

MARINE NEWS

The Grand Trunk Pacific Steamship Co. will take over and operate the steamships Prince Rupert and Prince George, now running between Prince Rupert, Stewart, Vancouver, Victoria and Seattle; and the Prince Albert (formerly Bruno), running between Prince Rupert and Queen Charlotte Islands. The officers of the company are: President, C. M. Hays, Montreal; Vice-President, E. J. Chamberlain, Winnipeg; Manager, C. H. Nicholson, Vancouver; Secretary, H. Phillips, Montreal; Treasurer, F. Scott, Montreal; Auditor, W. H. Ardley, Montreal.

A most serious accident to the interests of navigation was averted, as if by miracle, at midnight on Wednesday, when the steamer Lake Shore ran into the upper gates of the Poe Lock, Soo, Mich., springing them out a foot or more. Had the gates given away, as might easily have happened under the conditions, navigation through the American canal would undoubtedly have been suspended for the balance of the season, as the movable dam at Bridge Island is not completed, and there would have been no way of shutting off the water.

Mr. J. J. McFadden of the Soo has been elected president of the Soo Dry Dock and Shipbuilding Company to take the place of Mr. M. J. O'Brien, who retired from the presidency because of the difficulty which he found in getting to the company's meetings owing to his numerous large interests long distances from the Soo. Mr. O'Brien, however, it is learned, will continue to have the same financial interest in the project which is said to be progressing favorably. "It cannot yet be definitely stated when active construction operations will commence, but the public must remember that it takes time to get a million dollars together for an undertaking of this kind," was the answer of the president when spoken to on the subject by The Express.

The owners of the wrecked steamer Henry Steinbrenner and the underwriters have reached an agreement and the owners, who abandoned the boat as a constructive loss, will take her back. The steamer, which was raised by the Reid Wrecking Co. of Sarnia, will be docked and repaired at Cleveland, where she was taken after being temporarily repaired.

The underwriters will pay the wreck and repair bills. They will also pay the owners for demurrage. The amount was not given out, but it is understood to be about \$20,000. That claim was allowed with the understanding that the owners of the wrecked boat would make no claim against the steamer H. A. Berwind, which sunk the Steinbrenner. Most of the underwriters that were interested in the Steinbrenner had lines on the Berwind and the settlement means that there will be no law suit over the collision.

The Steinbrenner which was bound down with ore was sunk in the Soo river by the Berwind last December and the collision will cost the underwriters quite a sum. Representatives of the underwriters who examined the wreck boat figure that it will cost about \$45,000 to repair her.

The Reid Wrecking Co. took the contract to float the Steinbrenner and deliver her at Detour for \$30,000. The wrecking company was also paid \$1,500 for some repairs which were made on the steamer and for taking her from Detour to Cleveland. It will take about three weeks to put the steamer in shape.