NAVIGATION NOTES. N

The dredge Togo is working in Thornbury harbor. Capt. Young is in charge.

The U. S. survey steamer Hancock is engaged in sounding for an obstruction in the outlet of Lake Huron, reported by the master of the steamer Castalia. While approaching the lightship downbound a couple of weeks ago, the Castalia struck an obstruction, presumably a large boulder, but Capt. Beauvais, of the Hancock, says he has not found any trace of it. He intimated that the Castalia's captain may have made an error in the location of the obstruction, but he expects to locate it within a very short time.

The forward hatch on the lower deck of the S. S. Beavertan collapsed at Port Arthur soon after the arrival of the vessel. Bags of sugar had been piled on the lower deck, but the principal cause of the breakdown was the shaking up the vessel had received in crossing Lake Superior. So one was hurt, although several of the men engaged in unloading the cargo saved themselves from falling into the hold by leaping quickly to the side of the pile. As the cargo in the hold consisted of sewer pipe, the only damage done was the bursting of the bags and the spilling of the sugar. The hatch was supported by steel beams at each side with a specially strong one in the centre, but the bolt holes broke and the beams were bent before they allowed the weight to fall.

While passing up Lake Huron the steamer Huronic saw floating wreckage from the steamer New York which foundered on Sunday morning. The water in that part of the lake is very deep and nothing of the hull of the ship was to be seen, except pieces of timber that had been loosened by the waves. The pilot house was floating and Capt. Campbell stopped his ship to read the name. Chairs, planks, bedding and other wreckage of all kinds was floating on the water. The men on the Huronic said that they had never seen such a mess anywhere before.

The A. S. steamer Norwalk was in the dry dock on Tuesday for a new wheel. This was put on and the boat got away for Wiarton on Wednesday morning.

The C. P. R. steamers will leave Owen Sound at 1.30 o'clock instead of five o'clock for the balance of the season. Sailings are the same, namely, on all days of the week except Sunday and Friday.

The steamer Frank L. Vance of Duluth was burned to the water's edge in mid-lake off Ludington, Mich., on Tuesday. The steamer Maggie Marshall rescued the entire crew, while the Pere Marquette ferry No. 2 stood by and played the hose on the burning vessel. Capt. Rand of the Vance refused to leave her, until it became apparent that his craft would not be saved.

Dredge No. 8 of the Great Lakes Dredging Company, which sank last October, drowning five men, while being moved from Fort William to Port Arthur, and which was recently raised, is now in dry dock at the company's plant at Fort William. The dredge will be refitted during the winter.

It is really astonishing to read about the way the wheat crop of Western Canada is poured each fall through the elevators of the Twin Cities on Lake Superior—Fort William and Port Arthur. Last year 43,000,000 bushels out of a crop of 125,000,000 bushels, went through the big terminal elevators in eighty days. The real significance of this is made clear by T. M. Ralston in the course of an article in October Busy Man's, entitled "Pouring Grain Through the Big Funnel." He points out that during the past year eighty-nine million bushels were handled by the Twin City elevators, that it required eighty-nine thousand cars to hold this quantity and that this involved the despatching from Winnipeg of thirteen thousand trains of seventy cars each. The manner of handling the grain is described in interesting fashion and a description of the mammoth elevators—the largest in the world—is given.

The Canadian Pacific Railway has sent out a special chart for the use of navigators who have cargoes for the company's new elevator at Victoria Harbor. The course shown holds to that for the Midland harbor until a new line has to be taken in a north-easterly direction bringing Sturgeon Point in line with the north end of Methodist Island. The course is maintained until the vessels can swing around and run south-easterly alongside of the company's new concrete wharves. A foot note on the chart says that boats must not go more than nineteen feet until otherwise advised. The elevator was expected to be ready to receive grain on Monday, 16th inst.

Capt. William G. Playter who has sailed the Collins Inlet Lumber Co.'s tug Helen S. for four years, has severed his connection with the company and has moved to a farm at the Batteau.

The tug Charles Lemke and consort were in port from the Bruce Peninsula on Saturday. They brought over a cargo of lumber.

The M. T. Co.'s steamer Glenmount went on Pipe Island, near Detour, on Saturday. The boat which was loaded with wheat has been released without damage.

COUNTY COUNCIL NEXT WEEK.

The county council has been called to gather at Barrie on Monday afternoon next. Warden A. C. Garden who has moved from Barrie to Hamilton will preside.