

LIST OF STEAMSHIPS REGISTERED IN CANADA FROM OCT. 15 TO NOV. 15.

Name.	No.	Where and When Built.	Engines, etc.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Home Port.	Owners.
Archibald	117,196	Gold Rock, Ont., 1905	Screw 2 N.H.P.	46.0	10.0	5.5	20	14	Kenora, Ont.	M. Noonan, Gold Rock, Ont.
Bear River	121,807	Shelburne, N.S., 1905	" 16 "	90.0	20.0	8.4	104	71	Yarmouth, N.S.	New Burrell Johnson Iron Co., Yarmouth
Dandy	116,805	Hull, Que., 1905	" 19 1/2 "	72.0	17.0	8.0	77	36	Sorel, Que.	J. Lariviere, Ste. Anne de Bellevue, Que.
Erin	117,194	Fort Frances, Ont., 1905	" 3 "	33.0	8.0	3.3	9	1	Kenora, Ont.	Rat Portage Lumber Co., Kenora, Ont.
Evelyn	117,161	Falmouth, N.S., 1905	" 9 "	51.0	12.4	5.4	14	9	Windsor, N.S.	W. H. McKinney, Falmouth, N.S.
Farragut	121,711	" 3 "	" 7 "	27.5	7.1	2.7	8	5	Vancouver, B.C.	Tacoma Steel Co., Van Anda, B.C.
Gov. Moreton	94,719	Chicago, Ill., 1893	" 6 "	45.6	12.8	5.4	24	16	Port Stanley, Ont.	C.A. Stanton & P.A. Courtenay, Pt. Stanley
Jas. Whalen	121,709	Toronto, 1905	" 66 "	108.0	24.0	13.0	313	156	Toronto, Ont.	Can. Shipbuilding Co. (Ltd.), Toronto
John Fraser	121,705	Parry Sound, Ont., 1905	" 1 1/2 "	31.5	8.0	3.2	6	4	Toronto, Ont.	John Fraser, Parry Sound, Ont.
Little Jap	121,702	Racine, Wis., 1902	" 1 "	22.5	5.6	2.0	2	1	Toronto, Ont.	Alfred & Donaldson, Parry Sound, Ont.
Louise	117,124	Kingston, Ont., 1905	" 2 "	28.8	6.5	2.7	3	2	Kingston, Ont.	J. H. Davis, Kingston, Ont.
Lyackson	116,934	Valdez Island, B.C., 1905	" 4 "	47.2	10.8	4.7	22	11	Victoria, B.C.	J. Brazie, Valdez Island, B.C.
Marie Stella	121,662	St. Alexis, Que., 1905	" 10 "	45.6	12.8	5.4	24	16	Quebec, Que.	J. Page, St. Alexis, Que.
M. E. Daisley	117,026	Aspey Bay, N.S., 1905	" 1 "	54.3	12.5	4.3	17	17	Sydney, N.S.	A. Daisley, Dingwall, N.S.
Mississippi	121,781	Carleton Place, Ont., 1905	" 2 "	36.2	7.7	3.6	4	3	Ottawa, Ont.	W. Cook, Carleton Place, Ont.
Mohawk Q'n	103,396	Deseronto, Ont., 1904	" 2 "	44.6	9.0	4.0	16	11	Deseronto, Ont.	Oronhyatekha, Deseronto, Ont.
Nightingale	117,195	Kenora, Ont., 1905	" 1 "	33.0	7.0	3.8	5	3	Kenora, Ont.	E. Major, Kenora, Ont.
Prince	117,197	Kenora, Ont., 1905	" 6 "	27.0	6.0	3.0	3	2	Kenora, Ont.	N. Brunzell, Kenora, Ont.
River View	117,126	Pentang, Ont., 1905	" 1 "	29.4	7.6	2.9	5	3	Kingston, Ont.	F. Shipman, Ivy Lea, Ont.
Roy Mac	117,081	Collingwood, Ont., 1905	" 4 "	44.0	12.0	6.6	23	16	Toronto, Ont.	Haney and Miller, Toronto
S. and Y.	117,127	Kingston, Ont., 1905	" 1 "	49.8	9.3	4.0	11	8	Kingston, Ont.	Selby & Youdens (Ltd.), Kingston, Ont.
Slocan	121,680	Rosebery, B.C., 1905	Paddle 17	157.7	27.5	6.7	605	338	Vancouver, B.C.	C.P.R., Montreal
Thames	121,679	Vancouver, B.C., 1905	Screw 3	41.4	10.5	4.4	20	14	Vancouver, B.C.	H. A. Sulley, Vancouver, B.C.
Wanderer	121,677	Vancouver, B.C., 1905	" 1/2 "	23.0	7.6	2.2	4	3	Vancouver, B.C.	J. L. Inglis, et al, Vancouver, B.C.
W. L.	121,678	Whatcom, U.S.A., 1905	" 1 "	23.0	4.8	2.2	2	1	Vancouver, B.C.	W. Lomborg, Vancouver, B.C.

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA FROM OCT. 15 TO NOV. 15.

Name.	No.	Where and When Built.	Rig.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Home Port.	Owners.
Adel	116,803	Sorel, Que., 1905	Barge	73.5	18.6	4.3	46	43	Sorel, Que.	A. P. E. Lancetot, Sorel, Que.
A. K. Maclean	116,538	La Have, N.S., 1905	Schr.	105.5	26.8	11.0	207	176	Lunenburg, N.S.	F. S. Messinger, Petite Riviere, N.S.
Blanche	121,806	Clyde, N.S., 1904	Sloop	31.0	11.4	6.0	40	40	Yarmouth, N.S.	J. E. Nickerson, Woods Harbor, N.S.
Bella Goddard	116,858	Sable River, N.S., 1905	Schr.	57.6	18.5	8.0	44	44	Shelburne, N.S.	W. Goddard, Burin, Nfld.
Gladys M. Smith	116,537	Mahone Bay, N.S., 1905	"	55.2	16.8	6.9	30	30	Lunenburg, N.S.	Jas. Smith, East Chezetcook, N.S.
J. E. Heppell	121,664	Bic, Que., 1905	"	76.2	23.2	7.1	74	74	Quebec, Que.	J. E. Heppell, Bic, Que.
Maple Leaf	116,538	Lunenburg, N.S., 1905	"	68.4	15.2	7.5	26	26	Lunenburg, N.S.	M. Rhodenizer, Lunenburg, N.S.
Marie Anne	121,663	St. Simeon, Que., 1905	"	30.0	11.7	7.5	59	59	Quebec, Que.	S. Talon, St. Simeon, Que.
Mattie & Charlie	117,043	Clark's Harbor, N.S., 1903	Sloop	39.4	11.5	5.4	10	10	Barrington, N.S.	R. and F. Nickerson, Clark's Harbor, N.S.
Mayflower	116,307	West Point, P.E.I., 1901	Schr.	32.8	12.9	4.5	13	13	Charlottetown, P.E.I.	A. McDonald, Summerside, P.E.I.
Montagnaise	121,665	Ile-aux-Coudres, Que., 1904	Sloop	52.2	14.9	4.6	13	13	Quebec, Que.	A. Tremblay, Ile-aux-Coudres, Que.
Phillippe	116,804	Sorel, Que., 1905	Barge	97.0	21.7	5.6	90	87	Sorel, Que.	A. P. E. Lancetot, Sorel, Que.
Rainbow	116,936	Victoria, B.C., 1905	"	70.0	26.3	5.4	54	54	Victoria, B.C.	A. A. Sears & C. G. Stromgren, Victoria, B.C.
S. B. Millard	117,044	Publico, N.S., 1905	Sloop	42.0	14.7	7.5	20	20	Barrington, N.S.	J. M. Symons, Clark's Harbor, N.S.
Scow No. 36	121,710	Toronto, Ont., 1905	Scow	124.5	32.2	10.5	421	421	Toronto, Ont.	Canadian Shipbuilding Co., Toronto
Scow No. 37	121,841	Toronto, Ont., 1905	"	124.5	32.2	10.5	421	421	Toronto, Ont.	Canadian Shipbuilding Co., Toronto
Three Brothers	117,046	Clark's Harbor, N.S., 1905	Sloop	32.0	12.1	6.2	13	13	Barrington, N.S.	T. Enewell, Cape Island, N.S.
W. H. Baxter	117,162	Canning, N.S., 1905	Schr.	138.0	32.6	12.4	400	331	Windsor, N.S.	W. H. Baxter, Canning, N.S.

St. Lawrence Navigation Improvements. (Continued from page 597.)

miles wide and sufficiently deep for all purposes, to be used. It was decided to direct the attention of the Government to the necessity for placing a lighthouse and fog signal at Cape Dogs, and on the shoal opposite Murray Bay. Between Murray Bay and Quebec there are two channels, and it is a question which should be adopted and improved. The whole difficulty as regards the north channel route is owing to insufficient depth of water caused by the sand shoals at the North Traverse, over a length of about seven miles; it is a wide channel with the north shore well defined by highlands. The south channel for the most part is low, having a gradual slope back for several miles; the reefs and shoals extend far out from either side and the navigable channel is encroached upon and contracted by ledges and patches. From Crane Island up to and past St. Thomas' Shoal, there is not sufficient depth of water at low tide. The ship channel here being far from the shore, the distance of permanent land marks increases the difficulties of navigation. The south channel, the delegation was informed, will be dredged first. The dredge for the work is being built at Sorel, and will be ready for work in the spring of 1907. A seagoing steamer will be required as a tender, and a shelter wharf will have to be constructed for the plant. The channel will be 1,000 ft. wide, and provide 30 ft. of water at low water; it will take about five seasons to complete, and will cost about

\$1,000,000, including plant. Range lights were recommended at the following points between Murray Bay and Quebec: Cap Salmon to head of North Traverse; head of Traverse to the pillars past the channel patch; the pillars to Crane Island; Beugeau bank and Crane Island to St. Laurent wharf d'Orleans. It was suggested that a fog horn be provided at the lower pier at Traverse, that the light at Bellechasse be changed, and that the power of the lights at Orleans Island, Crane Island and the Quebec leading lights be increased.

So far as the river above Quebec was concerned, the Superintendent Engineer of the Department stated that as soon as the Longueuil cut was completed in the summer of 1906, it was proposed to place four rock dredges at work on widening and deepening the channel at Cap Charles and Cap a la Roche, and the Federation recommended that the channel be also widened to 450 ft., and deepened to 30 ft. at St. Augustin bar, and Batiscan traverse. The Federation recommends the following improvements to lights and buoys: light on north pier Quebec Bridge, Cap Rouge; gas buoy at Cap Sante shoal; lighting and buoying channel between Nicolet and Champlain; three buoys marking anchorage to be placed at Isle aux Raisin; entrance light on guard pier Montreal harbor; increased power of lights at Maisonneuve; leading light in inner harbor; buoy near Longueuil to be changed to clear more completely Poupillier a Gagnon. It was recommended that the channel at Hay Island be swept, and that telephone stations to report vessels be provided at 11

points on the north shore, and 18 on the south shore.

The Minister's attention was also directed to the necessity of providing another ice-breaking steamer to assist the Montcalm, to be fitted with Marconi wireless telegraph apparatus, and stationed in the Gulf to assist vessels through the Cabot straits, where vessels have been frequently ice-bound for weeks in the early part of the season.

Notices to Mariners.

The Department of Marine has issued the following:—

No. 96. Oct. 9.—British Columbia—223. Broughton Strait, Malcolm Island, Graeme Point, lighthouse established. 224. Pender Island Canal, depth of water.

No. 98. Oct. 14.—British Columbia—226. Vancouver Island, Victoria harbor, Laurel Point, pole light established.

No. 99. Oct. 16.—Quebec—227. Gulf of St. Lawrence, Anticosti lightship, removal to winter quarters.

No. 100. Oct. 17.—Ontario—230. Georgian Bay, Western Islands, double top rock, change in character of light. 231. Georgian Bay, east side, approach to Parry Sound, Red Rock, change in character of light. 232. Lake Superior, Caribou Island, change in character of light.

No. 101. Oct. 19.—Ontario—234. Lake Huron, north channel, Aird Island, Little Detroit, steambarge sunk.