

MARINE NEWS

The big steel carrier W. D. Matthews was the first of the steel tonnage to go into winter quarters at Owen Sound. She has taken up a berth opposite the electric light plant.

The tug Harrison took the scowload of brick from Midland which the Saucy Jim had been chartered to take to Little Current.

The A. S. S. Co.'s steamer Leaffield, Capt. Alex. McIntyre, arrived on Saturday afternoon, having on board a cargo of wheat for winter storage. The Leaffield is one of the initial fleet brought to the Canadian waters by the Soo company some years ago. The others were the Paliki, Monkshaven and Theano, the latter two of which are now resting on the bottom of Lake Superior. During the past season the Leaffield has been trading chiefly between the Soo and Fort William, her cargoes being steel rails and ore.

The N. N. Co.'s steamer City of Midland, Capt. M. Livingstone, came in on Saturday morning about one o'clock, thereby closing her season, and is now going into winter quarters. The last trip was a few days longer than usual, but this is the general case of last trips, the pursers taking time to wind up business at the various ports along the route.

The Farrar Transportation Co.'s steamer Meaford, Capt. F. Scott, threw off her lines here on Friday about noon, thus closing another successful season. The steamer had a cargo of 110,000 bushels of wheat for storage.

The C. P. R. steamer Athabasca which cut down the tug General last week in the Soo River, has figured in probably as many notable incidents as any other boat on the great lakes. Twenty years ago she sank the United States steamer Pontiac in the St. Mary's River a short distance below the Soo. The late Capt. Jas. Foote was in command and the accident was a result of the Pontiac changing her signals for passing, the last change being made when it was too late for the Athabasca to alter her course. She crashed into the Pontiac almost bow on, with the result that the freighter sank in a few minutes, but rested on the bottom before being submerged. No lives were lost. In October, 1909, the steamer went on the Flower Pot Island and was nearly lost; in fact, it is said that had it not been for the good work of Capt. Brown and his crew the steamer would never have been saved.

The last of the local boats of the N. N. Co., the steamer Germanic, came in on Sunday evening about six o'clock.

Manager Buchanan of the C. P. R. lake steamers, came across from Owen Sound on the steamer Manitoba and was in town for a few days.

Capt. W. J. McQuade of the D. G. steamer Bayfield, is in town this week. His steamer went into winter quarters at Prescott a fortnight ago after spending the season on the survey of Lake Ontario between the Main Duck Island and Cobourg. The Captain will remain in town for a few days.

The C. P. R. steamer Manitoba, Capt. John McInyre, came into port on Saturday evening between five and six o'clock and an hour or so later was within the gates of No. 2 dry dock. The steamer will be inspected and receive some minor hull repairs. It is expected that the work will be completed in a week when the steamer will return to Owen Sound where it will winter.

The steamer Assiniboia of the C. P. R. fleet is coming to the dry dock here to have some repairs made to her wheel. These will occupy but a few days. The Alberta of the same fleet will also be here to be lengthened.

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BURNING OF STEAMER ALASKA.

More details have come to hand of the destruction by fire of the steamer Alaska at Tobermoray on the 26th ult. The steamer had cleared on Wednesday of last week from the Carney mills at Owen Sound with a cargo of 325,000 feet of lumber for Windsor and was in charge of Capt. McInnis. It struck heavy weather on Lake Huron and lost a portion of her deck-load, and put back to Tobermoray for shelter. About three o'clock fire broke out in the fore-castle and the crew had to make a hasty escape for safety. Capt. McInnis opened the sea-cocks and endeavored to scuttle the vessel, but the cargo of lumber in the hold would not permit her to settle. Considerable of the deck load was thrown overboard and on Saturday night the fire was still burning. On Monday night, accompanied by the insurance adjuster, Mr. Harry Hartingh went to the scene of the disaster on the tug Maitland. Mr. Hartingh reported that the vessel was badly burned to the water's edge, and the stern section almost completely destroyed. The lumber has kept the burned vessel afloat and it is proposed to have her towed to Owen Sound and the lumber unloaded. There will be a salvage of nearly two hundred thousand feet. The Alaska was one of the old wooden barges which are fast finding their fate in fire and wreck. She is owned by W. J. Pulling & Co., of the Windsor. The lumber was owned by the Hines Lumber Co. who take the entire output of the Carney Lumber Co.'s mills. Both cargo and vessel will be abandoned to the insurance companies.