

IT NAVIGATION NOTES. F

to According to reports the Northern Navigation Company is dissatisfied with the treatment accorded it at Fort William and may give that port the go-by. A despatch from the head of the lakes states that Mr. W. J. Sheppard, president of the company, is authority for the statement that his line has been very shabbily treated at the C.P.R. docks at Fort William. As a result Port Arthur may be made the upper lake headquarters, at least until such time as G. T. P. business forces the company back to the Fort.

The steamer Ossifrage which is now plying out of Chatham went ashore a few days ago in the Thames River owing to a wheel chain parting. The steamer went into a bank of mud and had to be dredged out.

The big steel cargo steamer Osler, the largest on the Canadian lakes, grounded in the St. Clair River, near Port Huron, on Monday morning during a dense fog. As the bottom is sandy it is thought the steamer will be released without damage.

The steamer Harmonic, which carried President Hays, Mr. Alfred W. Smithers, Lord Doughty and others of the Grand Trunk party, again broke the Lake Superior record, arriving Friday morning after a trip of fifteen hours and fifteen minutes from the Soo. This is fifteen minutes faster than the record hung up two weeks ago.

Wreckers who are reported seeking a fortune of \$400,000 in the hulk of the old side-wheel steamer Atlantic, sunk in collision with the steamer Ogdensburg, in 158 feet of water, three miles south of Long Point, Lake Erie, in 1852, will find little besides the bones of her 150 dead passengers, says C. H. Westcott, supervising inspector of steam vessels—for the eighth district. "I remember hearing all about that wreck when I was a boy," said Capt. Westcott to the Detroit Free Press. "Along in 1865, when I was sailing as cabin boy on the old steamer Forest Queen, owned by Captain Eber Ward of this city, I used to know a man named Green. He was the diver who went down a year or so after the Atlantic sank and made a rope fast to her safe. Before he could get the safe out he was overcome by the enormous pressure of the water at that great depth and was obliged to leave it. Not long afterward another sailor brought the safe up.

"Green was all crippled from his experience in the deep water. He made a number of trips with us. Capt. Ward had given orders that he should be taken without any charge whenever he wanted to go. I have heard him frequently telling how he went down after the Atlantic's safe."

The steamer Forest Queen, of which Capt. Westcott speaks, had a short career as a steamboat. She was built at Newport, now Marine City, Mich., in 1855, and was a light speedy craft. As a steamboat she was deficient in carrying capacity and also in stiffness, so in 1865 she was transferred into a barge and her machinery was placed in the steamer Saginaw.

"The steamer Atlantic also was built at Newport, in 1849. She was a vessel of 1,100 tons, a large boat for her time, and was but three years old when she was sunk by the Ogdensburg. In the litigation after she sank the Northern Transportation Co. owner of the Ogdensburg, was compelled to transfer three of its fleet of 25 or 30 vessels to the owner of the Atlantic to make good her loss.

The Department of Marine and Fisheries have ordered the removal of the wreck of the steamer Grace Whitney, sunk at Bar Point by the steamer Ogdensburg a couple of weeks ago.

The steamer Advance of the Montreal Transportation Co.'s fleet on her way to Toronto, Hamilton and Fort William, with package freight, ran on a shoal, a short distance from Folger's wharf, at Kingston. The vessel was later released and proceeded on her way.

Do not make shipwreck of your eyes