

Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 11. April 23. Nova Scotia. Government rifle ranges, McNab Island.

No. 12. April 26. New Brunswick—1. Williams' landing light temporarily removed. 2. Gagetown lighthouse carried away. Newfoundland—3. Heart's Content harbor light. 4. Keppell Island light. 5. Port aux Basques buoyage. General notice—6. Errors in Nautical Almanac, 1901.

No. 13. May 2—1. Extension of the Gulf telegraph lines. 2. River Caribou range lights.

No. 14. May 4. Nova Scotia—1. Discontinuance of light on Margaree harbor breakwater. 2. Margaree harbor range lights established.

No. 15. May 6. Quebec—Point aux Trembles, new back range tower.

No. 16. May 7. British Columbia—1. Can buoy on shoal westward of Darcy Island. 2. Change in character of buoys in Sidney Channel. 3. Change in character of Celia reef buoy. 4. Brochy ledge fog alarm inoperative on Sundays.

No. 17. May 7. Ontario—1. Shoal off Black Rock, Parry Sound. 2. Change in superstructure of Seguin bank gas buoy.

No. 18. May 8. Ontario—1. Position of wreck of St. Andrew in Lake Superior.

No. 19. May 9. Nova Scotia—1. Whitehead whistling buoy. 2. Change in character of Southwest bull buoy.

No. 20. May 10. Ontario—1. Stag Island shoal light carried away. 2. Wreck of Schooner Fontana, and wreck marks removed. 3. Priage range light at Saugeen River.

No. 21. May 10. British Columbia—1. Johnstone reef hydrographic note.

No. 22. May 10. Quebec—1. Trembles shoal gas buoy changed.

No. 23. May 11. Prince Edward Island—1. Discontinuance of Cascumpec range lights.

No. 24. May 13. Nova Scotia—1. Indian harbor lighthouse.

No. 25. May 17. Ontario—1. Temporary change in position of Rondeau front range lighthouse. 2. Color of lanterns on Rondeau lighthouse. 3. Character of southeast shoal. 4. Wreck of "Specular" disappeared. 5. Change in position of Queen's wharf front range light, Toronto.

No. 26. May 22. Ontario—1. Change in character of lights at Port Dalhousie. 2. Port Maitland hydrographic notes.

No. 27. May 27. British Columbia—1. Discontinuance of spar buoy off Sidney.

No. 28. May 28. Ontario—1. Toronto hydrographic note. 2. Protection work at Snake Island.

No. 29. May 28. Atlantic navigation—1. Change in character of existing fog signals.

No. 30. May 28. Ontario—1. Position of Battle Island light. 2. Handfog horns at light stations. 3. Stations at which handfog horns are no longer used.

Lake Erie Levels.

Lieut.-Col. Anderson, Chief Engineer of the Department of Marine, who recently returned from a tour of inspection on the upper lakes, reports that the waters of Lake Erie are lower than ever before, due to a series of dry seasons, the decline made by the power development works at Niagara Falls, and the fact that dredging in Tonawanda canal has made it easier for water to escape from the lakes. He thinks it is imperative upon the U. S. authorities to adopt some remedial measures at an early date, otherwise the towns will experience a serious obstruction to navigation.

Relative to the projected Lakes Erie-St. Clair canal, he says:—"There is no question that a canal of this kind would have a tendency to lower the levels of Lakes Huron and Michigan, and any such lowering would be a serious calamity to the shipping interests. I think nothing but good can come of the appointment of Col. Lydecker to report upon the project from an engineering point of view, but I feel that something ought to be done. I believe that a joint commission of engineers from both countries should be appointed to consider the general question of lake levels. The power canal at the Sault, the Chicago drainage canal, and the deepening of the channels in the Detroit and Niagara rivers, are all improvements that are calculated to affect the levels of the lakes, and where every inch of water is a consideration to the large freight vessels now employed, steps should be

MANITOULIN AND NORTH SHORE RAILWAY.

Tenders For the Construction of the Manitoulin and North Shore Railway.

Sealed tenders will be received at the office of the General Superintendent of the Manitoulin and North Shore Railway Company, Sault Ste. Marie, Ont., up to 12 o'clock noon of the 15th day of June, 1901, for the construction of a section of the Manitoulin and North Shore Railway from mile 13 to the crossing of the Vermillion river, a distance of about five miles. Plans, profile and specifications may be seen at the office of the engineer-in-charge at Sudbury, Ont., or the Chief Engineer, Sault Ste. Marie, Ont. Tenders must be made on printed forms supplied. The lowest or any tender not necessarily accepted.

SAULT STE. MARIE, ONT., May 27th, 1901.

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