

Canadian waters the long blast would be held to be the proper signal simply for preventing accidents in fog, but if the accident should occur in American waters it would be a matter of proof as to the duration of the blast, a matter which would be almost impossible to satisfactorily establish.

The Lake Carriers' Association, which we represent, is composed not only of ship-owners and those interested in the carrying trade from the United States, but also of Canadian ship-owners, and those who have large interests in the Great Lakes. It is unnecessary to call your attention to the great importance of securing for Canada as large a proportion as possible of the trade coming from American ports on these lakes, and of encouraging in every way the bringing of the American boats to Canadian ports. We feel that we should mention this particularly in connection with the large expenditure which the Government has made in improving the canal system and the works which are now being carried forward at Port Colborne. The interests of the two nations in matters of commerce are so closely allied that we feel confident that your Government will do everything which can reasonably be asked to encourage that friendly intercourse which must be beneficial to the people of both countries.

We may add that this question has only become of importance lately when American ship-owners have had their attention directed to Canadian ports of export, and the present conditions, due to the enlargement of the canals and other improvements which have been brought about by your Government, lead us to hope that there will be a very great increase in this direction in the near future.

POINT PEELE LIGHT.

As representatives of the Lake Carriers' Association, the Underwriters' Association of Canada, and the Canadian boat-owners, we beg to lay before you the necessity of better lighting of the channel near Point Pelee, in Lake Erie. Up to the close of navigation in 1899 a lighthouse existed on Point Pelee, which was burnt early in the spring of the following season. Since then the only aid to navigation in this important channel has been a gas buoy placed upon the southeast shore. The insufficiency of this light has been shown several times when steamers have not only been unable to satisfactorily locate it but have in some cases actually found this buoy. We understand that the department has decided to place a lighthouse on the middle ground inside the passage. We would respectfully submit that while it would be an advantage to have this light on the middle ground, it is much more important that a lighthouse should be placed upon the southeast shore, as this is the objective point of all vessels approaching this channel. In some ways if there were no lighthouse on this shoal

and a lighthouse on the middle ground it might be almost a disadvantage to vessels approaching from the eastward, although if the lighthouse were placed on the southeast shoal as well no possible mistake or difficulty could arise. While we fully appreciate the advantage of having a lighthouse on the middle ground, and the necessity of having this in operation as early as possible, we would respectfully submit the absolute necessity of properly lighting the southeast shoal with a permanent and satisfactory light and fog whistle. It is unnecessary to point out that through this particular channel more tonnage passes than at any other point in Canadian waters, or indeed at any other one point in the world. The trade has grown so quietly, but so continuously, that this is not generally known, but we have no hesitation in asserting it as a fact that this is one of the most important points in the navigation of the world.

LIGHT ON MIDDLE ISLAND, LAKE ERIE.

On behalf of the Lake Carriers' Association, the Underwriters' Association and the Canadian vessel owners, we beg to call your attention to the fact that the existing light on Middle Island in Lake Erie has become obscured and its usefulness destroyed as an aid to navigation by the fact that trees have grown up between the channel and the light in such a manner as to intercept the view of the light from the steamers and passing vessels. We trust the matter will receive your early attention.

COMMUNICATION WITH LONG POINT, LAKE ERIE.

The following was addressed to the Minister of Public Works.

On behalf of the Lake Carriers' Association, the Underwriters' Association and Canadian boat owners, we beg to call your attention to the necessity of establishing some satisfactory means of communication between Long Point on Lake Erie and the nearest point of communication which is at Port Rowan. The harbor in question is largely used in the fall of the year as a port of shelter and refuge by vessels which are stormbound and it has happened that during long periods the masters of these vessels are unable to communicate with their owners owing to the fact that there is no telegraph or telephone line to this harbor. It has also happened in many cases that vessels requiring assistance through accident were unable to obtain any help and much valuable property has been lost through the delay. We would respectfully suggest that a telephone line be constructed to connect Port Rowan with Long Point lighthouse. Apart from the practical utility of such a service in the direction we have already pointed out there is no doubt that communication with Long Point would be a valuable aid to the weather bureau.

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