

lighthouse established. 312. Chaleur bay, north side, Port Daniel, position of Government wharf, lighthouse established.

No. 93. Oct. 9.—British Columbia—313. Vancouver Island, Barkley Sound, Bamfield Creek, trans-Pacific Cable terminus. 314. Vancouver Island, Barkley Sound, Bamfield Creek, wharf and tide gauge.

No. 94. Nova Scotia—315. South Coast, winter buoys. New Brunswick—316. East Coast, Buctouche, lighthouse established.

No. 95. Oct. 13.—New Brunswick—317. Bay of Fundy, St. John harbor, extent of Negro point breakwater. 318. Northumberland strait, Shediac harbor, Zephyr rock, lightship placed for autumn. Prince Edward Island—319. Hillsborough bay, entrance to Charlottetown harbor, position of Spithead bay.

The following notices have been issued by the U.S. Hydrographic Office:—

No. 38. Sept. 20—1342. Lake Superior, Apostle islands, shoal reported off Oak island. 1344. Detroit river, Limekiln crossing, south light vessel, no. 64, temporarily withdrawn and gas buoy substituted. 1345. Lake Erie, Point Pelee to Buffalo, dangerous wreck.

No. 39. Sept. 27—1397. Detroit river, Limekiln crossing, south light vessel, no. 64, temporarily replaced by relief light vessel. 1398. Detroit river, Limekiln crossing, north light vessel, no. 65, replaced on station.

No. 40. Oct. 4—Lake Erie—1451. Point Pelee to Buffalo, wreck of the W. H. Stevens. 1452. Buffalo to Detroit, dangerous wreck removed. 1453. South-east shoal lightship to Long point, dangerous wreck.

No. 41. Oct. 11—Lake Erie—1493. Coast near Fairport, dangerous drifting obstruction.

No. 42. Oct. 18.—St. Mary's river—1532. Haylake channel, Middle Neebish Cut gas buoy no. 34, established. St. Clair river—1533. Sarnia, location of shoal. Lake Erie—1534. Buffalo harbor approach, Waverly shoal gas buoy established, Acme tug wreck, gas buoy A 3 discontinued.

No. 43. Oct. 25.—St. Mary's river—1586. Haylake channel, buoy established. Detroit river—1591. Amherstburg reach, dredged channel, aids to navigation moved.

St. Lawrence Route Improvements.

The Elder Dempster Co., operating lines of passenger and freight steamers from Montreal to Liverpool, Bristol and London, has suggested to the Minister of Marine that the following additions and improvements should be made to the aids to navigation on the St. Lawrence route:

Rich Point—Should have a fog-signal, and the light improved.

Flower Ledges—Should have a powerful foghorn.

Heath Point—Interval at present 15 minutes should not be greater than every two minutes (fog-signal). Some captains suggest a lightship.

South Point—Fog-signal, at present a whistle, should be something more powerful.

Fame Point—Should have a powerful fog-signal.

Father Point—Fog-signal requires improving.

Cock Point—Should have a gas and bell buoy.

Cape Norman—Fog-signal at present not nearly powerful enough.

Bird Rock—Fog-signal at present every 15 minutes, should be less.

Sambro Fog-Signal—Should be improved, and the interval between the sounding of it should be lessened.

Cape Ray—Whistle not nearly powerful enough.

Halifax Harbor Buoys—Not nearly large enough; want considerably improving.

Cape Whittle—Should have a light.

St. Peter's Bay—Should have a light and foghorn.

Little Macattine—Should have a light and foghorn.

Matane—Should have a fog-signal.

Little Metis—Should have a fog-signal.

Some of the suggested improvements had already been adopted by the Department (see Oct., pg. 357). Capt. Thomas, one of the Co.'s oldest and most experienced masters, recently had an interview with the Minister of Marine upon the subject. It is also suggested that there should be a chart of the Belle Isle straits, taking in 60 miles round Belle Isle. At present, when in the vicinity of Belle Isle, captains have to consult three charts of different scales.

Registration of Foreign-Built Ships.

The Dominion Government has by proclamation brought into force the provisions of chap. 7 of the statutes of 1902, an Act respecting the Coasting Trade of Canada. This act declares that no foreign-built British ship, whether registered in Canada or otherwise, shall be entitled to take part in the coasting trade of Canada, unless such ship shall have obtained a license for that purpose, to be granted by the Minister of Customs, on payment of a duty of 25% on the fair market value of the hull, rigging, machinery, boilers, furniture, etc., of such ship. Vessels which shall have obtained a British registry prior to Sept. 1, 1902, will be exempt from the operations of the act. The intention of the act is to prevent the utilizing for the coasting trade of Canada, foreign bottoms, which shall have obtained a registry at some British port, such as St. John's, Nfld. The King Edward, one of the steamers belonging to the Algoma Central Steamship Co., was purchased in New York, and called into St. John's, where a British registry was obtained, and on reaching Canada was placed in the coastwise trade. The Newfoundland Legislature, at its last session passed an act imposing a 5% duty on the fair market value of foreign-built vessels on application for registration in the colony except in regard to vessels which shall be continuously employed in connection with the trade or fisheries of the colony. The Canadian act was submitted to the Imperial authorities prior to being put in force.

Maritime Provinces and Newfoundland.

The str. Ask has replaced the Bauta on the St. John, N.B., Jamaica run.

The People's Line Steamship Co. is negotiating for the construction of a sidewheel steamer to replace the Star, recently burned at Indiantown, N.B.

The str. Lady Laurier, now being completed at Paisley, Scotland, for the Department of Marine, is not expected to leave there for Halifax until the end of Nov.

Recent launches in Nova Scotia include a three-masted schooner of 200 tons burden at Meteghan; a three-masted schooner at La Have, and a 374-ton schooner at Spencer's Island.

The Nova Scotia Shipping Co. (Ltd.) has been incorporated under the Dominion Companies' Act with a capital of \$100,000, to carry on a general shipping business. The incorporators are H. Hading, St. John, N.B.; W. B. Ross, R. E. Harris, and C. H. Cahan, Halifax, N.S.

The St. John, N.B., city council is providing a low-water depth of 30 ft. between the northern end of the Furness line wharf and the southern end of the Lawton wharf. The work was expected to be completed by the end of

Oct., when further work would be undertaken at improving the water front.

The Premier of Nova Scotia recently paid a visit to Toronto, to inspect the ship building yards there, and also had an interview in Montreal with M. P. Richardson, an English shipbuilder. He stated that the Dominion Steel Co. would not be in a position to roll steel plates for shipbuilding for three years.

The New Brunswick Government has decided to grant a subsidy to W. Thomson & Co., St. John, to operate a steamer from St. John to Halifax, N.S., calling at Yarmouth and other South Shore ports, conditionally upon a Dominion subsidy being obtained, the placing on the route of a suitable steamer, and Government control of the tariff.

The Halifax and Canso Steamship Co. (Ltd.) has been incorporated under the N.S. Companies' Act to carry on a general navigation business. The head offices of the Co. are in Halifax, and the capital is fixed at \$50,000. The officers are: President, G. S. Campbell; Secretary-Treasurer, A. M. Bell; other directors, J. E. De Wolf, H. Brookfield, Halifax; St. R. Griffin, Goldboro', N.S.; J. McMillan, A. Reid, Isaacs Harbor, N.S. The Co. will place a steamer on a route from Halifax to Canso, calling at intermediate ports.

Province of Quebec Shipping.

The Tiber Steamship Co. (Ltd.), of Montreal, is being liquidated, under an order of the courts, granted on the application of the Co.'s officers.

The Department of Marine has placed an order with the Polson Iron Works, Toronto, for two lightships for the St. Lawrence river and Gulf service.

The Montreal Transportation Co. has decided to have a steel steamer built in England, and its officers recently went there to arrange the details of the contract.

Reports continue to be made to the Department of Marine as to the superiority of the gas buoys on the St. Lawrence, in which acetylene gas is used as an illuminant, over those formerly used.

The Montreal Pilots' Association recommends that the widening of the St. Lawrence channel between Cap Charles and Poullier a Royer be taken in hand at once, and the Montreal Harbour Commissioners have forwarded the recommendation to the Department of Public Works.

The report of Commander Spain, Capt. Clift and Capt. W. Simons, upon the stranding of a number of vessels in the St. Lawrence, has been submitted to the Minister of Marine. None of the mishaps, it is pointed out, were caused by inefficient or deficient aids to navigation, nor were there any complaints as to lights, fog signals or the buoy service. The accidents were due to inexperienced or careless officers, captains or pilots. It is quite clear that no blame is to be attached to the St. Lawrence route. The investigation was ordered for departmental purposes only.

Ontario and the Great Lakes.

Owing to the increasing traffic through the canals at Sault Ste. Marie, F. H. Clergue is advocating the construction of a third canal.

The str. Melbourne recently went ashore near Beamsville, Ont., and had two blades of her propeller broken. Repairs were made at Port Dalhousie.

The str. Rothsay, which was wrecked in Kingston harbor, has been blown up by the militia authorities, with the approval of the Department of Marine.

The U.S. Government is dredging out a number of shoal spots on the eastern side