

E. Anders, U. S. Collector of Customs at St. Michael & Alaska, reports that only 2 of the recently-constructed river boats—the Louise & the Leah—are likely to reach Dawson this year. Besides the vessels already reported wrecked on the way to St. Michaels, the barque Rufus E. Wood lost her river steamer overboard, the old tug Governor Stoneman lost a barge with a large quantity of freight when the river broke up, & the 12 steamers sent out from Seattle on June 2, by Moran Bros. were counted among the missing on July 7. These vessels were all alike & each cost \$50,000. In length they were 175 ft., beam 35 ft., & depth 6.5 ft. These boats were intended for passenger & freight purposes, having a capacity of 250 passengers & 400 tons of freight. Their ocean convoys were the tugs Resolute & Richard Holyoke, & the steam schooner South Coast. The Richard Holyoke had in tow 5 big river barges, each of which had 150 tons of coal aboard. The South Coast was loaded. At Dutch Harbor it was the intention to pick up the 4 boats that the Morans built there for the North American Transportation & Trading Co.

Recent reports from Unalaska say Dutch Harbor is crowded with a forlorn lot of steamers. Of the fleet of 20 which left Seattle to ply on the Yukon, 12 were wrecked at or near Dutch Harbor. Four of these are on the rocks, 2 are ashore & 6 others are laid up with broken backs. In each case the machinery is practically all that can be utilized.

NOTICES TO MARINERS.

By the Dominion Department of Marine.

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. 35, July 15.—1. Red Spar Buoy South of Duck Islands.—A red spar buoy has been moored by the Government of Canada in 6 fathoms water off the south end of the southern shoal (Jeannie Graham shoal), extending southerly from Duck Islands, Lake Huron, Lat. N. $45^{\circ} 35' 45''$. Long. W. $82^{\circ} 53' 15''$. The buoy is $3\frac{1}{2}$ cables south of the shoalest spot, with 8 ft. water on it, is situated S. by E. $\frac{1}{2}$ E. $2\frac{1}{2}$ miles from Duck Island light, & S.W. by S. $1\frac{1}{2}$ miles from the most southerly point of the outer Duck Island. Vessels approaching it from the westward should not bring it to bear south of S.E. $\frac{1}{2}$ from the eastward, nothing south of W.S.W. This notice affects Admiralty charts 519 & 578.

2. Gas Buoys in Lake Erie.—Notice is given by the U. S. Lighthouse Board that on July 2 the following gas lighted buoys were established in the westerly end of Lake Erie: SANDUSKY BAY, OUTSIDE GAS BUOY No. 2, painted red, numbered 2, & showing a fixed white light during periods of 4 seconds duration, separated by eclipses of 10 seconds, on the northerly side of the entrance to the dredged channel across the bar, & about $\frac{1}{4}$ mile N.E. $\frac{1}{2}$ E. from Cedar Point range front lighthouse, in place of the former red second-class buoy numbered 2.

GULL ISLAND SHOAL GAS BUOY No. 3, painted black, numbered 3, & showing a fixed white light, on the north-easterly point of Gull Island shoal & about $1\frac{1}{2}$ miles S. $\frac{3}{4}$ E. from Middle Island lighthouse, in place of the former black third-class can buoy numbered 3.

NIGARA REEF GAS BUOY No. 5, painted black, numbered 5, & showing a fixed white light during periods of 10 seconds duration, separated by eclipses of 10 seconds, on the northerly side of a small reef & about 5 miles W.N.W. $\frac{1}{2}$ W. from Green Island lighthouse, in place of the former black second-class can buoy numbered 5. This notice affects Admiralty charts 332, 490 & 678.

No. 36, July 18.—Dangerous Rock in Halibut Channel, B. C.—Information has been received from Capt. Walbran, Master of the Dominion steamer Quadra, of the existence of a rock with 8 ft. on it at extreme low water in the fairway of Halibut channel, Barrier Islands, near Clan-ninick harbor, west coast of Vancouver Island, Lat. N. $50^{\circ} 0' 41''$, Long. W. $127^{\circ} 26' 8''$. The rock is of small extent, is slightly marked by kelp, & has deep water all around it. The following angles fix the position of the rock: N.E. tangent, Table Island 0° , S.W. tangent Table Island 74° , W tangent Lookout Island 48° , W. tangent, Granite Island 136° . This affects Admiralty charts 583, 716 & 1917, & B. C. Pilot, 1888, pg. 328.

No. 37 July 19, 1.—New Front Range Light Building at Bathurst, N.B.—The open-framed white wooden building from which the front range light on Caron point, entrance to Bathurst harbor, Chaleur bay, on the east coast of N.B., was shown, has been taken down & replaced by a new lighthouse tower, Lat. N. $47^{\circ} 39' 20''$, Long. W. $65^{\circ} 36' 40''$. The new front range building is an enclosed wooden tower, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height from the ground to the vane on the building is 33 ft. The new tower stands $21\frac{1}{2}$ ft. south-east of the old front range building & 360 ft. N. $51\frac{1}{2}^{\circ}$ E. from the back range tower. The light shown from the new building is, as previously fixed, white. It is elevated 31 ft. above high water mark, & should be visible 10 miles from all points of approach outside the harbor. The illuminating apparatus is dioptric of the 7th order. The two lights in one, bearing S. $51\frac{1}{2}^{\circ}$ W., lead vessels to the buoys on the bar at the entrance to Bathurst harbour. After passing the black buoy the lights must be left on the port hand. Local knowledge is required to enter the harbor. This affects Admiralty charts 1715 & 2516 & Canadian list of lights & fog signals 481 & 482.

2. New Buoy at Entrance to St. Andrews, N.B.—A black steel can buoy has been moored by the Government in Passamaquoddy Bay, in 6 fathoms of water, two cables length S.E. of the beacon on the eastern bar of Navy Island, at the entrance to St. Andrews harbor, Lat. N. $45^{\circ} 3' 25''$, Long. W. $67^{\circ} 1' 56''$. From the buoy St. Andrews light bears N.W. by N. $\frac{1}{4}$ N., 1 mile; S.E. end of Navy Island W. $\frac{1}{4}$ N., $\frac{1}{2}$ mile; St. Andrews outer light on Tongue shoal E. $\frac{1}{4}$ N., $\frac{1}{4}$ mile. This affects Admiralty charts 464, 1743 & 2013.

By the U. S. Hydrographic Office.

St. Marys River—Middle Neebish cut.—On July 2, 1898, the 4 black spar buoys & 2 white float lights in that part of Middle Neebish being deepened will be moved to the centre line of the channel. Until further notice the north half of the channel, 150 ft. in width, will alone be available for navigation. The upper & lower of the buoys that have been moved mark, respectively, the upper & lower limits of the part being dredged. To assist navigation 2 white float lights will be placed near the upper & lower black spar buoys. Masters of vessels are requested not to attempt to pass each other within these limits & to give the right of way to down-bound vessels.

St. Marys River.—Steamer City of Berlin aground Between Iroquois Point & Round Island.—Capt. Jos. Rouleau & the Thompson Towing & Wrecking Association furnish the following information: The steamer City of Berlin, drawing 17 ft. of water, went aground June 22, in St Marys River, between Iroquois Point & Round Island. At the time of

grounding she was on the St. Marys River (upper) range, nearly opposite the Mission, about $1\frac{1}{2}$ statute miles above the red can buoy on Mission shoal. The shoal, which has 15 ft. of water on it, has been marked by the U.S. Engineers with a floating staff carrying a red flag. The city of Berlin was towed off the same day. The steamer Iron King grounded on the same shoal during May.

St. Marys River.—St. Marys Falls Canal.—The (old) Weitzel lock, St Marys Falls Canal, was reopened for June 15. Boats intending to pass through the canals at Sault Ste Marie are loading 6 in. deeper, the rise giving that much greater depth of water on the sills.

St. Marys River—St. Marys Falls Canal.—W. H. Garvey, pilot, maintains a set of range lights for the use of vessels at Point aux Pins above the St. Marys Falls Canal. They are white lights, the rear one being 35 ft. above the river level, & the front one 15 ft. Triangular slat targets mark the range in daytime.

Richelleu & Ontario Navigation Co.

Authority has been given by Order-in-Council to change the name of the steamer Passport to Caspian.

It is rumored that the Co. will build a \$50,000 summer hotel at Kingston if sufficient encouragement is given, the hotel to be operated in connection with the Co's steamers.

On Aug. 2 the steamer Columbian, with a big excursion party on board made up at Morrisburg, Iroquois & Cardinal, arrived at Prescott & took on nearly 200 people, making her load about 1,000. The boat, which was under charter by private parties in Morrisburg & Cardinal, was bound for Kingston. After leaving Prescott, & when about 3 miles up stream, the inspirator, or air pump, gave out, so that there was nothing else for it but let the fires down & return for repairs. The Captain brought his boat about & again gained the dock at Prescott, where the passengers waited until the arrival of the Caspian, which had been telegraphed for, when as many as possible were transferred & returned to their homes.

The earnings of the Co. from the opening of navigation to Aug. 1 were \$323,512.05, against \$323,835.66 in the corresponding period of last year, a decrease of \$322.61. The receipts from Aug. 2 to 9 were \$44,772, against \$38,797 in the same week last year, an increase of \$5,975. The Co. this year has not only the cheap rates of the railways to contend with, but has also the opposition of the new American line. Despite this the receipts on the western section of the line, between Toronto & Montreal, are said to be considerably ahead of last year, there having been gains in every month since the opening of navigation. It is said the decreases in earnings have occurred below Montreal, principally in the Saguenay service, where the Co. is running only 4 boats weekly instead of 6 as in previous seasons. The want of the 2 new large boats that are building has been very much felt by the Co. this year, as the present boats leaving Toronto have not sufficient accommodation for the business offering. Many tourists have had to take sofa beds on the boats, the stateroom accommodation being entirely inadequate.

The Great Northern Ry. (U.S.A.) has contracted with the Kanawha Coal Trust, of West Virginia, for 500,000 tons of coal, to be used for the road's next annual supply. This is a hard blow for the Pittsburgh coal district, which was unable to compete for the order owing to the cheapness of West Virginia production.