

THE TUG "WALES," AND ITS CAPTAIN.

This fine vessel, the appearance of which will be familiar to all who know the western lakes, was built some three years ago in Kingston. She was first intended for the trade of the lower lakes, but being found too large for that purpose, she was offered for sale, and became the property of Messrs. Hotchkiss, Hughson & Co., (now Dodge, Hughson & Co.) who at once transferred her to the Georgian Bay, to be used in connection with their extensive lumbering business. The dimensions of the vessel are 110 ft. length, 20 ft. beam, and 11 ft. hull. Her engines are 100 horse power, and with these she averages a speed of 14 miles an hour. On the lakes she has the reputation of being one of the staunchest craft afloat. The principal business in which she is employed is that of towing barges from Muskoka to Buffalo or Collingwood. On these trips she usually takes 1,500,000 ft. of lumber at a single tow. She has also been used to some extent as a wrecker, for which she is admirably adapted.

Captain Tripp, the master of the "Wales," is no less well known than his craft. He is a Canadian by birth, with no small knowledge of the lake trade and lake navigation, to which is added such experience of salt water as three trips to Europe may give. Already at the age of twenty-one, Mr. Tripp was acting as Captain and in the nine years that have since elapsed, he has given such substantial proofs of sound seamanship and intimate acquaintance with his business, as to win the confidence of all connected with him.

GODERICH VIEWS.

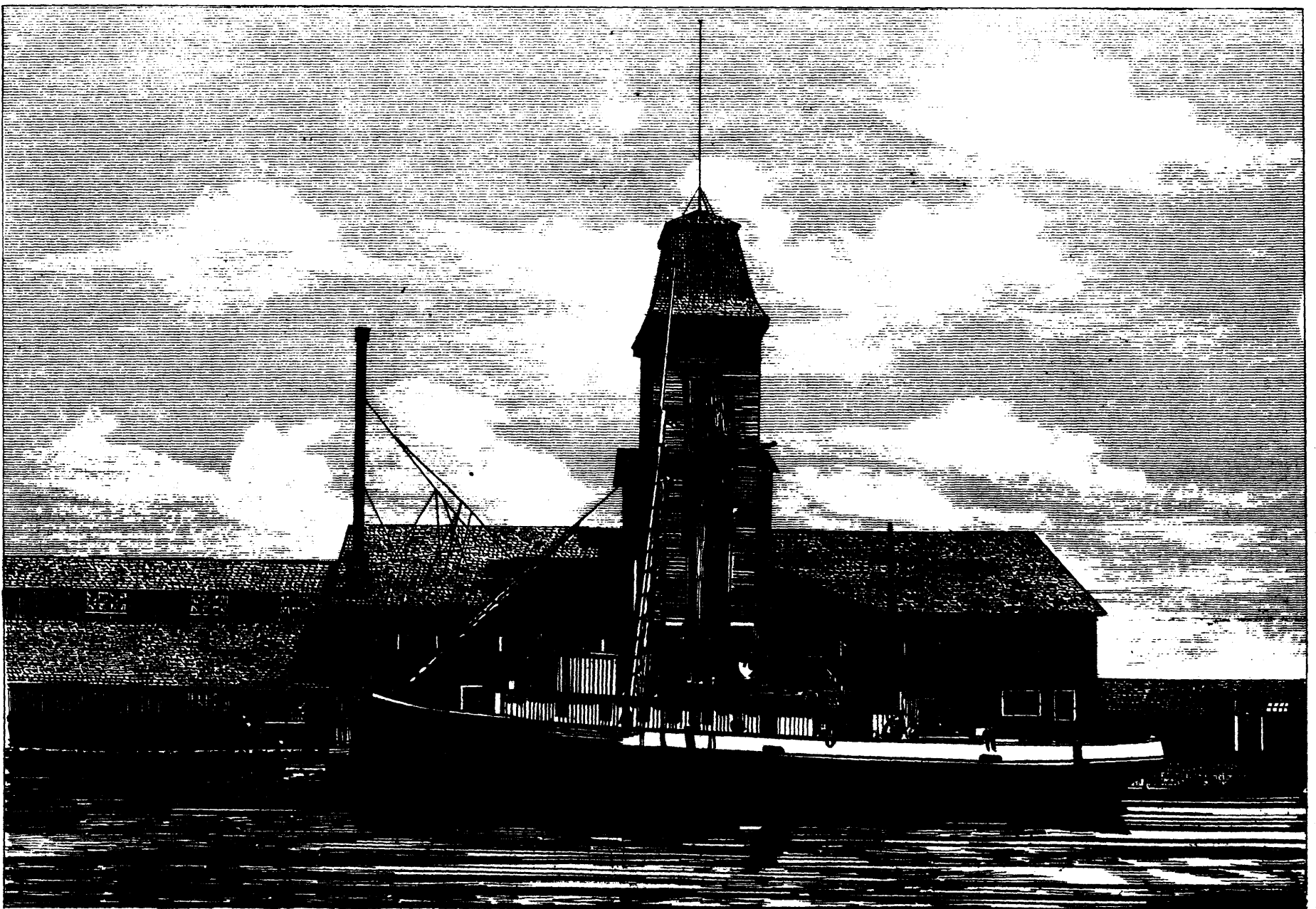
Seldom has a prophecy been more exactly fulfilled than is that uttered forty years ago by the distinguished topographer, Col. Bouchette, when speaking of Goderich. After relating the natural advantages possessed by the place, he adds: "Thus circumstanced, it is impossible not to contemplate an early period at which



CAPT. B. TRIPP, OF THE TUG "WALES."

FROM A PHOTOGRAPH BY J. H. DAVIS, COLLINGWOOD.

Goderich must acquire a considerable degree of commercial consequence. . . . When, at no very remote date, the interior of the Huron tract will be thickly inhabited—and it is capable of sustaining a population of eighty thousand souls and upwards—its produce will naturally find its way to Goderich, as the focus of that section of country; whilst the manufactured supplies of the settlements would, from the advantages of the navigation to that town, be constantly forwarded to the interior through the same quarter." At the time when these words were written the town, which had not yet been two years in existence, contained upwards of three hundred inhabitants. It could boast a tavern and a saw-mill, and a grist-mill in progress; and in the height of its ambition to distance its rival sister, Guelph, it was seriously contemplating the erection of a brewery and distillery. Forty years have now elapsed, and if we turn to the latest published records of the town we find how literally the prophecy has been fulfilled. The three hundred inhabitants have increased to 4,500; the town is doing a thriving business in exporting wheat, and has added to her riches by her fisheries and by the discovery—still recent—of valuable salt-wells. Of these wells eight are now in operation, which yielded last year nearly 70,000 lbs. of salt. Thirty boats are employed in prosecuting the fisheries, and each of these brings in an average of fifty pounds of fish daily. Nor is the town of less importance as a shipping port than as a manufacturing centre. Its situation is admirable. Placed on the very shore of Lake Huron, with the river Maitland to the north of it, forming a splendid harbour at its point of junction with the lake, it possesses every advantage that could be desired for a rising port. A great portion of the Lake Superior and Far West traffic passes through the town, and during the summer a large elevator is constantly in use for the shipping. Daily communication by steamboats exists during summer with Sarnia and Detroit, and steamers leave at intervals for Kincardine, and other ports further north on the same shore. Communi-



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