

The Dominion Parliament has voted \$14,600 for improvement of navigation in the Assiniboine River. The Minister of Public Works stated that the amount will be spent in removing obstructions such as rapids, rocks, etc., from the channel. Since the building of the St. Andrews locks, he announced, the water in the Red River has backed up considerably, and consequently there is now a fair amount of navigation on the Assiniboine.

British Columbia and Pacific Coast Marine.

The Governor in Council has approved of the Vancouver Harbor Commissioners' by-laws, 1 to 112.

F. O. White has been appointed Lloyd's agent at Victoria, under the jurisdiction of C. Gardiner Johnson, agent for British Columbia.

Application is being made to the Governor in council for approval of area, plans, site and description of works to be constructed in Victoria harbor upper basin.

The Pacific Coast Steamship Co.'s s.s. President inaugurated that company's service between Seattle, Wash., and Victoria, June 12, leaving later for San Francisco and other southern ports.

The Dominion Government will shortly call for tenders for the construction of a dry dock at Esquimalt, B.C. The dock is to be 1,100 ft. long, and will, in the main, be a duplicate of the one under construction at Lauzon, Que.

The C.P.R. s.s. Princess Margaret, intended for the British Columbia Coast service, was launched at Dumbarton, Scotland, June 24. The christening was performed by Mrs. R. Redmond, daughter of Sir Thomas Shaughnessy, President, C.P.R., who was presented with a platinum necklet by the builders.

The Grand Trunk Pacific Coast Steamship Co., commencing June 1, rearranged the schedule for its vessels. The Prince Rupert now continues to Stewart, making the Granby Bay call, and the Prince George, which hitherto performed the Stewart service, alternately with the Prince John, runs to Granby Bay only.

The contractors for the harbor development works at Ogden Point, Victoria harbor, Grant, Smith and Co., and MacDonnell, have chartered a floating dry dock from the Seattle Dry Dock and Construction Co., for use in building the piers, etc. The dock was towed from Seattle, Wash., to Victoria, by the C.P.R. steam tug William Joliffe.

The work of preparing the site for the Marine Department's depot on the Songhees Reserve, near Victoria will, it is expected, be completed by the end of July. Approximately 27,000 cubic yards of material were to be removed, and a wharf 650 ft. long will be built. Both sections of this work are being carried on simultaneously. Parks, Tupper and Kirkpatrick are the contractors.

Terminal Steam Navigation Co., Ltd., which was reported in our last issue to have purchased the s.s. Joan from the C.P.R., was incorporated in 1908 to take over the Terminal Steamship Co. Three vessels are operated, the Baramba, formerly R. P. Rithet, Britannia and Bowena. The company has a capital stock of \$200,000. The officers are, President, Capt. J. A. Gates; Secretary-Treasurer and Manager, S. L. Johnson, Vancouver.

A. D. Swan, M. Can. Soc. C. E., sailed from Montreal early in June for England, where it is reported that he is giving expert

evidence in a lawsuit there, on behalf of the Bristol Docks Committee. While in England, it is stated that he will, as consulting engineer to the Vancouver Harbor Commissioners, complete negotiations for the construction of the graving dock at Vancouver, plans for which have already been approved by the Dominion Government.

The B. C. Express Co., which operates vessels on the Fraser River, recently applied to the Supreme Court at Vancouver, for the removal of one bridge and the alteration of two others, which the G.T. Pacific Ry. had built across the upper Fraser River near Fort George. The application was dismissed with costs, on the ground that the construction of the bridges was sanctioned by the Government departments concerned, and that, from the evidence submitted, the company's business was not jeopardized. The judge pointed out that the application should have been made to the Board of Railway Commissioners, which has all jurisdiction over such matters, and if the business had suffered damage, an action could have been entered in the proper court.

Canadian Notices to Mariners.

The Department of Marine has issued the following:—

157. May 7. British Columbia, Strait of Georgia, sandheads of Fraser River, light-ship to be removed temporarily for repairs.

158. May 7. British Columbia, Strait of Georgia, Burrard Inlet, submarine bell buoy moored near Grey Point gas and bell buoy.

159. May 7. British Columbia, Strait of Georgia, Algerine Passage, Rebecca Rock, gas lighted beacon established.

160. May 8. Nova Scotia, south coast, Halifax harbor entrance, Sambro outer bank, light ship replaced by gas and whistling buoy.

161. May 8. New Brunswick, north coast, Chaleur Bay, Grande Anse, buoyage.

162. May 12. Quebec, River St. Lawrence, Lake St. Francis, off Knight Point, buoys established.

163. May 12. Quebec, River St. Lawrence, Lake St. Francis, Cherry Island, light discontinued.

164. May 12. Ontario, Lake Ontario, Port Dalhousie, Welland Canal entrance, emergency fog alarm.

165. May 12. Ontario, Georgian Bay, Wingfield basin, range lights established.

166. May 12. Ontario, Lake Huron, north channel, Killarney west, light improved.

167. May 12. Ontario, River St. Mary, Vidal shoals, gas buoy not to be established; spar buoy to be established.

168. May 13. British Columbia, Vancouver Island, east coast, Sidney, light established.

169. May 13. British Columbia, Strait of Georgia, approach to Nanaimo, Snake Island reef, bell buoy adrift.

170. May 15. Nova Scotia, south coast, Port Felix harbor, Hog Island, hand fog horn at light station.

171. May 15. Quebec, River St. Lawrence, ship channel between Quebec and Montreal, Lake St. Peter, curve no. 2, gas buoy established, spar buoy discontinued.

172. May 19. Prince Edward Island, east coast, extension to Souris East breakwater, temporary light liable not to be exhibited during gales, caution.

173. May 19. Quebec, River St. Lawrence, Batiscan anchorage, buoys changed in position.

174. May 22. Ontario, River St. Lawrence, Glengarry Point, gas buoy established.

175. May 22. Ontario, Lake Ontario, To-

ronto harbor approaches, buoyage.

176. May 22. Ontario, Georgian Bay, Meaford, new tower for breakwater light, new illuminating apparatus.

177. May 28. British Columbia, Burrard Inlet, Vancouver harbor, Burnaby Shoal, beacon light and fog bell established.

178. May 28. British Columbia, Cordero channel, southward of Erasmus Islands, Crawford anchorage, uncharted rock.

179. May 28. British Columbia, Queen Charlotte Sound, Pine Island, change in character of light.

180. June 1. Maritime Provinces and Quebec, Canadian list of lights and fog signals, new edition.

181. June 1. Nova Scotia, south coast, Halifax harbor entrance, Sambro outer bank, submarine bell buoy placed northward of gas and whistling buoy.

182. June 1. Prince Edward Island, north coast, Cascumpeque harbor, Alberton, change in position of range lights.

183. June 5. Quebec, River St. Lawrence, below Father Point, wreck of s.s. Empress of Ireland marked by gas buoy.

184. June 5. Quebec, River St. Lawrence, off Metis Point, submarine bell buoy established.

Another Accident to Lock Gates on the Welland Canal.

The numerous accidents in the Welland Canal of recent years, by which lock gates have been carried away, and in some cases, extensive damage done to the canal banks, to vessels and to the adjacent lands, seem to call for some different method of handling vessels while locking through. The adoption of a safety locking device to the gates is claimed to have proved successful in preventing gates from being forced by the rush of a volume of water from higher levels, but there still remains the question of vessels entering the locks with too great a way on them, in some cases caused through jockeying for position when several vessels are waiting to be locked through. There is also some evident carelessness in the handling of ropes, all of which should, on being established by strict enquiry into all the circumstances attending such accidents, tend to the forming of some strict regulations, properly enforced, for the handling of vessels through locks.

The accident happened June 10, about 4.15 p.m., when Canada Cement Transport's s.s. Pueblo, loaded with coal, downbound, through a misunderstanding of signals, it is said, struck and carried out the foot gates of lock 9. These were torn from their fastenings, and in addition, the two upper gates of the lock were carried out by the rush of water from the level above. The Pueblo was carried with the surge into the level below, a short one, striking and damaging the two head gates of lock 8, which were partly open, one of which had to be replaced by a spare one. The two head gates of lock 9 were badly broken and jammed together near the head of the lock. In addition, large stones, forming the course of the breast wall at the head of lock 9, were lifted bodily by the force of the water and deposited just above the upper recess, the removal of which necessitated the complete unwatering of the level. The lift at both locks is 12 ft., the level above lock 9 is about 2,300 ft. long, the flood water overflowing, however, did little damage to the surrounding fields, though the banks were considerably cut out at lock 8. The damage is estimated at about \$10,000. Spare gates were placed, the damaged one repaired, and navigation resumed about 11.30 a.m., June 13.