

40 ft. 1 in. in the 27½-ft channel in 1906. The opening of navigation was unusually late owing to ice conditions, and it was not until May 2, that the first vessels arrived in the harbor. The first vessel to enter the Gulf for the season was the Pelican from Great Britain, en route to the lakes, and the last to enter was the Dunelm, also from Great Britain for the lakes.

Dominion Aids to Navigation.

The total number of light stations and lightships in the Dominion, according to the recently issued report of the Department of Marine, is 901, and lights shown 1,145; the number of steam whistles, fog horns, bells and guns, 122; the number of lightkeepers and engineers of fog alarms with masters of lightships is 908. During the period covered by the report—nine months ended Mar. 31, 1907—62 light stations were established in all, and nine fog alarm stations; 29 buildings were erected at existing light stations, and four fog-alarm buildings were erected at existing stations. The districts provided with buoys and beacons number 375 with about 4,250 buoys of various kinds. In most cases the buoys are looked after by contractors, and there are 210 such contracts. In places where there is no contract the buoys are looked after by the harbor-master. The number of gas buoys maintained in the Dominion, showing in general occulting lights, are: In the Quebec agency, 24; on the St. Lawrence River, between Platon and Montreal 57; between Montreal and Kingston, 39; Lake Erie, 2; Georgian Bay, 14; Goderich, 1; River Thames, 1; Southampton, 1; Lake Nipissing, 1; Port Arthur and Fort William, 3; in Nova Scotia, 17; New Brunswick, 25; Prince Edward Island, 5; British Columbia 8. The coast buoy service maintained by the Dominion steamers covers:

NOVA SCOTIA:—Whistling buoys, 18; gas buoys, 3; bell buoys, 29; steel can and conical buoys, 182; combined gas and whistling buoys, 12; combined gas and bell buoys, 2.

NEW BRUNSWICK:—Whistling buoys, 5; gas buoys, 25; bell buoys, 15; steel can and conical buoys, 110.

PRINCE EDWARD ISLAND:—Whistling buoys, 3; gas buoys, 5; bell buoy, 1; steel can and conical buoys, 4.

QUEBEC:—Whistling buoy, 1; gas buoys, 81; bell buoy, 1; unlighted buoys, 245.

BRITISH COLUMBIA:—Whistling buoys, 3; gas buoys, 8; steel can and conical buoys, 37.

Sick Mariners' Fund.

Under the provisions of chap. 76 of the Revised Statutes of Canada, dues of 2 cents per ton register are levied on every vessel entering any port of the Province of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming the Sick Mariners' Fund. Vessels of 100 tons register and less pay the duty once in each calendar year, and vessels of more than 100 tons register, three times in each year. By an amendment passed in 1887, chap. 40, it was provided that no vessel not registered in Canada, and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty. The Sick Mariners' Act does not apply in Ontario. The fund is administered by the Department of Marine.

The receipts for the fiscal year ended Mar. 31, 1907, were: Nova Scotia, \$13,560.63; New Brunswick, \$9,999.40; Quebec, \$8,825.30; British Columbia, \$12,372.40; Prince Edward Island, \$137.08. Total, \$44,894.81; less refunds, \$190.22; net \$44,704.59. The expenditures were: Nova Scotia, \$13,926.07; New Brunswick, \$5,319.67; Quebec, \$9,009.70; British Columbia, \$5,792.99; Prince Edward Island, \$1,576.78; shipwrecked and distressed seamen, \$793.56; and expenses for printing and stationery brought the total up to \$37,362.11.

In Nova Scotia marine hospitals are maintained at Louisburg, Yarmouth, Pictou, Sydney, Lunenburg, and Point Tupper. At Halifax, provision is made for the care of sick seamen at the Victoria General Hospital under arrangement made with the managers, by which \$1.20 per day is allowed for board and medical attendance. Marine hospitals are maintained at Douglastown and Bathurst, N.B. At St. John, sick seamen are cared for at the General Public Commissioners' Hospital under an arrangement made by the Department by which \$1.20 a day is paid for board and medical attendance on each seaman. Sick seamen are cared for at the Charlottetown and Prince Edward Island hospitals under arrangements made with the managers. At the port of Quebec sick seamen are cared for at the Jeffrey Hale and the Hotel Dieu hospitals, an allowance of \$1.20 per day being made; a similar allowance is made for sick seamen cared for at the General and Notre Dame hospitals, Montreal. The Marine Hospital at Victoria, B.C., has in attendance a medical superintendent with a salary of \$300 a year, and a keeper whose salary is \$500; there is also an allowance of \$5 a week for the board and attendance of each seaman. At the ports in these five provinces where no hospitals are established sick seamen are cared for under the chief officer of customs, when the vessel to which the seamen belong has paid dues according to law.

Department of Marine and Fisheries.

The Department of Marine and Fisheries issues its report in two sections, one dealing with marine interests and the second with the development and protection of the fishery interests of the Dominion. The Marine Branch of the Department undertakes a great variety of public service, including the construction of lighthouses and fog alarms; the maintenance of lights, gas buoys and other buoys; the Lighthouse Board, which decides the necessity for aids to navigation; the hydrographic surveys; the tidal surveys; the ship channel, St. Lawrence River, and Sorel works; meteorological and magnetic service; investigation into wrecks; board of steamboat inspection; cattle shipments inspection; wireless telegraph service; signal service; life saving service; marine hospitals; submarine signalling; shipping under the Merchants' Shipping Act; legislation and administration of laws relating to the Department of Marine and Fisheries; humane service in connection with seamen; wrecking plant subsidized; winter communication; removal of obstructions to navigation; examination of masters and mates and issuing certificates; naval militia; pilotage; government of ports and proclaiming of harbors in the Dominion; control of Government wharves; Dominion steamers, Marine and Fisheries; Hudson Bay navigation.

For the nine months ended Mar. 31, 1907, the total expenditure of the Department was \$4,331,255.47, of which \$693,685.65 was on account of the Fisheries Branch. The \$3,637,569.82 expended by the Marine Branch was distributed over the following services:

Maintenance of lights.....	\$ 842,820.66
Construction of lights.....	1,159,906.40
Ocean and river service.....	669,717.04
Hydrographic surveys, scientific institutions and St. Lawrence River ship channel.....	785,698.02
Marine hospitals, steamboat inspection, civil government.....	154,427.70
Reorganizing system of bookkeeping.....	25,000.00
	\$3,637,569.82
Total appropriations.....	4,029,482.25
Expenditure less than appropriation.....	\$ 391,912.43

The Canadian Northern Telegraph Co. has completed the construction of its line into Regina, Sask.

Among the Express Companies.

B. S. Murray, Inspector Canadian Ex. Co., London, Ont., was presented with a club bag recently by the members of the Canadian Express Mutual Benefit Society in the city.

Mrs. Fishwick, widow of F. W. Fishwick, the founder of Fishwick's Express, and one of the pioneers of express business in the Dominion, died at Halifax, N.S., Jan. 13. After the death of her husband, Mrs. Fishwick continued the express business, which was absorbed by the Eastern Express Co., that, by the Intercolonial Express, and the last, in turn, by the Canadian Express Co.

Replying to a question in the House of Commons recently the Minister of Railways said the Government had received complaints from Charlottetown, P.E.I., respecting the rates charged by the Canadian Ex. Co.; from the North Queens and Caledonia Boards of Trade respecting the rates charged by the Maritime Ex. Co.; from a merchant at Sydney, N.S., respecting express rates on lobsters; from a merchant at St. John, N.B., respecting express rates on fruit, and from the Sackville, N.B., Board of Trade respecting express rates generally. The Government had also received a copy of resolutions passed at the last meeting of the Maritime Boards of Trade asking for relief from the charges imposed by the express companies. The question of tolls charged by these companies, added the Minister, comes under the Board of Railway Commissioners.

Telegraph and Cable Matters.

The Dominion Telegraph Co. recently declared its usual quarterly dividend at the rate of 6% per annum.

The Dominion Wireless Telegraph Co. is reported to have recently exchanged messages between its station at Victoria, B.C., and steamships off Point Arena on the California coast, a distance of over 600 miles.

The U.S. Government has arranged to erect a second wire on the telegraph line between Valdez and Fairbanks, Alaska, and to reconstruct the Yukon Valley line, which extends to Eagle City, on the International Boundary.

The Edmonton, Alta., Board of Trade has forwarded a petition to the Dominion Minister of Public Works, asking for the extension of the Government telegraph line from Athabasca Landing to the Lesser Slave Lake and Peace River crossing.

A German wireless telegraph company claims to have transmitted messages between Nauen, near Berlin, Germany, and Cap Blanco, Canary Islands, a distance of about 2,290 miles. This is about 300 miles farther than the distance between the Marconi stations at Glace Bay and Ireland.

The Dominion steamer Petrel has returned to New Westminster, B.C., after laying seven stretches of cable to connect Vancouver Island with some of the smaller islands. The islands connected by means of these cables are Salt Spring Island, Pender Island, Denman Island and Hornby Island, each stretch of cable being about two miles long.

G. Marconi sailed for England by the Allan Line steamship Tunisian, Jan. 4. On leaving Canada he stated that on his return in March he would make an announcement regarding the trans-continent project. At present, the idea is to erect stations at Winnipeg and Vancouver, and later, one at Hong Kong, as an additional step to the encircling of the world.

G. Marconi stated recently that the wireless telegraph system between Canada and Great Britain was now on a commercial basis and could be counted as a success. Press messages only were being dealt with