

# MARINE NEWS

The D. G. steamer, Simcoe was in port on Friday for the first time this season.

The tug Keenan of Owen Sound was on the dry dock, for a couple of days.

The tug Reginald was here to the shipyards this week.

The stage of water in the Great Lakes is very low this season. Several of the big steamers which lay at Fort William all winter, and which had loaded to 18 feet, had to take out part of their grain so as to get through the St. Clair Canal, as the depth of water is but 17 feet 6 inches. The water at the Soo locks is the lowest on record. If the low stage of water continues, vessel men say that the profits of the season will be very materially interfered with. At current freight rates, vessels must be loaded to their full capacity to enable their owners to make any money. Not only that, but shallow water navigation means increased risk of loss or damage and probable heavy bills of repair.

The Reid Wrecking Co. of Sarnia and Capt. Baker of Detroit have floated the steamer John Sharples, which stranded last December on the rocky shore at Gollup Island at the lower end of Lak Starvo, and had it towed to Capt. Vincent's harbor. It is said that the boat is not in an bad shape as was supposed and that she will probably be repaired without great difficulty. The temporary repairs will be made at Cape St. Vincent harbor and the steamer will then be taken to Buffalo, where she will go into dock for permanent repairs. Capt. Baker of Capt. Reid took a "no cure, no pay" contract to raise the steamer, off the heads of the Dunally Wrecking Company at Kingston, which abandoned the work after making an examination of the wreck. The amount of the contract is \$20,000 and a percentage of the salvage. The Sharples was owned by the Great Lakes & St. Lawrence Transportation Co., which abandoned her as a total loss. Only a day or two before she was floated the Great Lakes Protective Association accepted the ship as a total loss and paid the owners their five per cent. of the insurance.

The steamers Gettsburg and Colfer were in port this week with cargoes of coal. That of the former consisting of 1,200 tons was for the shipyards, while that of the latter, 1,000 tons, was consigned to the Charlton Co. and will be used for their tug.

The steel steamer Fisher was sunk on Friday opposite Wyandotte in the lower Detroit River in a collision with the steamer Stephen Clement of Cleveland. Chief Engineer W. W. Auld and Steward Louis Sugden and Sugden's wife, who was assistant steward, are missing and are believed to have been drowned. The Fisher sank with a 14 foot list in a few minutes. The boat from the Clement rescued the remainder of the Fisher's crew, who jumped overboard in their night clothing. The Erwin L. Fisher is a steel steamer 220 feet long with 30 feet beam and 15 feet depth and was built in 1910. She was owned by the Argo Steamship Co. of Cleveland.

Traffic through the "Soo" canals for April was less by 1,000,000 tons than for the corresponding month last year, according to the report just received. For the month of March, of which 610,831 tons passed through the Saganado canal. The opening was ten days later and the draft has been lower.

Bernard Rennie, cook on the Ganley tug Commodore, died suddenly while en route to the Soo from Michipicoten on Wednesday, 3rd inst. He was 60 years old and lived in Oshkoshwood.

The steamer Saco City left on the first trip of the season on Saturday afternoon, clearing from here to Midland.

The steamer Alva collided with the tug Boynton at the Soo, damaging the latter's stern bearings and rail. The steamer also went into the Great Lakes dock, doing some damage. The trouble was due to mistaken signals.

The tug Jiclen S. got away on her first trip this season on Thursday.

The M. T. Co.'s steamer Glenmont went ashore below Alexandria Bay, Lake Ontario, on Tuesday, during a heavy fog. She has since been released and taken to Kingston.

The steamer Edmontown was placed under quarantine by the health authorities at Sarnia on Wednesday, a case of smallpox having been found among the steamer.

As the British shipbuilding dispute is now settled and foreign trade improving rapidly every month, it is not surprising to find that the returns for shipbuilding, compiled by "Lloyd's Register," for the first quarter of 1911 are better than for the last few years. The returns state that, excluding warships, there were 490 vessels of 1,374,764 tons gross under construction in the United Kingdom at the close of the quarter ended March 31, 1911. This is 243,000 tons more than was in hand at the close of the previous quarter and 317,000 tons more than twelve months ago. In addition, the warship tonnage building at the present time is the highest recorded in the society's quarterly returns for the last ten years.

Of the vessels under construction in the United Kingdom at the end of March, 378 of 956,289 tons are under the supervision of the surveyors of "Lloyd's Register," with a view to classification by that society, while in

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addition 73 vessels of 214,776 tons are building abroad for the same purpose. If we turn to statistics showing the work in hand at the various principal shipbuilding districts, we find that, excluding warships, Glasgow comes first with 283,480 gross tons, as against 186,416 tons a year ago. The other shipbuilding districts, in their order of magnitude, are Belfast, with 230,184 gross tons, as against 233,990; Newcastle, with 224,459 tons, as against 182,018 tons; Greenock, with 222,490 tons, as against 154,860 tons; and Sunderland, with 156,803 tons, as against 117,950 tons.

The captains and engineers of the R. & R. Co. for the year are—Steamer Belleville, W. Bloomfield, captain; A. Charbonneau, engineer. Steamer Berthier, J. A. Lacouture, captain; A. Gendron, engineer. Steamer Boncherville, A. Lavolette, captain; C. Hamel, engineer. Steamer Kingston, E. A. Booth, captain; W. Johnston, engineer. Steamer Longueil, H. Mandeville, captain; H. Noel, engineer. Steamer Montreal, F. X. Lafrance, captain; G. Gendron, engineer. Steamer Murra, Bay, W. Gagne, captain; G. Gagnon, engineer. Steamer Quebec, L. R. Demers, captain; J. Hamelin, engineer. Steamer Rapids King, G. Batten, captain; J. A. Crepeau, engineer. Steamer Rapids Prince, S. Putnam, captain; W. Chipman, engineer. Steamer Rapids Queen, J. Stephenson, captain; W. S. Parker, engineer. Steamer Rochester, J. Owens, captain; J. Cummings, engineer. Steamer Ste. Irene, J. Koenig, captain; (Builders' engineers). Steamer Saguenay, J. Simard, captain; M. La-

supplie, engineer. Steamer Terrebonne, C. Lavolette, captain; G. Bourne, engineer. Steamer Toronto, T. E. Reed, captain; J. W. Hallett, engineer. Steamer Trois Rivieres, A. Mondor, captain; C. Gendron, engineer.  
The steamer Filgate, which has been sold by the Montreal and Cornwall Navigation Co. to the Cornwall and Montreal Transportation Co., Cornwall, was built at Montreal in 1879 and is a paddle wheel steamer with engine of 100 h.p. Her dimensions are length, 158 ft., breadth, 25 1/2 ft., depth 7.8 ft.; tonnage, 425 gross, 237 register.

At the annual meeting of the Merchants Mutual Life Ltd., held at Toronto, the following were elected officers and directors for the current year—President, D. B. Hanna; Vice-President, Z. A. Lash, K.C.; other directors, Sir Henry M. Pellatt, F. Nicholls and W. H. Moore.

The Canadian Lake and Ocean Navigation Co.'s Board of Directors for the current year is composed as follows: President, D. B. Hanna; Vice-President, Z. A. Lash, K.C.; other directors, Hugh Sutherland, F. H. Chippen, K.C., F. Nicholls, E. R. Wood, Sir Henry M. Pellatt and Noel Marshall.

The steamboat Cataract owned by the Cataract Ice Co., Niagara Falls, Ont., was damaged by fire to the extent of about \$8,000 recently. It is stated that the after part of the boat including the hull and machinery were destroyed. She was formerly known as the Myles, and owned by the Myles Transportation Co., Hamilton, and was built at Hamilton in 1882; her dimensions being, length 175 ft., breadth 33.6 ft., depth 14.6 ft.; tonnage, 957 gross, 598 register, and she was equipped with engine of 200 h.p., driving a screw.

The U. S. Lake Survey reports the levels of the Great Lakes in 1910 above tide-water, for March as follows: Superior, 609.69; Michigan and Huron, 579.10; Erie, 579.97; Ontario, 241.96. As compared with the average March levels for the past ten years, Superior was 1.22 ft. below; Michigan 0.1 Huron, 0.58 ft. below; Erie, 0.26 ft. below, and Ontario, 0.26 ft. below, and it is anticipated that, during April, Superior would remain stationary, Michigan and Huron would rise 0.3 ft., and Erie would rise 0.6 ft., and Ontario would rise 0.7 ft.

The Merchants Mutual Line are this season operating the following vessels: A. E. Ames, H. M. Pellatt, J. H. Plummer, Beaverton, Mapleton, and Saskatoon, owned by the Merchants Mutual Life, Ltd., Toronto; Acaadian and Canadian, owned by the Merchants Steamship Co., Ltd., Toronto; B. A. Gordon, owned by the International Steamship Co., Ltd., Toronto; C. A. Jaques, owned by the Jaques Transportation Co., Ltd., Montreal; Bickenbake, owned by the Montreal & Great Lakes Steamship Co., Ltd., Montreal; City of Ottawa, City of

Hamilton and City of Montreal, owned by the Montreal and Lake Erie Steamship Co., Ltd. Montreal; A. E. McKinistry, owned by the Interlake Transit Co., Ltd., Toronto, and Advance, owned by the Montreal Transportation Co., Ltd., Montreal.

### VESSELS REMOVED FROM THE REGISTER.

The following vessels were removed from the register, during March, for the reasons assigned—Steam—Cumaxa, St. John, N.B., 2,048 tons, sold to foreigners; Iona, Vancouver, B.C., 36 tons, broken up. Sailing—Adventure, Port Hawkesburg, N.S., 54 tons, broken up; Pilgrim, Lunenburg, N.S., 93 tons, transferred to Barbadoes; St. Pierre, Quebec, 44 tons, broken up; Shank's, Windsor, N.S., 1,034 tons, burnt; Souvenir, Yarmouth, N.S., 71 tons, broken up; Thetis, Windsor, N.S., 420 tons, missing; W. M. Vogler, Port Medway, N.S., 46 tons, supposed to be out of existence.

### THE WONDERFUL SIGHTS OF NEW YORK CITY.

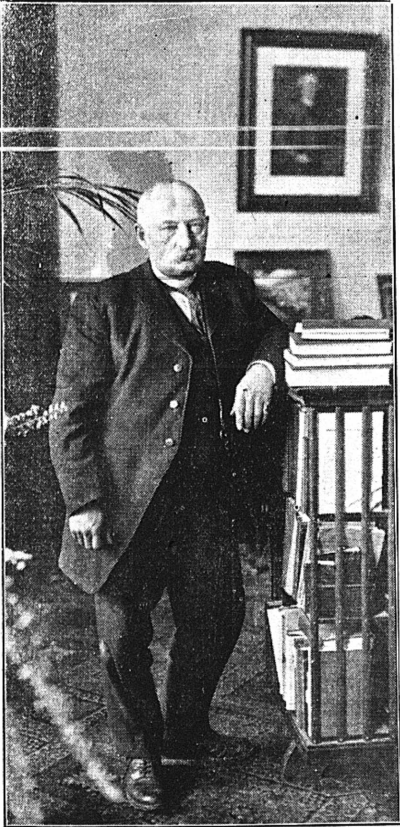
Have you ever visited New York, the great metropolis of the new world? If not, you should do so at the very first opportunity as a trip of this nature, besides being highly interesting, is also an education. The Grand Trunk and Lehigh Valley route is the scenic line from Canadian points. Convenient train service and excellent equipment. Full particulars and tickets from any Grand Trunk agent, or address A. E. Duff, District Passenger Agent, Toronto, Ont.

### OIL WILL NOT INJURE TIRES.

A gentleman who claims to know the great metropolis of the new world, told the Barrie Advance that the report from Owen Sound that oil used on the streets had rotted bicycle and auto tires is pure humbug. "Why, down at Saratoga," he said, "the main thoroughfares leading to the city are kept oily by the auto owners who use these roads as speedways. They are all wealthy people who go there and they would not use oil if it was not the correct thing. The Owen Sound reporter has got in wrong on this deal. The Barrie streets would be the finest thing ever put on. It saves the road and with a couple of applications during the year the dust nuisance is completely done away with."

### MAKES HAIR GROW.

Dr. Conolly has an invigorator that will grow hair or money back. The time to take care of your hair is when you have hair to take care of. If your hair is getting thin, gradually falling out, it cannot be long before the spot appears. The greatest remedy to stop the hair from falling is SALIVA, the Great American Hair Grower, first discovered in England. SALIVA furnishes nourishment to the hair roots and acts so quickly that people are amazed. A large bottle for 50c.



ONTARIO'S MINISTER OF AGRICULTURE. HON. JAMES S. DUFF.

West Simcoe's representative in the Provincial Legislature and a member of the Whitney Cabinet. In wrong on the question of Reciprocity, he is at the head of a Department which, nevertheless, is doing much good work for the farmers of the Province.