

fogs in winter—and some winters, like the past one have had few if any blinding snow storms. We often see the Ocean Mail Steamers detained hours by fogs, in the summer season, while all through the winter, the atmosphere is comparatively clear, and now that harbours of refuge with safe anchorage are found distributed at reasonable distances, the objection I saw to the practicability of winter navigation have been greatly lessened if not entirely removed. Of course, you will please understand that I do not mean winter navigation for sailing vessels, but for good powerful steamers constructed with a view of showing a bold front to the ice.

We have had considerable Canadian produce finding its way this winter through the channel from even 50 miles above Quebec. I am informed that as far down as Murray Bay, Tadousac, Metis and even Matane, barrels of flour, boxes of cheese and barrels of apples have come ashore, having been thrown overboard from the unfortunate steamship "Ottawa," wrecked at Cap à la Roche; and I trust the day is not far distant when a safer means of winter transport will be found to convey productions of the country over the same water to foreign countries all the year round. The subject is still in its infancy, but is worthy of serious consideration.

The Department has recently issued this circular, which will be of great advantage to early shipping :

Notice to Ship Masters sailing for Ports in Gulf and River St. Lawrence.

No. 2 of 1881.

NOTICE IS HEREBY GIVEN that arrangements have been made by the Government of Canada, by which, with the co-operation of the French Authorities at St. Pierre, Miquelon, signals will be shown daily during the month of April, from the Semaphore established at the Light-house Station