

Navigation Regulations for Lower Detroit River.

While the Livingstone channel is being widened, the following rules and regulations will go into effect on the opening of navigation, 1920, and will remain in effect until further notice. Rules 1 to 5, below, cover the regulations, which may be summarized as follows:—

Amherstburg channel is to be used by all downbound vessels, all upbound loaded freight vessels, all upbound light vessels with more than one vessel in tow, optional for upbound passenger vessels, optional for vessels under 100 gross tons and for vessels making local stops.

Livingstone channel is to be used by all upbound light vessels when alone or with but one light vessel in tow, optional for upbound passenger vessels, but such vessels are subject to the rules governing this channel, optional for vessels under 100 gross tons and for vessels making local stops; time interval of five minutes required between vessels, and no vessel to pass another between Bar Point light vessel and Ballards Reef.

All vessels using Amherstburg channel will enter or leave Lake Erie via channel to the east of Detroit River lighthouse. All vessels upbound for Livingstone channel will leave Lake Erie via the channel to the west of Detroit River lighthouse.

Upbound vessels using Livingstone channel will keep well to its westerly side where said channel unites with Amherstburg channel north of Detroit River lighthouse.

Upbound vessels leaving Livingstone channel must cross the path of downbound vessels in the vicinity of Ballards Reef. Downbound vessels have the right of way, but masters of both downbound and upbound vessels using Amherstburg channel should be unfailingly watchful for upbound vessels from Livingstone channel. All vessels in this locality should navigate under complete control and with the utmost caution.

Rule 1. No vessel of 100 gross tons or over shall navigate the Livingstone channel at a greater speed than 12 statute miles an hour between its junction with the Amherstburg channel at Ballards Reef and the Bar Point light vessel; nor the Amherstburg channel at a greater speed than 12 statute miles an hour between the south end of Bois Blanc Island and the North gas buoys at Ballards Reef, and where the width of either of these channels is restricted by improvements in progress the speed through such restricted width of channel shall not exceed 8 statute miles an hour.

Rule 2. No loaded freight vessel, whether alone or in tow, shall pass through Livingstone channel, in either direction. All downbound vessels, all upbound loaded vessels, and all upbound light vessels with more than one vessel in tow, shall pass through the Amherstburg channel and the channel to the east of Detroit river lighthouse. All upbound light vessels, whether alone or with a single vessel in tow, shall pass through the channel to the west of Detroit river lighthouse and through the Livingstone channel, except as stated in rule 3. Vessels under 100 gross tons, and vessels making local stops along these routes, are exempt from this rule.

Rule 3. Upbound passenger vessels may use either the Amherstburg channel or the Livingstone channel, but if they use the latter they shall be subject to the rules governing that channel.

Rule 4. All light draft passenger and freight vessels using the Amherstburg channel in either direction shall pass through the auxiliary channel (280 ft. wide and 14½ ft. deep), to the eastward of the improved channel at Ballards Reef.

Rule 5. No vessel shall pass another vessel bound in the same direction in that portion of Livingstone channel between its junction with Amherstburg channel at Bar Point light vessel and at Ballards Reef, nor at any other portion of either Livingstone and Amherstburg channels where the width of the channel is restricted by improvements in progress. Between any two upbound vessels navigating that portion of Livingstone channel from Bar Point light vessel to Ballards Reef, there shall be a time interval of not less than five minutes. Tugs without tows and vessels under 100 gross tons are exempt from this rule.

Mainly About Marine People.

W. A. Bowden, B.A.Sc., Chief Engineer, Railways and Canals Department, Ottawa, has been appointed Consulting Engineer to the Dominion Government, in connection with the reference, to the International Joint Waterways Commission, of the question of the further improvement of the St. Lawrence River, between Montreal and Lake Ontario, full particulars of which were given in Canadian Railway and Marine World for April, page 210.

C. Duguid, Naval Architect, Marine Department, has returned to Ottawa, from Great Britain, where he went on official business.

H. S. Durkee, heretofore in the Grand Trunk Pacific Ry. Freight Department, Vancouver, B.C., has resigned to enter Cunard Line Steamship Co.'s service as Contracting Freight Agent, at Vancouver.

Harold E. A. Hawken, Chief Registrar of Shipping, Marine Department, Ottawa, is acting as Assistant Deputy Minister of Marine, Cameron Stanton having been superannuated.

Commander B. L. Johnston, D.S.O., who was appointed Superintendent of the British Columbia, Pilotage District, at Victoria, Jan. 1, has resigned, and Charles Eddie, Supervising Examiner of Masters and Mates, Western Division, Vancouver, is acting until another appointment is made.

Francis King, M.A., General Counsel, Dominion Marine Association, addressed the London, Ont., Chamber of Commerce, Apr. 8, on the proposed legislation to place the control of inland shipping under the Board of Railway Commissioners.

Jas. Playfair, President, Great Lakes Transportation Co., and Mrs. Playfair, returned to Midland, Ont., recently, after spending some weeks in California.

H. B. Smith, President, Collingwood Shipbuilding Co. and Northern Navigation Co., has paid off the balance of mortgage on St. George's Anglican Church, at Owen Sound, Ont., as a thank offering for the conclusion of peace.

Cameron Stanton, Assistant Deputy Minister of Marine, after having been on leave in California since early in Dec., 1919, retired from the service, Mar. 31, and was placed on the superannuation list. He was born July 12, 1861, and received his first permanent appointment in the government service, June 1, 1879.

W. J. Stewart, Chief Hydrographer,

Naval Service Department, is granted an allowance of \$1,000 in the estimates for the year ending Mar. 31, 1921, submitted to the House of Commons recently, for services performed during 1919-1920 in relation to questions under consideration by the International Joint Commission.

R. B. Teakle, General Manager, Canadian Government Merchant Marine, Ltd., left Montreal Apr. 5, for a business trip to the Pacific coast.

Wm. Tremblay has been appointed captain of the Naval Service Department's patrol boat Loos.

Capt. R. Winter, master of Canadian Government Merchant Marine's s.s. Canadian Raider, is reported to have been lost overboard, while on a voyage between Melbourne and Sydney, Australia.

Proposed Dominion Government Control of Ships Trading with Canadian Ports.

H. H. Stevens, M.P. for Center Vancouver, B.C., moved the following resolution in the House of Commons Apr. 14:—"That it is expedient to amend the Water Carriage of Goods Act, Statutes of 1910, chap. 61, by providing that the act shall also apply to ships carrying goods from any port outside of Canada, to any port in Canada, and to goods carried by such ships or received to be carried by such ships."

In introducing the motion, he stated that it has been the custom for owners and charterers to insert clauses in bills of lading, contracting themselves out of liability for damage to goods carried, and this practice has been the cause of considerable complaint, shippers contending that it has not been possible for them to obtain justice in regard to claims for damaged goods. He pointed out that responsible lines operating regularly between various ports, seldom try to contract themselves out of liability, but tramp ships of small lines, making irregular calls, simply picking up cargo and carrying it here and there as opportunity offers, frequently take advantage of these special clauses in their bills of lading, and cause loss to the shippers. After discussion, the motion was withdrawn, on the understanding that a bill will be introduced to cover the point raised.

Proposed Drydock at Louisburg, N.S.—J. W. Maddin, K.C., one of the promoters of the proposed drydock at Louisburg, N.S., on his return there from Ottawa, recently, where he has been seeking a Dominion subsidy in aid of building the dock, is reported to have stated that although the company had not been refused a subsidy it could be gathered from the government's attitude that it will not subsidize any drydock for Nova Scotia, during this year, and probably not next year. He is also reported to have stated that it was not likely that his company would proceed with the construction of a drydock without subsidy.

Lists of Lights and Fog Signals. The Marine Department, Ottawa, has issued the following lists of lights and fog signals corrected to April 1. (1) On the Atlantic coast, including the Gulf of St. Lawrence, to head of ocean navigation. (2) West of Montreal and east of British Columbia. (3) On the Pacific coast, and British Columbia rivers and lakes