

MARINE NEWS

The N. N. Co.'s steamer Doric came into port this week and loaded nails from the Imperial Steel & Wire Co.

Assistant Manager C. A. Macdonald of the N. N. Co. and Mrs. Macdonald returned from Winnipeg on Thursday evening.

The Reid Wrecking Co. has been given the contract to release the steamer Bethlehem on South Manitou Island.

The fall time table of the N. N. Co. went into effect on Tuesday. Some changes are made in the Sarnia division.

The old wooden steamer Britannic owned in Port Huron, arrived in Owen Sound a few days ago leaking badly. So serious was the leak that both pumps had to be kept going continuously as the steamer was taking in 25 inches of water per hour. The opening in the hull was in such a condition that fish fully four inches in length came up through the pumps. The leak is supposed to have been caused when the vessel was tied up at Port Huron and was met by a raft, a bolt ripping the oakum from the seams. The cargo of the boat consisted of 100 tons of coal for the C.P.R.

The Kingston Shipbuilding Co. have, for the last week, had a large staff of skilled workmen rushing the repairs to the damaged steamer Rosemount. The vessel will be released this evening after thorough repairs, which were completed within record time. The management have reason to be proud of the facilities established for efficient and quick repairs. All the machinery is in working order now, excepting one or two more machines which they expect to instal during the next few weeks.—News.

The blow which passed over the lakes on Friday night and Saturday was the worst this season. The wind rose early Friday evening, being preceded by a light rain. By eleven o'clock it had reached a great velocity and continued so all day Saturday and well on to Sunday morning. To some extent shipping was tied up, the steamer Langham lying in here until early Sunday morning. The Ger-

manic left as soon as loaded and got away about three o'clock, reaching Meaford after a tumbling and tossing. Shipping generally proved fortunate, but few serious accidents and losses being reported.

In Lake Huron an occasional visitor to the port of Collingwood, the steamer City of New York, sprang a leak and foundered shortly before midnight thirteen miles off Thunder Bay light. The crew escaped in the boat's yawls and was picked up an hour later by the Steel Trust steamer Mataala, downbound with a consort, Alexander Holley, in tow. The New York which was bound for Owen Sound with a cargo of coal, was owned by the New York Steamship Co. of Detroit and sailed by Capt. M. W. Humphrey, who was one of her owners. The steamer was built in 1879 at Buffalo. Her length was 268 feet, beam 35 feet, depth 15 feet and gross tonnage 1345 tons.

The specifications for the new twin-screw, light-house tender and buoy steamboat, to be named the Estevan, for the Canadian Government, provide for the building of a vessel having the following principal dimensions: Length between perpendiculars, 100 ft.; moulded breadth, 28 ft.; depth, moulded to main deck, 17 ft.; depth to lower deck, 19 ft.; depth main deck to bridge deck, 7 ft. 6 in.; lead draft, mean, 11 ft. 6 in. She is to have a deadweight carrying capacity of 275 tons, a coal capacity of 150 tons and to have a speed of 12 knots an hour on a six hours' trial. The hull is to be of steel to be equal to class "A" at Lloyd's, with double bottom from peak to peak, fitted with water ballast, and divided into seven watertight bulkheads.

C. J. Smith, general manager Richelieu and Ontario Navigation Co., has gone to Great Britain to arrange for building a steamboat for the company's Saguenay line. The dimensions of the proposed vessel are: Length over all, 264 ft. 4 ins.; length over stem and stern posts, 274 ft. 8 in.; breadth of beam on frame, 40 ft.; breadth of beam extreme, 57 ft. 10 ins.; depth of hull, moulded, 16 ft. 5 1/2 ins.; boiler to work at 175 lbs. pressure.

The Marine Department's log boat at Pelze Passage, Lake Erie, has been

changed from a steam siren to a compressed air diaphone, the compressor being driven by an oil engine. The blasts and intervals remain unchanged.

The Marquette and Bessemer Dock and Navigation Co.'s car ferry Marquette and Bessemer No. 2, which is being built to replace the one lost in Lake Erie last fall, was launched at Cleveland, O. Her dimensions are, length, 350 ft., breadth 56 ft., depth 19 1/2 ft., with capacity for 30 loaded cars. She will be equipped with triple expansion engines, with cylinders 19, 33 and 52 ins. diam., by 40 ins. stroke, supplied with steam by four Scotch boilers 13 1/2 ft. diam. by 12 ft. long. The cost is quoted as \$200,000, and she is expected to be ready for service between Conneaut and Port Dover, by the end of October.

The Ontario and Quebec Navigation Co., Limited, has been incorporated under the Dominion Companies Act with a capital of \$1,000,000, and office at Picton, Ont., to carry on a forwarding, passenger and transportation business, and to own and operate steam and other vessels and other transportation facilities. The provisional directors are B. R. J. de C., and R. G. K. Hepburn, A. Leslie, Picton; P. J. Chapman, Deseronto, and H. Dempsey, Trinton. The company, which has been re-incorporated, owns the steamboats Aberdeen, Alexandria, Lloyd S. Porter, and Water Lily, and is reported to have absorbed the Queen's Navigation Co., Picton, which owns the steamboats Metha, Brockville and Varuna. Press reports from Picton state that A. W. Hepburn has sailed for Great Britain to superintend the construction of a steel vessel, to be built on the Clyde, at a cost of about \$1,000,000, which, it is said, will reach Canada in time for the re-opening of navigation and be placed on the Toronto, Charlotte, Montreal and Quebec route. The new vessel, will, it is said, have capacity for 250 passengers and about 450 tons of freight.

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