

Marine

The steamer Zimmerman has been raised and taken to Sault Ste. Marie.

The big dredge D'Alton McCarthy has been taken to Little Current, where it will be engaged in improving the ship channel.

The steamer Strathmore, formerly the Gordon Campbell, occupied a berth in the Hurontario street slip while her shaft is undergoing repairs.

Two men were arrested at Kingston on Friday night attempting to set fire to the steamer Donnelly, owned by The Donnelly Wrecking Co.

Official notice has been issued that the main light on Pointe aux Pins, River St. Mary, has been improved by the substitution of a six order lens for the reflectors and pressed lens heretofore used.

The steamer Alaska, at one time owned by the Anchor Line, has been sold by W. H. Sanborn of Port Huron to Canadian parties and will be converted into a Canadian bottom. She has been in the lumber trade for some time.

Capt. Thomas Donnelly of Kingston reinforces the statement of Capt. C. H. Sinclair, that the masters of the steamers Iroquois, Umbria and Hutchinson which struck near the dyke in St. Mary's River, a short time ago were not at fault. He says that the buoy at the spot had not been properly placed.

The establishment of a new inland St. Lawrence line from Montreal and Fort William has been decided on by Montreal shipping interests, and two steamers have been secured with which the service will be established. The line will take the place of the Great Lakes and St. Lawrence Company's steamers, which have been withdrawn to run to American ports.

The schr. Barlum in tow of the str. Leafield came within an ace of foundering in Lake Superior on Saturday. The vessel was leaking badly, but Capt. K. Jordan of the Leafield made a determined effort to beach her under Whitefish Point, in which he succeeded just in time to save her from going down in deep water. The Leafield and the stranded steamer were on their way down from Michipicoten to the Soo.

At the banquet following the launching of the steamer Thomas Shaughnessy at Detroit, the president of the American shipbuilding Co. made the statement that within three or four months his company would contract to build a steamer for the great lakes from 640 to 645 feet in length over all. This gigantic ship, said he, will be 625 feet keel. It will carry 14,000 tons of iron ore on a draft of 19 feet.

For years past there have been many complaints by lake captains of erratic behavior of their compasses, upon which the safety of their ships depend, in thick and bad weather. The United States Government has commissioned Commander Nicholson of the United States navy to go to the lakes with the purpose of setting up prominent marks in proper places so that the captains of passing boats may check off an error of their compasses and make the necessary adjustments. He will take with him the necessary instruments to establish "true north" at the marked sites, and call upon the nearest branch of hydrographic offices for any needed help. It is the present purpose to erect such marks on the American side of the St. Clair River and in the Straits of Mackinaw, which will afford opportunity to make compass corrections to all shipping passing between Lakes Michigan, St. Clair and Huron.

On investigation being made it was ascertained that a shoal current was the cause of the lights at the Soo ship canal not being lighted on the night when the steamer Huronic went out of the channel and struck bottom. The occurrence was an unusual one. It never happened before since the ship canal was opened 10 years ago and may never happen again.

The tug Harvey Neelon has been taken to Port Arthur to be used by the Great Lakes Dredging Co.

The work on the new wharf is progressing favorably, but it will be some months yet before it will be ready for use. In the meantime business is more or less interfered with, but this was to be expected. The cribbing has about all been placed in position and the greater part, in fact all above water of the north-east corner which jitted out into the harbor, has been removed. Red spar buoys mark the danger spots under the surface. Along the west side of the Hurontario street slip nearly all of the space is occupied. A coal pile of immense dimensions takes up many feet near the outer end, while the scow and tug which Messrs. Morrill & Andrews have under construction with an occasional pile of timber fills nearly all of the balance. The tug, scow and timber will soon be out of the way when the greater part of the west side of the slip will be open for business. Messrs. Battle, the contractors for the new wharf, have a huge cement mixer and a boiler and engine in place, with many cords of wood close by, all of which would indicate that the construction will be rushed during the summer, the most favorable season for doing such work. It is understood that the warehouse is to remain where it now stands, some distance from its former site, arrangements having been made with the town council to this effect. As a quid pro quo for this concession the contractors are to do a certain amount of filling on the west side of the building.

A children's piano recital will be given in All Saints' Parish Hall at three o'clock on Saturday afternoon, May 29th. Collection in aid of piano fund.

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