

NOTICES TO MARINERS.

Dominion Department of Marine and Fisheries.

All bearings, unless otherwise noted, are magnetic & are given from seaward; miles are nautical miles; heights are above high water, & all depths are at mean low water.

No. 8, Feb. 1, Wreck of Gerona.—The position of the steamer Gerona which sank on Jan. 1 last, between Seal Island & Cape Sable Island, off the S.W. coast of Nova Scotia, has been fixed by the Master of the Dominion steamer Newfield. The wreck lies in 20 fathoms water with Bon Portage light bearing N. E. by E, $\frac{1}{4}$ E., distant $5\frac{1}{2}$ miles. Sealing Island light bearing W. by N. $\frac{1}{4}$ N., distant 8 miles. Cape Sable light bearing E. by S. $\frac{1}{4}$ S., distant 9 miles. When the wreck was examined the 2 top-mast heads of the vessel showed about 11 feet above water at low tide. It is proposed to moor a green iron can buoy about 50 yds. S.S.W. from the wreck. This affects Admiralty chart 335.

No. 9, Feb. 15—1. Beacon Rock beacon, Nanaimo, destroyed.—The beacon on Beacon Rock, in Nanaimo harbor, Vancouver Island, B.C., was destroyed by collision with the steamer Willapa on the night of January 26th. A platform buoy, with cage, has been moored on the rock pending the re-erection of the beacon. This affects Admiralty charts 573 & 2512, & B.C. pilot, 1888, pg. 145.

2. Red sector in Cape Beale light.—The revolving white light shown from Cape Beale light station, at the entrance to Baynes Sound, Pacific coast of Vancouver Island, has heretofore been obscured to the northward of an east bearing, so that vessels losing the light were warned that they were approaching foul ground. From & after May 1 next the light will be rearranged so as to show revolving red into Barclay Sound, between the bearings of east & approximately S. S. E. Vessels are warned that within the sector of the red light there are numerous dangers. The sector of white light will remain as heretofore. This affects Admiralty charts 584, 592, 1911, 1917 & 2531, B.C. pilot, 1888, pg. 274, and Canadian list of lights & fog signals, no. 1161.

No. 10, Feb. 16—1. Increased Height of Palmers wharf light.—The mast light established in 1894 on Palmers wharf, Crapaud harbor, was last year raised 10 ft. in height, & is now elevated 20 ft. above high water mark. The mast carrying the lantern from which the light is shown is 18 ft. high, from the wharf to its top. This affects Admiralty charts 1651, 2000 & 2034 & Canadian list of lights & fog signals, 1887, no. 375.

2. Height of mast, Wrights range.—The mast on which the lantern of Wright's front range light, in the same harbor, is hoisted is 11 ft. high from its base to the top of the slatwork. This affects Canadian list of lights & fog signals, 1887, no. 373.

3. Change in illuminating apparatus, St. Peters Island light.—Referring to notice to mariners no. 2 of 1897, mariners are advised that on the opening of navigation in the spring of 1898 the fixed red light heretofore shown from the lighthouse on St. Peters Island, Hillsborough Bay, will be replaced by an occulting white light, giving an occultation of 6 seconds every $\frac{1}{2}$ minute. The illuminating apparatus will be dioptric of the 6th order. The light should be visible 14 miles from all points of approach, except where obstructed by the high ground of St. Peters Island. This affects Admiralty charts 1651, 1738, 2034 & 2516 & Canadian list of lights, 1897, no. 370.

No. 11, Feb. 24—Port Elgin Range Lights.—The information given in notice no. 5 of 1898 with regard to the Port Elgin range lights having been found to be incomplete, & in some respects inaccurate, it is cancelled,

& replaced by the following: Instead of the single light at Port Elgin, on the east shore of Lake Huron, described in list of lights, 1897, under the no. 993, there are now 2 pairs of range lights, arranged to lead into the port through the deepest channel. All 4 lights are shown from lanterns hoisted on masts, with sheds at their bases. Before the opening of navigation in 1898 the masts & sheds will be painted white. The front mast of the south range stands upon the shore line about 1,500 ft. southwardly from the south end of the Government landing wharf. Approximate position, taken from Admiralty chart no. 519: Lat. N. $44^{\circ} 26' 15''$, Long. W. $81^{\circ} 23' 30''$. The mast is 14 ft. high. The light is a fixed white light, elevated 16 ft. above the ordinary level of the lake, & should be visible 4 miles in the line of range. The illuminating apparatus consists of a pressed glass lens. This light was established in 1895. The back mast of the south range stands 70 ft. E.S.E. from the front one. It is 18 ft. high. The light is a fixed red light, elevated 20 ft. above the lake & should be visible 4 miles in the line of range. The illuminating apparatus consists of a pressed glass lens. This light was established in 1895. The front mast of the east range stands on the Government landing wharf, near its north-east extremity. It is 14 ft. high. The light is a fixed white light, elevated 23 ft. above the lake, & should be visible 9 miles from all points of approach by water. The illuminating apparatus is dioptric of the 7th order. This light was established in 1884, but has since been moved. The back mast of the east range stands on the shore on the east side of the harbour, 680 ft. N.E. from the front mast, & is 16 ft. high. The light is fixed red, elevated 25 ft. above the lake, & should be visible 4 miles in the line of range. The illuminating apparatus consists of a pressed glass lens. This light was established in 1895. Vessels entering Port Elgin should bring the south range lights in one, & stand in on the range until the east range lights are brought in one, & then follow the east range into the dredged harbour between the breakwater & the landing wharf, leaving the front light on the starboard hand, to clear the wharf. This notice affects Admiralty charts 519 & 678, & the substance of it should be entered in the Canadian list of lights & fog signals instead of no. 993.

British Columbia Inland Steamers.

The C.P.R. Co's fleet on the inland waters of B.C. has already assumed pretty extensive proportions. On the Columbia River & Arrow Lakes, between Arrowhead & Trail, the Co. has the following:—The Lytton, taken over from the Columbia & Kootenay Navigation Co., 150 ft. long, capacity about 50 passengers & 100 tons freight. Her sister boat, the Nakusp, was burned last fall, & will be replaced by the Co. at an early date. The Kootenay, built at Nakusp last year, length, 180 ft., accommodation for about 130 passengers and 300 tons freight. The Rosland, recently completed at Nakusp, length 180 ft., with accommodation for about 75 passengers. She is intended for passengers, mails & express only & will make fast time. The Trail, a freight boat, about 170 ft. long, capacity about 300 tons freight. The tug-boat Columbia tows the transfer scow from Arrowhead to Nakusp, where connection is made with the Kaslo & Slocan Ry. without breaking bulk. The transfer scow carries 8 cars. There are also 12 scows which carry bulk freight between Arrowhead, Robson & Trail.

On Kootenay Lake are 2 steamers, the Nelson & Kookanee, each about 160 ft. long, with capacity for about 75 passengers each & about 200 tons of freight. The Kookanee is a pretty fast boat. There are also a number of scows. The Co. is now building at Nelson a tug, & a transfer barge with a

capacity of 12 cars, to ferry between the temporary terminus of the Crow's Nest Branch, at the southeast end of Kootenay Lake & Nelson, where connection will be made with the Co's Columbia & Kootenay branch.

On Slocan Lake the Slocan, length about 150 ft., freight capacity about 150 tons, is a day boat, with limited sleeping accommodation, say for from 25 to 30 people. She runs between Rosebery, on the Nakusp & Slocan Ry., & Slocan City, the terminus of the Slocan Lake branch of the Columbia & Kootenay Ry. There is also a small boat, the Wm. Hunter, & a car barge.

On Okanagan Lake is the steamer Aberdeen, running between Okanagan Landing & Penticton.

The Polson Iron Works.

This Toronto firm has a lot of marine & other work on hand. The principal contract is for a flat-bottomed stern-wheel steamboat for the C.P.R. for use on the Stikine River, & one for another company for the Stewart River, reference to which appears on another page of this issue. The firm is also building machinery to be put in another Stikine River boat, which the C.P.R. is building at Vancouver.

The following marine work is also under construction: Fore & aft compound surface condensing engine for Capt. French, New Westminster, B.C.; fore & aft compound surface condensing engine for Capt. Mahers, New Westminster, B.C.; fore & aft compound jet condensing engine for the Brockville, Ont., Navigation Co.; large marine boiler for H. West, New Westminster, B.C.; composite steam launch for T. Eaton, Toronto, for use in the Muskoka Lakes, to make a speed of 16 miles an hour.

Among its general work under way is the following: 250 H.P. high speed engine & 2 large locomotive boilers for the Crow's Nest Pass Coal Co.; power plant for the Stewart, Hartshorn Co., window shade roller manufacturers, Toronto; three Heine safety boilers, 250 H.P. each, for the Toronto Electric Light Co.; one Heine safety boiler, 250 H.P., for the Gutta Percha Rubber Co., Toronto, and 1 of 150 H.P. for the T. Eaton Co., Toronto.

Canadian Pacific Navigation Co.

The C.P.N. Co. is arranging for the shipment of goods direct to Dawson City without touching at a U. S. port, the object being to avoid bonding privileges or other customs arrangements. The navigation of the Stikine River, through the strip of Alaska at the mouth, is by virtue of a treaty rights as free to Canadians as to United Statesers. Taking advantage of this, the C.P.N. Co. intends to run a line of small steamers from Port Simpson up the Stikine River. Connection will be made with these steamers by the Co's vessels from Vancouver & Victoria, & Wrangel will not be touched at all. The trade now being built up there will thus be partially diverted to Port Simpson.

It is recalled that several years ago a steamer, the Western Slope, ran from Port Simpson right up the Stikine to the Canadian line, & in 1878, when the U. S. Government began to show a somewhat similar spirit to what it is doing now, of trying to prevent Canadian vessels doing any of the carrying trade, the steamer ran on the Stikine for two seasons. The vessels the C.P.N. intends to utilize include the R. P. Rithet, Yosemite & some others.

The C.P.R. Co's R.M.S. Empress of India, passed through a hurricane during the second week of February. Her bridge was wrecked & library stove in, but \$500 has repaired all damage.