

The Arrival of First Steamer at Head of Lakes.

NORTHERN NAVIGATION AND
CANADIAN PACIFIC STEAMERS
ARE THERE.

To the raucous tootings of sirens, the shrill blasts of whistles and the deeper notes of welcome from factory and industrial steam horns, the Hamonic, flagship of the Northern Navigation Company, tied up at the C. N. R. docks, Port Arthur, on Wednesday morning, 26th, at five minutes before noon.

Behind her far away, with slender masts tapering on the horizon like one straight stick, could be seen the C. P. R. steamer Athabasca, headed for Port Arthur. She arrived at 12.50.

"It was just like coming up the lakes in July," was what Capt. Foote of the Hamonic had to say about the trip. "We saw hardly any ice and it was quite calm."

The Hamonic had a passenger list of about 40, and 2,000 tons of package freight. After landing her passengers here she went over to Westfort, where the big boat made a successful test of the new G. T. P. dock, and also unloaded G. T. P. freight. Later in the afternoon the Hamonic will berth again at the C. N. R. docks here, where the large cargo of package freight for the C. N. R. local and west is to be unloaded.

The Hamonic left Sarnia at 3.45 Monday afternoon and arrived after an uneventful trip at Sault Ste. Marie yesterday afternoon at one o'clock. She was delayed at the Soo by the Stadacona running aground in the river and having to back out before she could be locked through safely. This mishap kept the big passenger steamer at the Soo until six o'clock last evening, when she cleared for Port Arthur. She broke all records for a first trip up the lakes, covering the 279 miles between Port Arthur and the Soo in 17 hours and 55 minutes.

She easily outdistanced the C. P. R. steamer Athabasca which left the Soo at 1.40 yesterday afternoon and was an hour behind the Hamonic docking at Port Arthur.

Chief Engineer S. Brisbin stated that the engines and all the machinery worked smoothly. He had not driven them at all hard on this the first trip of the season, as he wanted all the bearings to get down into working order and run smoothly before frocking the speed of the boat. Still he considered that excellent time had been made.

The Athabasca, under the command of Capt. McCannell, has 1,500 tons of freight, four first-class and 62 second-class passengers. No passengers disembarked here and there was very little freight taken off.—Port Arthur News.