

\$20,000 to \$150,000. On the Chelohsin Camosun, Cowichan, Cheakamus and Venture, 189 shillings% is paid; on the Cassiar, 210 shillings, and on the Capilano, Comox and Coquitlam, 231 shillings. This is an increase of 21 shillings% over the amounts paid in 1913.

In order to permit of repairs to the revolving machinery, the exhibition of the flashing white light at Race Rocks in the Juan de Fuca Strait, on the south coast of Vancouver Island, will be discontinued for about three weeks from May 1. While these repairs are under way, a temporary occulting white light will be shown from a lens lantern, placed on the top of the tower, lighted by acetylene.

A collision between the G. T. Pacific Coast Steamship Co.'s s. s. Prince John and the Dominion Government fisheries protection vessel Newington, off Queen Charlotte Sound, was reported, Mar. 3. The Newington was reported to have been considerably damaged above the waterline. She proceeded under her own steam to Esquimalt where she was docked for examination and repairs.

A deputation of the North Vancouver Council appeared before the municipal committee of the Legislature, recently, to ask that in the new Municipal Act, power be allowed the municipality to operate the ferry service between Vancouver and North Vancouver. The service between these points is now operated by a private company, the capital stock of which is practically all owned by the municipality. The proposal was not entertained, and the deputation was advised that the council should proceed with such a matter by the promotion of a private bill.

The Vancouver Shipmasters' Association recently adopted a resolution calling the attention of the Minister of Marine to the coasting trade so far as it affects the Pacific coast, claiming that at present the coastwise trade on the eastern seaboard has been cornered by aliens, chiefly Norwegians, and that probably on the opening of the Panama Canal, they would endeavor to do the same on the western seaboard. It also asks that no further orders in council, governing the participation in the coasting trade by foreigners, be renewed, or passed, and that a commission be appointed to investigate the whole matter.

The cases against a number of steamship companies, including the C. P. R. and the White Pass and Yukon Route, brought by the U. S. Attorney, alleging discrimination against the Humboldt Steamship Co., in monopolizing wharfage facilities at Skagway, Alaska, and making lower through rates than could be made by other lines, has been compromised by the companies charged pleading guilty, and submitting to fines of various amounts, the White Pass and Yukon Route's amount being \$2,000 and the C. P. R.'s \$500. In addition to the companies being charged, a number of employes of the companies were charged, but later dismissed from the case.

The Island Transfer and Trading Co., Victoria, the incorporation of which has already been mentioned, is taking over the East Coast Trading and Transport Co., and will run a steamboat service between Victoria and the Gulf Islands, chiefly in the general food supply business. The company has purchased the small steamboat Imperieuse, which was built at Victoria in 1910. She is screw driven by engine of 3 n.h.p., and is of the following dimensions,—length 38 ft., breadth 10.9 ft., depth 4.8 ft.; tonnage, 14 gross, 8 register. The steam tugboat Burin is also being operated by the company, and an option to purchase it has been obtained. The Burin was built at

Vancouver in 1910, and is screw driven by engine of 4 n.h.p. Her dimensions are,—length 55 ft., breadth 16.8 ft., depth 7.2 ft.; tonnage, 45 gross, 30 register. Following are the officers and directors,—Managing Director, A. C. C. Smith; Secretary, R. Wilmot; other directors, W. W. Foster, M.L.A.; B. Boggs, W. Blakemore and J. J. White.

The Shipping Federation of Canada's officers for the current year are.—President, A. A. Allan; Treasurer, J. R. Binning; Executive, J. Thom, chairman, A. A. Allan, J. R. Binning, D. W. Campbell, A. W. Mackenzie, W. R. Eakin and R. W. Reford.

Panama Canal Tolls.—In dealing with remarks recently made in the U. S. Senate, respecting the British protest against the exemption provision in favor of U. S. steamship owners using the Panama Canal, Sir Thomas Shaughnessy, President, C. P. R., is reported to have stated that the C. P. R., neither directly nor indirectly protested to the British Government, or any other government, against the Panama Canal tolls, and that the C. P. R. was quite unconcerned as to any decision the U. S. Government came to in the matter.

Victoria, B.C., Breakwater.—The breakwater being constructed by the Dominion Government at Ogden Point, near Victoria, B.C., has reached a stage where operations on parts of the substructure will have to await weather conditions such that divers can assist in the placing of the granite blocks which are to form the foundation for the concrete. In the three weeks in December, during which it was possible to carry on the work, 32,459 tons of rock were dumped, and for the first 900 ft. of its length the substructure has been brought up to a depth of about 20 ft. below low water mark. This work is under the direction of J. S. MacLachlan, District Engineer for the Public Works Department, and the contract is held by the Sir John Jackson Co., Ltd., of London, Eng.

Tides and Currents in the Gulf of St. Lawrence.—The Department of Naval Service has issued a report by Dr. W. Bell Dawson, on the currents in the Gulf, from investigation during 1894-5 and 6, 1906, 1908, 1911 and 1912. During these seasons the work was divided into sections and considerable surveys done in each, the vessel employed being anchored in positions carefully selected for the purpose. The observations of the currents were obtained by current meters registering electrically on board, the speed being measured at the standard depth of 18 ft. in all cases, and a continuous record of the tide was obtained simultaneously for comparison with the currents. The information is divided into two parts, viz., the description of currents on the surface as a mariner may expect to find them in each locality; and the general circulation of the water in the Gulf, and the characteristics of its water in regard to temperature, density, etc.

Canadian Notices to Mariners.

The Department of Marine has issued the following:—

- 66. Feb. 27. Quebec, River St. Lawrence, Lavaltrie to Ile Deslauriers, buoys established to mark Repentigny Channel.
- 67. Feb. 27. Quebec, River St. Lawrence, Lavaltrie to Repentigny, range lights established to mark Repentigny Channel.
- 68. Feb. 27. Quebec, River St. Lawrence, Ile a la Bagne, light discontinued.
- 69. Mar. 2. British Columbia, Vancouver Island, Victoria harbor, Hospital rock, buoy to be moved as work of widening harbor progresses.
- 70. Mar. 2. British Columbia, Vancouver Island, south coast, Juan de Fuca Strait, Race Rocks, temporary light.
- 71. Mar. 3. New Brunswick, south coast, Bay of Fundy, Cape Spencer, intended change in character of light.
- 72. Mar. 3. Nova Scotia, Bay of Fundy, Lurcher Shoal, position of lightship.
- 73. Mar. 3. Quebec, River St. Lawrence, Barrett ledges, changes in buoyage.
- 74. Mar. 3. Quebec, River St. Lawrence, Marmen rock, Demers rock, change in position and character of buoys.
- 75. Mar. 3. Quebec, River St. Lawrence, Montreal harbor, Ile Ronde, front range light to be improved.
- 76. Mar. 3. England, south coast, Plymouth Sound, light buoys established.
- 77. Mar. 5. Nova Scotia, Bay of Fundy, Long Island, Petit Passage, Boars Head, fog alarm established.
- 78. Mar. 5. Quebec, River St. Lawrence below Quebec, Traverse of St. Roch, change in characteristic of gas buoy lights.
- 79. Mar. 6. Ontario, Bay of Quinte, Pictou, dredging.
- 80. Mar. 6. Ontario, Bay of Quinte, Nigger Narrows, dredging.
- 81. Mar. 6. Ontario, Lake Huron, Loyal Island, intended change in character of light.
- 82. Mar. 11. New Brunswick, Bay of Fundy, Machias Seal Island, change in fog alarm, new fog alarm building.
- 83. Mar. 11. New Brunswick, St. Croix River, St. Stephen, dredging.
- 84. Mar. 11. Nova Scotia, Bay of Fundy, Brier Island, permanent light.
- 85. Mar. 11. Nova Scotia, Bay of Fundy, Lurcher Shoal lightship, wireless telegraph, additional information.
- 86. Mar. 11. Quebec, Gulf of St. Lawrence, Seven Islands Bay, names of lights.
- 87. Mar. 11. Newfoundland, south coast, Placentia Bay, off eastern entrance to Burin harbor, Iron Island, light discontinued.

Montreal Warehousing Co.—The annual meeting was held at Montreal, Mar. 4. Following are the officers and directors for the current year:—President, E. J. Chamberlin; Vice President, H. G. Kelley; other directors, W. Wainwright, M. M. Reynolds and J. E. Dalrymple; Manager and Secretary, G. H. Hanna.

Lake Grain Shipments in 1913.

The following table shows the bushels of grain shipped from Fort William and Port Arthur during 1913, the amounts in Canadian and U. S. bottoms, respectively, and the quantity sent by each route. The total amount of grain of all kinds shipped from the dual ports in 1913 was 203,328,129 bush., compared with 135,545,946 busa. in 1912.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Mixed.
To Canadian ports in Canadian vessels	61,547,467	25,726,810	6,546,400	8,534,626	3,029	126,158
To Canadian ports in U.S. vessels	2,060,560	.....	67,663	366,227	.....	.....
Total to Canadian ports	63,608,027	25,726,810	6,614,063	8,900,853	3,029	126,158
To U.S. ports in U.S. vessels	67,301,363	14,412,154	4,446,578	10,364,492	.....	.....
To U.S. ports in Canadian vessels	1,087,939	607,671	78,703	50,289	.....	.....
Total to U.S. ports	68,389,302	15,019,825	4,525,281	10,414,781	.....	.....
Grand total	131,997,329	40,746,635	11,139,344	19,315,634	3,029	126,158