

MARINE NEWS

The big freighter Emperor has gone, pulling out on her initial trip and going to Midland on Saturday afternoon shortly before four o'clock. The huge steamer which was occupying a berth alongside of the town dock, was turned around in the harbor, being assisted by the large tug Traveller which came over from Midland for the special purpose. Mr. Playfair came to town to see the fine boat make a start and accompanied her to Midland, where the fuel bunkers were filled previous to the first trip across the lakes. Capt. Geo. Pearson was on the bridge and under his care mariners predict a good future for the steamer which goes out, another splendid example of Canadian enterprise and a floating demonstration of the capabilities of the yards of the Collingwood Shipbuilding Co.

At a special meeting of the Inland Navigation Co., held at Hamilton, on Friday, the shareholders to over seventy-five per cent., agreed to dispose of their holdings to the Furness-Playfair syndicate. This means the ratification of the merger.

Navigation opened at Midland on Sunday, 23rd, twenty-two days later than in 1910. This is over two weeks later than the opening this year in Collingwood, this harbor being open on April 6th. The steamer Alberta sailed on the 13th and was the first boat out.

When the spic-and-span C. P. R. steamship Athabasca, trim, graceful and bright with her jetty sides glistening in the sunlight, warped out from the wharf at number three freight shed about three o'clock Monday afternoon, April 24th, and glided easily up the harbor toward the open blue water beyond, lake navigation for the season of 1911 was, as it were, officially opened. With that competent mariner and capable commander, Captain James McCannell, on the bridge, amid the shrieking salutes from every craft in the harbor, locomotives in the yard, and the nearby factories, the handsome vessel, laden to the hatch and deck with a full cargo of fourteen hundred tons of ~~staple~~ freight and merchandise, moved out on her first trip to the big upper lake and Port Arthur.—G. S. Times.

The steamer John Sharples which went ashore last fall at Gallup Island, near King's Bay, has been released after stranding on the beach, and taken to Long Point. The saving of the boat was accomplished by the Reid Co. After temporary repairs are made the steamer will be taken to Ogdensburg. The repairs will necessitate an expenditure of \$25,000.

The wrecked steamer Dunelm which went ashore in Lake Superior and was later abandoned to the underwriters, has been repurchased by the former owners, the Inland Line. The steamer is now in dry dock at Port Arthur, where it will be repaired. The job is an extensive one and will occupy three weeks.

The Collins Inlet Lumber Co.'s tug Helen S. was out for a trial trip on Saturday. Yesterday it left for Collins Inlet with supplies. Capt. William Duggitt is in charge this season.

The steamer Simla, upbound with coal, grounded off Round Island above the Soo on Saturday. She was released on Monday after lightering.

The Dominion Government has purchased 150 feet of waterfront at Amherstburg for a dock for their own steamer. The property is a short distance below the ferry dock.

The rumored change in the terminals of the N. N. Co. at Port Arthur was given a flat denial by Manager Gildersleeve when at Port Arthur on the first trip of the Harmonic. The News, Port Arthur, says: "We shall come into Port Arthur first, discharge passengers and then go over to Westfort where we shall put off G. T. P. freight. Then we shall return to Port Arthur and tie up at the C. N. R. docks to discharge the cargo for Port Arthur and C. N. western points. You know we must do this, and unload freight first at Westfort, because we are a G. T. line. We shall always make Port Arthur our first calling place at the head of the lakes."

Speaking of the new boat which the company will build this year and have ready for the season of 1913, and possibly for the late summer of 1912, Mr. Gildersleeve said that he could only corroborate what Mr. James Playfair of the Inland Lines had already stated and say it was not decided where it would be built. The new shipbuilding yards at Port Arthur were just as likely to land the contract as any other, provided the price was right.

The steamer Soo City, Captain H. Cleland, will leave on Saturday, 6th, on the first trip to Midland, Parry Sound and north shore ports to Little Current. During the season the steamer will make bi-weekly trips out of Collingwood, leaving here on Monday at 12.30 o'clock for Meaford and Owen Sound, thence across to Parry Sound and on up to Killarney, and on Thursday going up by way of Penetang and Midland.

The D. G. lighthouse tender Simcoe has placed a gas buoy on Hare Island, west of Thunder Cape. This has long been needed as a guide to navigators and is a valuable addition to the lights of Lake Superior. The Simcoe also left a spare gas buoy with the Canadian Towing and Wrecking Company, Port Arthur, to be placed where local marine men may think fit.

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