

Montreal and bases for intermediate or other points. On motion of C. E. E. Ussher it was decided to issue 10,000 copies of the publication, which will show the local tariffs, schedules, stop-over privileges and such other information as may relate to the interests of the participating lines; condensing in one volume all necessary information relating to water transportation regulations and conditions to properly instruct connections and ticketing agencies.

The following officers were elected: President, A. A. Schantz; Vice-President, J. Bezelheim; Secretary, M. R. Nelson; Executive Committee, F. C. Reynolds, for two years; R. C. Davis and H. T. Brigham, for one year; auditing committee, B. W. Folger, Manager Niagara Navigation Co., Toronto; T. Henry, Traffic Manager Richelieu and Ontario Navigation Co., Montreal, and E. J. Kelly, Traffic Manager, Lake Michigan and Lake Superior Transportation Co.

There were 26 lines represented at the meeting, 18 United States and eight Canadian. Not a single Canadian was elected an officer or a member of the executive committee; the only Canadian nominated for these positions being defeated on the vote for the Vice-Presidency. The auditing committee, which has been given the task of proportioning the cost of the book among the different companies, consists of two Canadian representatives and one U.S. member. The Canadian lines should have been given one representative on the executive committee, if not one of the three executive official positions as well. They had almost one-third of the representation present, and should have been given a voice in the general conduct of the affairs of the association, and not merely the task of deciding how much each line should pay. There is altogether too much of this sort of thing in connection with the international associations, and it is time that Canadian lines should be properly represented in the management of such associations, to place the Canadian view before their fellow members.

### Aids to Navigation.

The Lighthouse Board of Canada, which has recently been constituted, will pass on the questions of the site and character of new aids to navigation, and will meet in Ottawa monthly. The members are, the Deputy Minister of Marine, Lt.-Col. Gourdeau, Chairman; the Chief Engineer of the Department of Marine, Lt.-Col. Anderson; the Commander of the Fisheries Protection Service, O. G. V. Spain, R.N.; the Commissioner of Lights, J. F. Fraser, and H. A. Allan, of Montreal, the latter representing the shipping interests. When questions affecting the ship channel between Quebec and Montreal, or the pilotage district of Quebec are under consideration, the president of the board of pilots for whichever of those districts are affected is an ex-officio member of the board.

The following suggestion for the representation of the inland marine interests on the Lighthouse Board was sent to the Minister of Marine on Mar. 14, by the publisher of THE RAILWAY AND SHIPPING WORLD. "I notice that in the composition of the recently created Lighthouse Board you have recognized the ocean-going shipping interests by placing on the board a representative of the same in the person of H. M. Allan. I also understand that the presidents of the boards of pilots both above and below Quebec are ex-officio members of the Lighthouse Board when any question concerning their respective districts may come up for consideration. May I suggest that the inland shipping interests, which carry on navigation above Montreal on the St. Lawrence and on the great lakes, should also be represented on the board, the importance of

the lighting of the great lakes being a question of great moment. As you are aware, there is in existence a Dominion Marine Association, composed of owners, etc., of vessels plying principally on the inland waters, and I would respectfully suggest that should it be decided to add another representative to the Lighthouse Board, it might be of assistance to you to consult this Association as to a suitable person to represent its interests on the board."

The Minister, in reply, has promised that the suggestion will receive consideration.

J. F. Fraser, who has recently been appointed Commissioner of Lights, has charge of the maintenance and operation of aids to navigation throughout Canada. He entered the Department of Marine and Fisheries on the recommendation of the then Commandant of the Royal Military College for special work on the hydrographic survey, and was silver medalist of his year, won the sword of honor for conduct and discipline, and held at that time the third highest record of any ex-cadet for general proficiency. From 1894 to 1897 inclusive, he was assistant hydrographic surveyor on the surveys of the Georgian bay, Lake Erie and Lake Huron. In 1898 he was transferred at his own request to the inside technical branch, and plotted for the Admiralty the western sheet of the Bay of Quinte survey. In 1898 and 1899 he was for a time on the ship channel buoy service, and when so occupied added to and brought up-to-date the buoy plans. In 1900 he was in charge of the construction of bait freezers in the Maritime provinces, and on the resignation of Dr. A. Kendall took charge of the work. In 1902 he was transferred to become engineer in charge of aids to navigation between Montreal and Kingston, and was appointed Commissioner of Lights in Nov., 1903, with charge of the operation and maintenance of the system of aids to navigation.

### Dominion Marine Association.

The Department of Marine being about to issue a new edition of steamboat inspection rules to replenish an almost exhausted supply, and intending at the same time to make certain amendments, application was made on behalf of the Association for leave to consider the amendments before their adoption. A conference was proposed between a committee of the Association and the Board of Steamboat Inspection, and it was arranged to have it take place in Ottawa at the time of the annual meeting of the Association during the last week of March, the Chairman of the Board agreeing to hold the new rules back for discussion at that time, so as to afford members of the Association an opportunity to make suggestions.

In the matter of the rules of the road on the great lakes, which was recently discussed by a committee of the Association and a committee from the Lake Carriers' Association in Buffalo, the Department of Marine is preparing a set of rules intended to harmonize with those in force in U.S. waters, and the Deputy Minister, pursuant to a promise to expedite the matter as much as possible and to send an advance copy of the proposed rules for the purpose of receiving suggestions from the Association, has sent the Secretary a copy of the proposed amendments, which have been submitted to the committee having the matter in charge.

Information has been received by the Secretary that the Minister of Marine has made a recommendation to Council in connection with the case of steamboat owners who paid inspection fees and tonnage dues in 1903, which is expected to be acted on at a very early date. It is understood the recommendation proposes to make the refund for which the Association has been asking.

### Notices to Mariners.

The following notices have been issued by the Department of Marine:—

No. 9. Feb. 11.—Prince Edward Island—15. East Coast, Boughton river, Annandale, back range light tower enclosed. 16. South coast, Bedique bay, Summerside, back range light tower enclosed.

No. 10. Feb. 13.—Nova Scotia.—18. Bay of Fundy, Basin of Mines entrance, Cape Sharp, fog alarm established.

No. 11. Feb. 15.—Nova Scotia.—19. Bay of Fundy, Basin of Mines, Canning river, lights established.

No. 12. Feb. 16.—British Columbia—20. Vancouver Island, east coast, Baynes sound, off Reef point, distinguishing mark on buoy. 21. Vancouver Island, north coast, Hardy bay, wharf.

No. 13. Mar. 7.—Nova Scotia—22. Cape Breton, Barrow strait, Grand Narrows, Iona light re-established.

No. 14. Mar. 14.—Nova Scotia—23. Bay of Fundy, Grand passage, Peters Island reef, spindle damaged. New Brunswick—24. Strait of Northumberland, Shediac, buoyage of north channel.

No. 15. Mar. 15.—Nova Scotia—25. Bay of Fundy, Basin of Mines, Wolfville, wharf damaged, lighthouse temporarily removed. 26. Bay of Fundy, Annapolis basin, Digby pier, lighthouse established. 27. Bay of Fundy, Lurcher shoal, whistling buoy not discontinued.

No. 16. Mar. 16.—Nova Scotia—28. Northumberland Strait, Pictou bar, new lighthouse.

The following have been issued by the U.S. Hydrographic Department:

No. 8. Feb. 20.—Lake Superior—244. Passage Island light, arc of visibility.

No. 11. Mar. 12.—Lake Superior—340. Canadian shore, Sturgeon bay, St. Lawrence river—342. New York, Ogdensburg inner buoy no. 5 changed in position.

### Maritime Provinces and Newfoundland.

The harbor at St. John's, Nfld., was reported frozen over Mar. 1, for the first time in many years.

The Eastern Steamship Co. has been asked to put a steamer on a direct route between Digby, N.S., and Boston, Mass.

The Dominion Government recently purchased the tug Rona for use in connection with the St. John, N.B., harbor improvements.

A company is being formed at Digby, N.S., for the purpose of constructing a marine slip there large enough to take on vessels of 1,000 tons.

The Eastern Steamship Co. of Portland, Me., has been licensed to do business in New Brunswick, under the act relating to extra-provincial companies.

Capt. A. H. Kelly, who at one time was master of the Princess Beatrice and the Premier, on the Halifax, Prince Edward Island route, died at Canso, N.S., Feb. 27.

The Imperial Dry Dock Co. is considering tenders for the construction of its proposed dry dock at St. John, N.B., and is negotiating with some of the firms that put in bids.

J. S. Clark and J. O'Neill, of St. George, N.B., are interested in a company which proposes to operate a steamship line for freight and passengers between that port and St. John.

The wharf at Amherst, N.S., is expected to be completed in June. It will enable ves-