

Canadian Notices to Mariners.

Notice 331, Dec. 26, 1912, announcing change in color of front range light of outer range at Port Burwell, Lake Erie, has been cancelled.

Notice 11, published in our last issue, has been cancelled, and the following numbers, then given, 12 to 16, have been changed to 11 to 15.

The Department of Marine has issued the following:—

16. Jan. 23. British Columbia, Fraser River, New Westminster, railway swing bridge, regulations governing opening and closing of swing span.

17. Jan. 25. British Columbia, Strait of Georgia, Discovery Passage, Cape Mudge, fog alarm established.

18. Jan. 25. British Columbia, Arthur Passage, Herbert Reef, light to be established on beacon.

19. Jan. 25. British Columbia, Chatham Sound, Holland Island, new lighthouse, change in character of light.

20. Jan. 27. Nova Scotia, Bay of Fundy, Blackrock, light improved.

21. Jan. 27. Nova Scotia, south coast, East Ironbound Island, light improved.

22. Jan. 27. Nova Scotia, south coast, Jeddore Rock, hand fog horn at light station.

23. Jan. 27. New Brunswick, Miramichi River, Grant Beach back range light, character of illuminating apparatus.

24. Jan. 29. Quebec, River St. Lawrence, Cap de la Madeleine upper range, new front lighthouse.

25. Jan. 29. Quebec, Richelieu River, Ash Island, lighthouse rebuilt.

26. Feb. 3. Quebec, Ottawa River, north shore, Way Shoal Traverse, range lights established.

27. Feb. 3. Ontario, Lake Huron, Sauguen River, change in color of range lights.

28. Feb. 8. New Brunswick, Bay of Fundy, Machias Seal Island, characteristic of light, correction.

29. Feb. 8. Nova Scotia, Cape Breton Island, south coast, Louisburg harbor entrance, wreck marked by buoy.

30. Feb. 8. Prince Edward Island, north coast, Rustico harbor, channels to be marked by bushes.

31. Feb. 11. New Brunswick, south coast, Bay of Fundy, off Chance Harbor, bell buoy established.

32. Feb. 11. Nova Scotia, south coast, Cuckold Rock, buoy established.

33. Feb. 11. Nova Scotia, south coast, approach to Halifax, inner gas and whistling buoy, erratum in List of Lights.

34. Quebec, River St. Lawrence, ship channel between Quebec and Montreal, Citrouville Point, lighthouse pier encased in concrete.

35. Feb. 14. British Columbia, Burrard Inlet, Vancouver harbor, Parthia Shoal, dredging in progress, temporary light.

36. Feb. 14. Alaska, Stephens Passage, Grave Point, light established, Stockade Point, light discontinued.

Early Opening of Canals.

A deputation from the Dominion Marine Association, which waited on the Minister of Railway and Canals, in Ottawa, Feb. 7, was told by him that he had issued instructions for all the St. Lawrence and the Great Lakes canals to open on April 15, or the earliest possible date thereafter. He is fully aware of the various reasons rendering an early opening desirable and has undertaken to see that repairs and other work shall not cause any undue delay.

Changes in Richelieu and Ontario Navigation Company's Service.

Announcement is made that, commencing with the opening of the 1913 tourist season, it has been decided to discontinue the service by the R. & O.N. Co. of the U.S., to and from Youngstown, N.Y., and Charlotte, N.Y., will be the western terminus hereafter.

The steamboats Toronto and Kingston will discontinue calling at Charlotte, N.Y., and will run direct from Toronto to Kingston, thence to Thousand Island ports and Prescott, connecting there with the company's Rapids vessels for Montreal and Quebec. Westbound vessels will follow the same route, running direct to Toronto after leaving Kingston. The vessels will leave Toronto at 6 p.m., instead of 2.30, thus affording passengers arriving at Toronto by afternoon trains and vessels, an opportunity of making connection with the vessels for Montreal. Westbound vessels will leave Kingston at 6.30 p.m. and reach Toronto early the following morning.

The Allan Line Steamships Alsatian and Calgarian.

The two steamships Alsatian and Calgarian, which are under construction at two points on the Clyde, Scotland, will, it is announced, be launched, the first about Mar. 8, and the second during April. These vessels are being built with cruiser sterns, somewhat similar to those now being completed for the C.P.R. Pacific service. They will be equipped with quadruple screw, triple expansion arrangement of turbines, of a larger type, and capable of a higher speed than the C.P.R. vessels.

The fittings and furnishings of each vessel will be of a distinctive type throughout, those of the Alsatian being of the Jacobean period, and those of the Calgarian of the Georgian period. The dimensions of the vessels will be, length 600 ft., breadth 72 ft., moulded depth 54 ft.; gross tonnage, 18,500 tons; speed, 19 knots an hour. Passenger accommodation will be arranged for 220 first class, 500 second class and 1,000 third class, and quarters for a crew of 470. Lifeboat accommodation is to be provided for all on board.

Muskoka Lakes Navigation and Hotel Co.—Some brief particulars in regard to this company's annual meeting, which was held in Toronto, Jan. 8, were given in Canadian Railway and Marine World for February. The company does not make its annual report public, but it is stated that last year's operations resulted in a profit of about \$20,000. As before stated, the company paid a 5 per cent. dividend for 1912, which is the first that has been paid for a number of years, but it is believed that the books show a credit to profit and loss of about \$250,000. The capital stock is said to be slightly under \$200,000.

Large Dipper Dredges.—The excavation of the Atlantic entrance to the Panama Canal called into service dipper dredges of unusual size and capacity. The Minda and Chagres, which are cutting the entrance channel to a minimum depth of 42 ft. at mean tide, are working entirely in rock which has been previously broken up, and they bring the material to the surface in 5-yard dippers. The dipper handles are 62 ft. in length, and the boom supporting the shipper shaft is 50 ft. long. To facilitate the work the dredges have been equipped with steam dipper trips which have shown good results during six months of work.

Collision of s.s. Dufferin and Schooner Lavengro.

Judgment has recently been delivered by Commander H. St. G. Lindsay, Dominion Wreck Commissioner, and assented to by Capt. N. Hall and J. W. Harrison, as nautical assessors, respecting the collision of the s.s. Dufferin, owned in Sherbrooke, N.S., and the schooner Lavengro, owned in Shelburne, N.S., which occurred in Halifax harbor, N.S., June 6, 1912.

The court found that the master of the s.s. Dufferin, W. J. Murdoch, acted to the best of his judgment in trying to avoid the collision, for if he had attempted to stop, or go astern, a more serious accident would have occurred, therefore he is exonerated from all blame. The court is also of opinion that no blame for the accident can be attached to the master or crew of the schooner, who could not do anything to avoid the accident during the short time elapsing between the sighting of the steamship and the collision.

Investigation of the St. Lawrence Pilotage System.

The following is the report of a committee of the Privy Council, which was approved by the Governor-General, Jan. 23:—On a memorandum from the Minister of Marine and Fisheries, submitting that he has had under consideration the pilotage system of the River St. Lawrence with a view to taking measures for its improvement. The recent strandings of the steamships Royal George, Bellona and Gladstone in the river below Quebec have been the subject of very thorough investigations by the Wreck Commissioner. The finding of the court in each of these cases has censured the pilots who were in charge of the respective ships. Public opinion has been greatly aroused as the result of these strandings, following in rapid succession. Criticism of the pilotage system, more especially of that obtaining in the pilotage district of Quebec, has been frequent of late. The Shipping Federation of Canada recently presented to the Minister a memorial suggesting that the time was opportune for a systematic enquiry into the question of pilotage and recommending the appointment of a Royal Commission for that purpose. The Minister is of opinion that the present state of the pilotage system in the pilotage districts of Montreal and Quebec and its administration should be investigated at the earliest possible date, and he, therefore, recommends that he be authorized to appoint, under part II. of the Inquiries Act, chapter 104, Revised Statutes of Canada, three commissioners, one of whom shall be an officer of the Department of Marine and Fisheries, to enquire into and report upon the law respecting pilotage and its administration in the pilotage districts of Montreal and Quebec, and what changes, if any, are desirable therein. The Minister recommends that an honorarium of \$20 a day, while actually engaged in the investigation, be paid, in addition to reasonable living and travelling expenses, to each of the commissioners except the departmental officer, and that the said officer be allowed \$10 a day for living expenses, in addition to the reasonable travelling expenses, while absent from Ottawa on such investigation, but no honorarium.

Under the authority above given, the Minister appointed as commissioners, Commander H. St. G. Lindsay, Dominion Wreck Commissioner, chairman; Thos. Robb, Manager and Secretary, Shipping Federation; and A. Lachance, Chairman of the Corporation of Pilots of Quebec.