

MARINE NEWS

The launch Merry Widow was rammed on Monday off Cedar Point, Lake Erie, by the steamer E. A. Shores and sunk. August Beamer, jr., owner of the launch, was drowned and five other occupants were rescued. The survivors say they were covered with tarpaulins owing to the rain and did not hear the signals of the Shores.

Mr. William Fryer and a number of men have gone to Parisian Island, Lake Superior, to build a lighthouse. The tug Harrison of Owen Sound took their material and supplies from Collingwood last week. The work will occupy five or six weeks.

The new steamer Toiler, the first freighter to be driven by oil engines ever seen in this country, arrived at Montreal a few days ago. The steamer will ply between that city and Lake Erie ports. The Toiler was built at Erie ports. The Toiler was built at the Neptune yards of Swan, Hunter and Wigham Richardson, and is consigned to Mr. Clarence I de Sola, of that city, who is in control of the business interests of Swan, Hunter and Wigham Richardson in this country. The vessel is propelled by two sets of two cycle reversible Diesel oil engines. In many ways she is more economical than a steam-driven boat. She has a greater deadweight capacity, owing to the fact that the Diesel engines are much lighter than steam engines and as there are no boilers, the boiler space is saved, moreover, the oil fuel is carried in the double bottom in place of water ballast, thus saving bunker space. The consumption of oil is much less in weight than the consumption of coal for steam engines. The deck machinery and engine room accessories of the Toiler are driven by compressed air being furnished by a compressor driven by a Diesel engine. The electric light with which the vessel is fitted obtains its power from a paraffin engine. The accommodation is heated by hot water, the heat being obtained from the exhaust gases of the main engine. There is thus no steam on board the boat.

James Playfair and the Montreal Transportation Co. have appealed from the decision of Mr. Justice Teetzel, who awarded judgment against each of them for \$5,700, in an action brought by the Meaford Elevator Co., for the wrecking of the marine leg of the elevator. The Meaford Co. claim to have lost the profits of handling and storing 817,000 bushels of wheat, for which it had contracts. The leg was broken, it was alleged, in the hatch of the steamer Mountstephen, owned by Jas Playfair, when the vessel surged, and the craft swerved, owing to the breaking of a mooring cable. Mr. Playfair states that the surge was caused by the wash from the propeller of the steamer Kin-

mount, owned by the Montreal Transportation Co.

The steamer John Owen came in on Saturday morning with 110,000 bushels of corn. This is this steamer's second trip here this season. It is expected to return next week.

The big freighter H. S. Holden arrived on Monday morning with 150,000 bushels of corn. The Holden has a carrying capacity of 250,000 bushels, but owing to the scarcity of cargoes was obliged to either go into ordinary or make this trip with the part cargo.

CAVILL & GALLOWAY.

This year Messrs. Cavill & Galloway made an excellent exhibit in the main building of the G. N. Exhibition. It comprised the newest goods in dress materials and consequently called forth the admiration of the ladies. As the display indicated, rough effects are the season's favorites for suits and long coats. There were Scotch tweeds in every conceivable color combination, serges in fine and coarse makes, with all the newest designs in trimmings, silk fringe, frog ornaments, laces, silk girdles, and the latest novelties in buttons of various shades. At their store on Hurontario street the stock is complete and in addition they have a fine display of millinery.

Rexall Rheumatism Remedy cures. Guaranteed by Jury & Gregory.

ASKED FOR INFORMATION AND GOT IT.

The town Water and Light Commission was recently asked for certain information respecting the town's electrical system, by the Hydro-Electric Power Commission, and they got it. The object of the Hydro people is to have statistics that will enable them to consider Collingwood's position should occasion arise when power from some of their systems will be supplied to the northern towns.

With data respecting the town's plant our Water and Light Commission sent blue prints of the town and the plant.

A few days since, Mr. J. H. Duncan, secretary of the Commission, who prepared the report, received an acknowledgement from Mr. P. W. Sothman, chief engineer, in which he says: "The information received appears to have been gotten up in a careful manner and with due attention to detail and supplying the necessary information required for this subject. Credit is due the Commission in getting up the information in the manner noted and we wish to state that this matter will receive our early attention."

Some time when you want a particularly nice box of candy try Ford's Hard Centres; see the pound box at Jury & Gregory's drug store.