

MARINE NEWS

The Department of Public Works has awarded contracts for dredging at Big Island to R. Weddell & Co., Trenton, and at Kingsville to the Windsor Dredging Co., Windsor, Ontario.

The Marine Department is placing a buoy on the Minnie Blakley shoal at Point Anne, near Belleville, where the Lake Ontario and Bay of Quinte Steamboat Co.'s steamer Caspian recently grounded.

The Cornwall and Montreal Navigation Co.'s steamboat Filgate, which was burnt recently at Valleyfield, Que., has been raised and the hull taken to Cornwall, where it has been docked. It is now stated that the vessel will, in all probability, be rebuilt, and be ready for further service next season.

Press reports from Windsor state that the residents of Pelee Island have subscribed the necessary funds for the building of a steamboat to ply between the island and the main land. The proposed vessel, it is said, will be larger than any of those now on the service, which are considered too small for rough weather.

Traffic on the Canadian canals for July shows considerable falling off in the tonnage passing through. The total is 17,143,060, against 21,457,752, a decrease of 4,314,692 tons. The decrease is chiefly due to the Sault canals, where about 4,500,000 tons less of ore was handled this year than in the same month of 1910.

The Merchants Mutual Line steamboat H. M. Pellatt was seized at Montreal, on a claim for \$10,000 for damages sustained by the U. S. yacht Cignet, in a collision in the canal, August 12, for which it is alleged the H. M. Pellatt is responsible. The vessel was released on bonds furnished by G. E. Jaques & Co., agents.

W. R. Burgin has been appointed travelling freight and passenger agent, Northern Navigation Co., to cover the territory west of Toronto, including the Northern Division of the G.T.R., with office at Sarnia, Ont. S. Hewitt has been appointed travelling freight and passenger agent for the city of Toronto, and other special work, with office at Union Station, Toronto.

The Reid Wrecking Co.'s steam tug Winslow was burnt at Meldrum Bay, while on its way to Georgian Bay. She was built at Cleveland, O., in 1865. Her dimensions were, length 120 ft., breadth 19 ft., depth 10 ft.; tonnage 353 gross, 193 register. She was equipped with engine of 150 n.h.p. driving a screw. The loss is put at \$25,000 with insurance of \$20,000.

The U. S. Lake Survey reports the levels of the Great Lakes, in feet above tidewater, for July, as follows:—Superior, 601.64; Michigan and Huron, 529.88; Erie, 571.75; Ontario, 2. Compared with the average July levels for the past ten years, Superior was 1.10 ft. below; Michigan and Huron, 1.33 ft. below; Erie, 1.17 ft. below, and Ontario, 1.33 ft. below. It was anticipated that during August Superior, Michigan and Huron would rise 0.1 ft., and Erie and Ontario 0.2 ft.

The Department of Marine has issued a notice that all Canadian lights and fog alarms in Lake Superior will be kept in operation until Dec. 15, or later if the season of navigation will permit, with the exception of the lights on Caribou Island, Otter Island, Michipicoten Island, Gargantua, Michipicoten harbor and Corbell point, from which stations and keepers may be removed at any time after December 1st. The lights and fog alarms in Lake Huron, Georgian Bay, Lake St. Clair, Lake Erie and Lake Ontario and connecting waters will also be kept in operation to Dec. 15, except southeast shoal light-ship, Lake Erie, which may be moved from her station not earlier than Dec. 5, and Lonely Island light, Georgian Bay, which may be closed Dec. 5. All lights in the River St. Lawrence will be kept in operation as long as navigation is open and all gas buoys, both on the river and the Great Lakes, will be kept at their stations as long as ice conditions will permit, and where it is necessary to remove the buoys before the close of navigation, spar markers will be laid down if possible. Light keepers are cautioned to maintain their lights until the dates specified for their respective districts and later if navigation remains open.

During June, the following sailing vessels were removed from the Canadian register for the reasons assigned: Alkaldine, Parrsboro, N.S., 526 tons, stranded; Evelyn, Charlottetown, P.E.I., 167 tons, transferred to Adjeris; J. W. Mills, Lunenburg, N.S., 76 tons, sunk in collision; Jennie May, Lunenburg, N.S., 88 tons, transferred to Newfoundland. No steam vessels were removed from the register during the same period.

An overheated smokestack on the Ontario, Niagara and St. Catharines steamer "Dalhousie City," was the cause of considerable excitement at her wharf at Toronto on Saturday morning. A deckhand first noticed the decking around the smokestack smoldering and after the boat hose had been used for some little time, a call for the fire reels was turned in, and the fire was soon extinguished. Except for the damage to the upholstery underneath by water, the loss by fire was trivial.

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Farmer—"I thought as much of that. If a girl meets a man who doesn't dog as of my wife." Motorist—"Well, admire her she imagines that he is a I'm sorry I killed him—how much do confirmed woman hater. value him at?" Farmer—"Oh, a Lots of people with sharp features bout 50 cents." are really dull.