

the ends of the piers. It is proposed, however, that the terminal facilities should be in the hands of a board composed of representatives of the different railways and transportation companies. This board will administer all traffic coming to the port in the interest of every company doing business here. The Commissioners, however, will insist that the control of the terminal facilities shall be in the hands of the board. All business shall be administered by a superintendent, who shall be the servant of the Commissioners and whose duty it shall be to see that every factor in the transportation of the port shall receive justice at the hands of the board, and that none shall have the advantage over any other business interest.

SHIPPING MATTERS.

The Channels Below Quebec.

Staff-captain and Surveyor W. T. Maxwell has made the following report to the British Admiralty on the two navigable channels in the St. Lawrence river to Quebec:—

The bifurcation of these channels takes place at about 55 miles north-eastward from Quebec, defined generally by a line drawn from the east end of Ile aux Coudres to St. Anne de la Pocatiere.

The north channel runs on the north side of Ile aux Coudres, and close to the north shore of the St. Lawrence, with depths ranging from 16 to 7 fathoms; and a minimum breadth of one mile, having depths over 5 fathoms at low water springs, round Ile aux Coudres.

Westward of this island there is a minimum breadth of $1\frac{1}{2}$ miles, within the same limits of depth for a distance of 25 miles to Cap Brule with only one danger; La Longue Pointe reef that extends half a mile from the shore, at $2\frac{3}{4}$ miles north-eastward of that cape.

The approach to Quebec from this point is by channels on either side of Orleans Island, but as the northern is narrow, the probable intention of the Engineer-in-Chief to the Canadian Government is to utilize the southern of the two, known as North Traverse.

The south channel is entered north of the shoals of Ste. Anne, at the Lower Traverse light vessel, and has a breadth of only 1.5 of a mile for a distance of nearly three miles, and at no part of it till past the west end of Grosse Isle is the passage with depths over 5 fathoms wider than $\frac{3}{4}$ of a mile.

From a position five miles eastward of Grosse Island, the passage has shoals, with $2\frac{1}{2}$ to 3 fathoms close to either side as far as Stone Pillars' lighthouse, from which there is a clear channel, one-third of a mile wide, to the south-east extreme of Beangin Bank, where there is a bar over which no greater depth can be taken without great risk, than 23 ft. at low water, and the passage between depth of 18 ft. is only $1\frac{1}{2}$ cables wide.

There is then a clear passage to the west end of Crane Island, off which a spit extends for $2\frac{1}{2}$ miles with depths less than 5 fathoms, leaving a channel only 1 cable wide, with greater depths, between it and the shore off St. Thomas.

Shoals with depths of $4\frac{3}{4}$ fathoms extend in patches $2\frac{1}{2}$ miles westward of this spit, and from these shoals the passage is clear to Quebec.

It will be seen by the above descriptions that with the greater breadth, the deeper water and the almost complete freedom from danger, within a large limit, given an approach to North Traverse there can be no comparison between the relative merits of the two channels, the northern having all these advantages, and in addition, except around Ile aux Coudres, the tidal streams run generally in the direct line of the channel. The only disadvantage is that the batteries on the north shore and the banks west of the Ile

aux Coudres are in some parts very steep, an objection that could be met by placing a few buoys at the salient points.

It is my opinion, therefore, that it would greatly facilitate the navigation to Quebec, and would greatly conduce to the safer and more speedy navigation to that port, if a channel were dredged from the Eastern narrows, at the west end of Brule Bank to St. Francis, and also through the bar between Madame island reef and Orleans island, which has nearly the depth required, and La Longue Pointe deepened. The last named rocks are sharp pointed and could, I think, be easily removed with modern appliances.

In thick weather the north shore, which is high and bold, could nearly always be kept in sight. Few aids to navigation such as lighthouses, buoys, etc., would be required beyond those already in existence, except the substitution of gaslight buoys and increasing the power of the lights; while in the south channel, which is in many cases far from the land, there is no guide but the light vessels and buoys and very little by the lead.

I have no means of ascertaining the probable cost as it is not the province of a marine surveyor to bore below the surface.

One of the arguments used to me against the north channel was that the depth of water made anchorage inconvenient for sailing vessels becalmed; but in the present day the increased number of steam vessels makes this a matter of small consideration in comparison with the advantages to be gained by the latter.

The Muskoka Navigation Co.

The absorption of the Muskoka and Georgian Bay Navigation Co. (Ltd.) by the recently formed Muskoka Navigation Co. (Ltd.) has not yet been effected. The latter Company holds a controlling interest in the original Company, which is carrying on the navigation business, whilst the new Company is devoting itself to the development of the hotel business. The officers of the M.N. Co. are: F. J. Phillips, President; Lieut.-Col. H. McLaren, Vice-President; A. P. Cockburn, General Manager, and E. L. Sawyer, Secretary-Treasurer. Mr. Cockburn is also Secretary and Manager of the M. and G.B.N. Co.

The M.N. Co. purchased the str. Charlie M. for the special use of its hotel at Lake Rosseau. It is contemplated, when the formal transfer of the property is made from the M. and G.B.N. Co., to make a number of improvements in several of the vessels, but the plans are not yet sufficiently developed for the officers of the Co. to state what they will be or on what vessels they will be effected. The boats will be operated on their several lines until Oct. 12.

The hotel erected by the M.N. Co., named the Royal Muskoka, is situated on Wrenshall's Point, Lake Rosseau, 28 miles from Muskoka Wharf. It contains 200 bedrooms, from the windows of each of which an unobstructed view of the lake can be obtained. The bedrooms are situated in three-story wings, which lead off at an angle from the rotunda. This rotunda is 80 ft. long by 60 ft. wide, and contains an old-fashioned open fireplace 12 ft. wide. Running round the main building is a verandah 20 ft. wide, and there are, in addition, two promenades, each 12 ft. wide, running out for a distance of 75 ft. into the lake. At the end of each of these promenades is a pavilion 24 ft. in diameter. The building is heated throughout by steam and is lighted by electricity. In the basement is a billiard room 65 by 110 ft. A telegraph office has been located in the building. The hotel grounds are 131 acres in extent, and golf links, tennis courts and bowling greens have been laid out.

The hotel was opened on Aug. 2, and will remain open until Oct. 1, and probably until

the end of that month for the convenience of shooting parties. The manager is J. D. Crawford, formerly of the Westminster Hotel, New York, and previously of the Walton Hotel, Philadelphia.

Changes in Coasting Regulations.

An order-in-council of April 17, 1883, respecting the coasting trade provided as follows in sec. 12:—"No goods can be carried in any coasting vessel or boat, except such as are laden to be so carried at some port or place in Canada, and no goods shall be taken into or put out of any coasting vessel or boat while on her voyage by river, lake or sea."

By an order-in-council recently passed the section above quoted has been rescinded and the following substituted in lieu thereof:—

"No goods shall be taken into or put out of any coasting vessel or boat, while on her voyage by river, lake, or sea, without permit of the collector or proper officer of Customs."

"No vessel or boat arriving in Canada from a place beyond the limits of Canada shall proceed further coastwise or take or unload cargo, without a special permit from the collector, and the lading, unloading, and conveyance of goods under this section shall be subject to such rules and conditions as the Minister of Customs may from time to time prescribe."

"Unregistered vessels, boats, and scows built in Canada may take bonded goods at a Canadian port on the Yukon River and transport the same to another Canadian port or to a foreign port on the Yukon River under special Customs manifests, in such form and subject to such rules and conditions as shall be prescribed by the Minister of Customs."

"The Minister of Customs is authorized to take such bonds and security as he deems advisable for the performance of the conditions under which unregistered vessels, boats and scows may be permitted to carry bonded goods."

The following rules and conditions are prescribed by the Minister of Customs in respect of the conveyance of goods coastwise by any British registered vessel arriving from a place beyond the limits of Canada at a port in Canada with cargo to be carried in the said vessel to another port in Canada, to be there landed, viz.:

"The goods shall be laden at the Canadian port on the said vessel, under the supervision of a Customs officer, with marks and numbers for their identification, and shall be forwarded under special Customs manifests form A 16, as free goods, and a reference to the lading of 'free goods' on board shall be endorsed on the clearance of the vessel."

Notices to Mariners.

The Department of Marine has issued the following notices:

No. 49, July 29—Ontario. Shoal off Black Rock, Parry Sound, buoyed. This notice affects Admiralty charts Nos. 1731, 327, and 678; Georgian bay and North channel pilot, 1899, page 234; and part 1 of notice to mariners, No. 17 of 1901.

No. 50, Aug. 1—British Columbia—1. Hand fog horns at Pacific coast light stations. 2. Magnetic variation in Vancouver harbor.

No. 51, Aug. 1—Quebec—1. Additional light at Cape Charles. 2. Gas buoy placed at Upper Traverse. 3. Derelict reported off Matanea. St. Pierre and Miquelon. 4. Intended green sector in Canon point light.

No. 52, Aug. 3—Prince Edward Island. Rearrangement of Cascumpec range lights.

No. 53, Aug. 3—Ontario—1. Kingsville outer range light relighted. 2. Erratum. In notice to mariners, No. 44, of 1901, it is stated that the light shown from a lens lantern at