

The White Star Vessels Olympic and Britannic.

The White Star Line s.s. Olympic, which is being reconstructed at Belfast, Ireland, has been definitely scheduled to leave Southampton on April 2, sailing from New York on the return trip April 12, for Plymouth, Cherbourg and Southampton.

The chief object of the reconstruction work, which will entail an enormous expense, is the introduction of an inner skin of heavy steel plates, continuing, in effect, the present double bottom well above the water line and providing considerable additional protection throughout the hull. The recent published reports to the effect that oil fuel would be transported between the outer and inner plates of the Olympic is entirely unfounded. Coal will continue to be used as the only fuel.

Throughout the Olympic the builders are placing a number of additional water tight bulkheads of exceptional strength, several of them being carried through to the B deck which is 40 ft. above the water line. These new bulkheads and the new inner skin will largely increase the flotation capacity and enhance the margin of safety far beyond previously recognized standards.

Similar safeguards are being introduced into the new Britannic, the 50,000 ton triple screw steamer now in course of construction for the White Star Line.

The Proposed Enlargement of the Chicago Drainage Canal Refused.

The application of the Sanitary District of Chicago, Ill., to the U. S. War Department for permission to divert water from Lake Michigan, at the rate of 10,000 cub. ft. a second, instead of about 4,167 cub. ft. as at present, has been dismissed.

In the course of his judgment, the Secretary of the Department states that reports of commissions and engineers show that the withdrawal of such a quantity of water would substantially interfere with the navigation of the Great Lakes and connecting rivers, and that observations during the last 46 years show that the drain would reduce the lake levels from 4.8 ins. on the St. Lawrence River to 6.9 ins. in Lakes Huron and Michigan at mean lake levels, the lowering effect being much greater at low water periods, when the additional shortage would be most keenly felt. This reduction would substantially injure all the U. S. and Canadian harbors on the Great Lakes, and at Montreal the river level would probably be lowered by 12 ins. The U. S. Government has spent over \$90,000,000 on its harbors in the district covered, and the Canadian Government has improved over 50 of its harbors, which would suffer. The reconstruction of the Sault Ste. Marie and other canals might even be necessary, owing to the reduction of the depth of water over the sills. The lowest estimate by engineers of the injury to U. S. vessels, by a reduction of their tonnage capacity, has been placed at \$1,000,000 a year, while the International Waterways Commission places the loss at the interest on a capital of \$37,500,000. The Secretary says that he can find nothing in the waterways treaty of 1909 bearing on the questions before him, for beyond the allowance of mutual rights of navigation, the question of the right of diversion at Chicago appears to have been carefully excluded, and he declares that the Canadian view, that the granting of the application would affect the material interests of their country, is quite sufficient to place it under the jurisdiction of the International Waterways Commission, rather than that of an administrative officer.

This matter has been before the Department some time, and various representations have been made by Dominion interests. The opposition to the application was dealt with at a hearing at Washington, Mar. 27, 1912, when it was stated that the water level at Montreal would be lowered 10¼ ins., and that under the low water conditions then existing at Montreal two ocean going vessels sacrificed 8,340 tons of cargo. Other information was also given, showing the probable effects at Kingston, Toronto and other harbors. Amongst those representing Canada at the hearing were:—F. King, Counsel, Dominion Marine Association, who also represented the Kingston Board of Trade; A. A. Allan, Allan Line Steamships; F. E. Meredith, Shipping Federation of Canada; D. Seath, Montreal Harbor Commission; R. W. Reford, Montreal Board of Trade; F. S. Spence, Toronto Harbor Commission; G. T. Blackstock, K.C., representing various Niagara interests, while the Minister of Marine had previously appointed John Kennedy, Consulting Engineer, Montreal Harbor Commission; J. Stewart, of the Hydrographic Department; and V. W. Forneret, St. Lawrence Ship Channel Engineer, in connection with the preparation of the case for the Dominion.

Canadian Notices to Mariners.

The Department of Marine has issued the following:—

319. Dec. 10. British Columbia, Strait of Georgia, Burrard inlet, Atkinson point, change in fog alarm.
320. Dec. 10. British Columbia, Queen Charlotte islands, Cape St. James, non-existence of rock southeastward of.
321. Dec. 11. Nova Scotia, south coast, Owlshead bay, Owlshead, hand fog horn at lightstation.
322. Dec. 11. Nova Scotia, Cape Breton island, east coast, Sydney harbor, southeast bar, change in characteristic of light.
323. Dec. 11. Prince Edward Island, south coast, Hillsborough bay, St. Peters island, light improved.
324. Dec. 11. Quebec, Gulf of St. Lawrence, Ste. Anne des Monts, bearing of range lights.
325. Dec. 20. Canada, list of official government publications useful to mariners.
326. Dec. 23. British Columbia, Strait of Georgia—Sandheads of Fraser River, lightship removed from her station temporarily for repairs.
327. Dec. 23. British Columbia, Strait of Georgia—Fraser River mouth, change in color of beacon lights.
328. Dec. 23. British Columbia, Queen Charlotte Islands—Graham Island, chart of Masset Sound and Inlet issued.
329. Dec. 23. Alaska, Dixon Entrance—Barren Island, light to be established.
330. Dec. 26. Ontario, River St. Lawrence—Thousand Islands, color of day beacon southeastward of Jackstraw Shoal.
331. Dec. 26. Ontario, Lake Erie—Port Burwell, change in color of front light of outer range.
332. Dec. 26. Ontario, St. Clair River—shoal north of Stag Island, gas buoy to be established.
333. Dec. 26. Ontario, Lake Superior—Thunder Bay, Port Arthur, gas buoy replaced by gas and bell buoy.
334. Dec. 26. Ontario, Lake Superior—Victoria Channel, Mink Island reef, beacon rebuilt.
335. Dec. 26. New Brunswick, south coast—Bay of Fundy, Passamaquoddy Bay, St. Andrews Harbor, Tongue Shoal, light improved.
336. Dec. 26. New Brunswick, Bay of Fundy—Chignecto Channel, Grindstone Is-

land, new lighthouse, change in character of light.

337. Dec. 26. Nova Scotia, south coast—Halifax approach, Chebucto Head, temporary light.

338. Dec. 26. Prince Edward Island, north coast—off entrance to Cascumpeque Harbor, color of bell buoy.

339. Dec. 26. Quebec, River St. Lawrence—Channel Patch, change in color of gas buoy light.

340. Dec. 26. Newfoundland, west coast—Gulf of St. Lawrence, Ferolle Point, fog alarm established, light to be established.

341. Dec. 28. Ontario, Winnipeg River, White Dog Island to Kenora, buoys established.

342. Dec. 31. British Columbia, Discovery Passage, Seymour Narrows, Maud Island, change in position of gas lighted beacon.

343. Dec. 31. British Columbia, Queen Charlotte Islands, Houston Stewart Channel, postponement of date of removal of beacon from Koya Point to Danger Rocks.

1. Jan. 7. Caution when approaching Canadian ports.

2. Jan. 3. British Columbia, Strait of Georgia, Galiano Island, Porlier Pass, Race Point, hand fog horn at light station.

3. Jan. 3. British Columbia, Burrard Inlet, Vancouver harbor, telephone cable laid across the harbor from Vancouver to North Vancouver, caution.

7. Jan. 16. British Columbia, Johnstone Strait, Cracroft Island, westward of Boat harbor, light to be established.

8. Jan. 16. British Columbia, Tolmie Channel, Swindle Island, Separation Point, gas lighted beacon established.

9. Jan. 16. British Columbia, Queen Charlotte Islands, Houston Stewart Channel, Flat Rock, light discontinued, beacon removed.

10. Jan. 16. British Columbia, Queen Charlotte Islands, Hecate Strait, Skidegate Inlet, eastward of Deadtree Point, can buoy to be replaced by gas buoy.

11. Jan. 16. British Columbia, Queen Charlotte Islands, Hecate Strait, Skidegate Inlet, off Lawn Point, intended change in position of gas and bell buoy.

12. Jan. 22. Nova Scotia, south coast, Halifax harbor, eastern passage, buoys established.

13. Jan. 22. Nova Scotia, south coast, Halifax approach, Devil Island, easterly light improved.

14. Jan. 22. New Brunswick, Northumberland Strait, Tormentine Reefs, bell buoy re-established.

15. Jan. 22. Quebec, Chaleur Bay, Carleton, Tracadigash Point, change in character of light.

16. Jan. 22. Quebec, St. Lawrence River from Quebec to Father Point, first edition of the St. Lawrence Pilot (below Quebec) issued.

The appointment has been gazetted, of Capt. H. St. George Lindsay, Ottawa, to be Wreck Commissioner under the Department of Marine and Fisheries, from June 1, 1912, vice Capt. L. A. Demers, who resigned on his appointment as harbor master

The Colonial Secretary announced in the British House of Commons, Jan. 22, that in order to be in a position to cope with the demands of traffic on the opening of the Panama Canal, the Government of Jamaica was in negotiation with a Canadian syndicate for the provision of better facilities for coaling and docking. A site for a vessel repair plant is said to have been secured at Kingston, and harbor improvements are under way at Trinidad, Port of Spain and St. George, and oil bunkering stations at Barbadoes and St. Lucia.