

MARINE NEWS

Stay

The N. N. Co.'s steamer Germanic went on dry dock No. 2 for a couple of days this week. Some minor bottom repairs were made and a general inspection took place, the object being to put the steamer in first-class shape for the fall trade.

The big freighter Midland King came in on Friday night to go on the dry dock for repairs.

The steamer H. M. Pellatt went ashore at Iroquois Point, St. Lawrence River, and was in bad shape. The Donnelly Wrecking Co. went to her assistance.

Two U. S. steamers, the Joliet and Phipps, came together in the St. Clair River, opposite Sarnia, early on Friday morning. The former went to the bottom, in 30 feet of water and her crew of twenty-three men had a narrow escape. The collision was due to a dense fog. Both steamers were down bound, but the Joliet had come to anchor and was stationary when rammed by the Phipps. Gaping holes were torn in the bows of both steamers. The Phipps is one of the large class, measuring 580 feet in length. She was built in 1907 and her tonnage is 7,240. The Joliet is 268 feet in length, was built in 1890 and has a gross tonnage of 1,935 tons.

Capt. M. C. Cameron of the passenger steamer Huron has completed his season's duties and is spending a short holiday in town.

The Midland King got away early Sunday morning, coming off the dry dock during the night previous.

The U. S. & D. T. Co.'s steamer Caribou was in the dry dock here this week for a new wheel. The change was made in a few hours.

"There is no truth in the announcement that the underwriters have settled with us for \$260,000," says Frederick C. Kruger, general manager of the Northern Steamship Company, owner of the North West, which was burned at her dock last spring. "No settlement has yet been made and the boat has never been abandoned. She may be rebuilt and she may not." The steamer North West was insured for approximately \$290,000. Since the vessel was raised from the bottom of Blackwell canal last spring she has been lying idle at her wharf and several times announcements were made that she would be rebuilt. The interior decorations are a total loss, and for several weeks during the summer more than a score of men were employed in tearing out the burned woodwork and overhauling the inside of the vessel.

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