

## MARINE NEWS

The Midland Free Press urges the building of a marine railway at that port and goes on to say: "The marine traffic to this port is growing to such large proportions that a dry dock or marine railway or some other facility for the handling of large vessels has become a necessity. This need has been increased since the merging of the two navigation companies in which Mr. James Playfair is so largely interested. The boats wintering at this port have been comparatively few compared with what we might have had were there facilities for the handling of large freighters. True, we have the Shipbuilding Company here, which has been an enterprise of no mean worth, and had they received the encouragement they deserved, might have developed to much larger proportions. As it is craft of small tonnage are all that can be handled with the present facilities, and this does not meet the requirements. Then there is another phase of the question to be considered. The life of the sawmill in Midland is short, and unless other industries take their place the outlook for the majority of breadwinners in our town is not very bright. It is an undisputed fact that the establishment of one industry is an incentive for the establishment of others, and in view of the fact that the C.P.R. will shortly run a branch into town, and in addition to the new branch line of the G. T. R., which will enhance the need, we feel that the establishment of this marine railway will meet with the approval of every intelligent citizen.

The Jaques Transportation Co., Ltd. has been incorporated under the Dominion Companies Act, with a capital of \$250,000, and office at Ottawa, to build, purchase and otherwise acquire and operate steam and other vessels; to conduct salvage operations, and to construct wharves, piers, docks, etc. The provisional directors are C. A. Jaques, R. Bickerdike and A. M. Jaques, Montreal; J. H. Hall, Ottawa, and W. S. Hall, L'Orignal, Ont. This company has been incorporated to take over the steamship C. A. Jaques. She will be run in the freight trade between Montreal and Port Arthur and Port Arthur, under the management of the Merchants-Mutual Line. The officers and directors of the company are: President, R. Bickerdike; vice-president, J. H. Hall; managing director, C. A. Jaques; secretary-treasurer, A. M. Jaques; other director, W. S. Hall.

The Pointe Ann Quarries, Ltd., has registered its steamboat Renvoyle, at Toronto. The following are her dimensions: Length, 250 ft.; breadth, 42.7 ft.; depth, 16.3 ft.; tonnage, 1830 gross, 1176 register. She is a screw-driven vessel, with engine of 15.7 n. h. p.

The following vessels were removed from the register during July, for the reasons assigned: Steam-Daughter of the Peaks, Kenora, Ont., nine tons, condemned; James Semple, Picton, N. S., 63 tons, broken up; Sayona, 30 tons, sold to foreigners; Sailing-Acadian, Weymouth, N.S., 32 tons, sunk; Harold L. Berry, Charlottetown, P. E. I., 99 tons, wrecked; Havelock, Annapolis Royal, N.S., 198 tons, wreck-

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Skipness, Ont., Dec. 16th.

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ed; Native of Floucher, Arichat, N. S., 16 tons, burnt; Reynard, Parrsboro, N.S., 560 tons, wrecked; St. Joseph, Quebec, Que., 115 tons, broken up.

The barge John Smeaton in tow of the steamer Bessemer rammed the Canadian freighter Corunna just below the cut in the St. Clair River Friday afternoon. A hole ten feet long was ripped in the bow of the Corunna and it was forced to go to dry dock at Detroit. A few days previous while on the up trip, the Smeaton collided with the steamer Laveland near the Soo.

The steamer Bethlehem went on the head of South Manitou Island, Lake Michigan, on Friday. The steamer's forward tank was filled with water. The boat belongs to the Lehigh Valley Trans. Co.

The new R. & O. steamer Rapids Prince left Toronto on Saturday morning for Montreal. The boat is 204 feet long, 43 feet beam and 10 feet deep. It will not go into commission until next spring.

The ferry steamer Kaministiquia of the Lake Coast Trading Company was burned at Port Arthur on Thursday. The steamer was valued at \$7,500 and insured for \$3,500. Several members of the crew had a narrow escape.

The steamer Dundurn of the Inland Line ran ashore at Three Sisters Island, near Alexandria Bay, Wednesday night. Tugs were sent to her assistance.

The steamer Turret-Crown got away on Sunday for Lake Erie to load coal for Owen Sound.

Two firemen of the C. P. R. steamer Assiniboia who deserted the steamer just before it left Owen Sound, found that their course was a violation of the law. They were charged with desertion and while no punishment was inflicted they were informed that they could tell their fellow-workmen that the next act of the kind would be severely dealt with. This year marine officers are having much trouble with their helpers and a few lessons of the kind promised by the Owen Sound magistrate would undoubtedly be in order and at the same time probably have a good effect. Deserters at port are a common occurrence and very often the officers of steamers are greatly inconvenienced.

