Meaford. The keel has been laid at the south end of the Hurontario street slip. The tug will be sixty feet in length and fourteen feet in width with a depth of four to five feet. The engines and boilers, which are already on the ground, were built by The Doty Engine Co. of Goderich. The tug is to be used in fishing and it is expected will be in commission in six weeks.

The tug Saucy Jim which has been transferred by Capt. F. Scott to the new owners, Messrs. R. S. Fisher and Capt. W. A. Clark, made a trip to Little Current this week with a deck load of dynamite for The Boone Dredging Co.

The steamer Iroquois which is on the dry dock, is an extensive repair job, but not quite as large as was anticipated by those who are acquainted with circumstances of her grounding in the Soo River. Besides a new stern post, a practically new rudder will have to be made, a number of plates taken off and re-rolled and a number of new plates put in. The steamer was brought from Depot Harbor by the tug Traveller and immediately on her arrival placed on the dry dock. Capt. C. H. Sinclair, the underwriters' representative, is credited with stating that the captain of the Iroquois is not to blame for the recent accident in the Soo River, as the buoy at the point where she struck was one hundred feet out of place.

It is estimated that it will cost \$50,000 to repair the steamer Zimmerman, sunk in the Soo River in collision with the Saxona.

The steamer Midland Queen went to Buffalo dry dock to have the damages caused by a collision in the Detroit River repaired. She discharged her cargo of wheat at Kingston.

The strike of the longshoremen and firemen on the United States side of the lakes has tied shipping up to such an extent that almost all boats are lying at docks. After the firemen quit the engineers were asked to act in their stead when the boats were shifting from dock to dock, but this was soon stopped by orders of the head of the association. On Friday four steamers pulled out of Chicago, having secured non-union men. On two of the boats unskilled Hungarian laborers took the place of the striking firemen. Owing to their inexperience eight men were taken on each boat instead of the customary three. Both sides promise to see the fight to the finish.

Announcement was made Friday that a gas buoy painted red and showing an intermittent light every 20 second is being installed at the Grand Island harbor entrance, Lake Superior, to mark the wreck of the steamer Manhattan. The wreck is on the western side of the eastern entrance to the harbor, about a mile from the lighthouse.

Mr. P. Doherty is building a handsome gasoline launch for Mr. Harry Simpson, architect, of Toronto. The Soo-Soo, the trim yacht built for the Coles-Doherty-Paton-Churchill et al syndicate, has been ready for the engine for some time. Immediately upon arrival it will be installed after which the date of the first sailing will be announced.

The steamer A. L. Hopkins completed the discharging of her cargo of coal on Monday morning, after which she cleared for an east shore port to load lumber for Tonawanda. Her cargo was for the Charlton tugs.

The Playfair Wrecking Co's tug Metamora has gone to the Bustard Islands to raise the tug Clipper, which went down on Monday of last week.

The Collingwood Shipbuilding Co. have been awarded a contract by the Department of Public Works of the Dominion Government for a steel sea-going tug. The vessel which will be constructed according to the highest classification of the British Lloyds survey, will be 115 feet in length, 23 feet in breadth and 11 feet in depth. She will be provided with a boiler of the Scotch type, 13.6 feet in length and 11 feet in diameter, with a steam pressure of 180 lbs. to the square inch. The engine will supply a 15-inch triple expansion engine with a stroke of twenty-five inches. The contract calls for the delivery of the tug in the fall. The tug will be strongly built and upon completion will be at once placed in commission in the River St. Lawrence between Quebec and the Gulf. Mr. James Howden, Superintendent of Dredges of the Department of Public Works, was in town on Tuesday arranging some details respecting the engines and boilers for the tug.