

of the Woods, Squaw island light, character of illuminating apparatus. 63. Lake of the Woods, Tomahawk island light, character of illuminating apparatus.

No. 19, Mar. 26.—Ontario—67. Lake Superior, Michipicoten harbor, little Gros Cap, temporary light.

No. 20, Mar. 29.—Prince Edward Island—68. Strait of Northumberland, Sea Cow head, temporary change in light.

No. 21, Mar. 31.—Ontario—69. Lake Erie, Kingsville, front light temporarily discontinued. 70. North channel, Narrow island, lighthouse destroyed by fire.

No. 22, April 10.—Quebec—73. River St. Lawrence above Quebec, St. Antoine de Tilly, range lights established. 74. St. Antoine upper point, old light discontinued.

The following notices have been issued by the U.S. Hydrographic Office:

No. 9, Mar. 1.—281. Lake Ontario—Oswego breakwater lighthouse.

No. 12, Mar. 22.—380. Lake Michigan, Chicago harbor light station, temporary change in character of light. 381. Lake Erie, Buffalo approach, Seneca shoal gas buoy established.

No. 13, Mar. 29.—416. The Gr at Lakes, amended pilot rules. 422. Detroit river, gas buoys, change in characteristics of lights.

426. Lake Ontario, Galloo island shoal gas buoy No. 1, change in characteristic of light.

427. St. Lawrence river, gas buoys, change in characteristic of lights.

No. 14, April 5.—468 Lake Erie, Pelee passage, south-east shoal light vessel replaced on station.

No. 15, April 12.—501. Detroit river, Limekin crossing, south light vessel replaced by relief light vessel. 502. Lake Erie, Bar point shoal light vessel station, temporary gas buoy to mark station.

No. 16, April 19.—534. St. Mary's river, changes in buoyage. 535. Lake Michigan, Strait of Mackinac, South Graham Shoal gas and bell buoy No. 18, substituted for bell buoy. 537. Lake St. Clair, St. Clair flats canal, lower entrance, east side, float light established. 538. St. Clair river, St. Clair middle ground, float lights established. 539. Detroit river, Grosse Isle south channel range light station, change in color of lights.

Customs Regulations for Towing.

A special memorandum has been issued by the Customs Department to its officers at lake ports in Ontario. It mentions that complaints have been made as to the evasion of Canadian customs and coasting laws by steam tugs engaged in towing in Canadian waters on Lake Superior and other lake waters in Ontario. Customs officers are specially requested to see that the customs and coasting laws are properly observed by such steam tugs, and to warn the tugs that penalties are to be enforced on failure to observe the laws and regulations for reporting, entering and clearing with articles in tow, and for neglect to furnish proper export entries of articles intended to be exported beyond the bounds of Canada from points and places in Canadian waters.

The concessions granted July 3, 1900, exempting from report and clearance steam tugs while plying only within the limits of one port, does not apply to foreign tugs nor to the towing of articles which are to be further moved by a foreign tug beyond the limits of the port or outport. Logs or other articles destined for continuous transportation by water from one port or place in Canada are to be towed only by vessels permitted to engage in the coasting trade, in other words, by Canadian vessels.

A foreign steam tug is not permitted to move a tow in Canadian waters without report and clearance at the Customs-house, and then only when the tow is destined for a port or

place outside of Canada, in which case an export entry for the articles exported shall be furnished.

Canadian tugs must report and obtain clearance when plying and moving a tow from a port or outport in Canada to a point beyond the limits of such port or outport. The destination of the articles to be towed is to be truly stated in the report to be made by the master of the steam tug, and the collector is not to grant clearance for towing in contravention of the Customs and coasting laws. Logs and other articles transported in contravention of law, and the steam tugs illegally engaged in such transportation, are to be seized, and the seizure reported to the department.

Before granting a clearance in respect of timber cut on Indian lands in Ontario, the production of a certificate from the Department of Indian Affairs is required, to the effect that all dues and charges thereon have been duly paid. In respect of tows of logs for the U.S. from the lake ports of Ontario, the instructions heretofore issued are to be observed as to notice from the Department of Crown Lands, Ontario, regarding payment of the timber dues thereon before clearance.

Ottawa and Georgian Bay Canal.

An act extending for two years the time within which the Montreal, Ottawa and Georgian Bay Canal Co. may commence work on its projected canal from the Georgian bay, via French river, Lake Nipissing and the Ottawa river to Montreal, has been passed at the current session of the Dominion Parliament. The proposed canal has been before the country for some years, and the promoters claim to have not only spent \$90,000 on surveys and plans, but to be ready to go on with construction provided the Dominion Government will guarantee 2% on \$80,000,000, the estimated cost of completing the work, no liability to attach to the Government until the canal is completed. The Co.'s engineers have prepared plans and profiles, showing that the distance between Georgian bay and Montreal by the proposed route is 425 miles, of which 4 miles will be taken up with locks; 40 miles of canal section 22 ft. deep with a bottom width of 100 ft.; 74 miles of improved river channel with a bottom width of 300 ft., and 307 miles of open lake and river suitable for 20 ft. navigation without further improvement. P. J. Loughrin, formerly engaged in lumbering on the Ottawa river, traverses every one of these statements. He says the distance is 535 miles, of which 102 miles would have to be locked, 96 miles would have to be very deeply dredged, and the remaining 237 miles would have to be dredged 8 ft. in order to give a 20 ft. navigation; and places the cost of the work at \$300,000,000 at the very lowest estimate.

The question of whether a work of this national importance should be constructed by a private company, was mentioned in the course of the discussion, and in this connection it is important to note that while the bill was before the Senate Committee on Railways, the Minister of Public Works initiated a discussion in the House of Commons on the probability of the Government undertaking the work of improving the French river and Lake Nipissing so as to give a 20 ft. navigation from Georgian bay to North Bay, a distance of about 130 miles. In the 50 miles from the lake to Georgian bay there is a fall of 62.6 ft., so that there would be a good deal of locking to be done to get round the rapids. It was pointed out in the discussion that more information was required before any decision could be reached, and Mr. Tarte stated that he simply desired to call the attention of the country to the project so that it could be considered and discussed before any vote was asked.

The Algoma Navigation Co.

T. M. Kirkwood, A. J. H. Eckhardt, J. A. McKee, F. M. Holland, Toronto; C. A. McCool, Ottawa; A. McLeod, Bracebridge; J. W. Munro, Pembroke; J. A. McArthur, Copper Cliff; G. McCormick, Orillia, and L. J. Breithaupt, Berlin, have been incorporated under the Ontario Companies' Act as the Algoma Navigation Co., Ltd., with a capital of \$250,000, divided into shares of \$100 each. The Co. is formed for the purpose of taking over the business carried on at Owen Sound under the style of the Owen Sound, Georgian Bay and Soo Line, and operating the steamers City of Windsor and City of Owen Sound; to purchase other vessels, and to acquire summer resorts and public parks, and to carry on in connection therewith business as hotel-keepers. The new Co. has not yet been formally organized, but it is understood that there will not be any change in the management, the main object of the formation of the new Company being to secure additional capital to extend the business to meet the increasing requirements of the trade. It is said that the Co. will shortly issue \$150,000 of 1st. mortgage bonds, redeemable in 10 years, and bearing interest at 6% per annum, and that a bonus of \$100 of stock will be given with each \$300 of bonds. It is also said that G. McCormick will be President; A. J. H. Eckhardt, Vice-President; and T. M. Kirkwood, Manager.

The Owen Sound, Georgian Bay and Soo Line was commenced in 1897 by D. L. McKinnon, of Sudbury, Ont., and T. M. Kirkwood, of Toronto, with one steamer, the City of Windsor. The steamer was originally the E. K. Roberts, and was built at Detroit in 1883, for E. Gauthier, who is interested in the Duck Islands, Lake Huron, and was engaged in the fish trade on Georgian Bay. She was purchased in 1896 by D. L. McKinnon, overhauled and fitted for the freight and passenger business, being given a Canadian registry at Windsor. Her dimensions are: Length, 117 ft.; breadth, 24.8 ft.; depth, 11 ft.; tonnage, gross, 511; net, 316. In 1900 it was found necessary to add another steamer, and the sidewheel str. City of Owen Sound was put on the service. This vessel has an iron hull and was originally the tug Meteor, built at Sorel, Que., in 1866, and engaged in the lumber towing business by the Cook Bros. Lumber Co. of Toronto. She was thoroughly overhauled and new upper works and interior fittings provided to fit her for the freight and passenger trade. Her dimensions are: Length, 129.3 ft.; breadth, 24.3 ft.; depth, 10.6 ft.; tonnage, gross, 336; net, 181. The Co. is in treaty for a third steamer of a larger size than either the City of Windsor, or the City of Owen Sound, but no deal has been closed.

Lake of Bays and Lake Simcoe.

A company to be called the Huntsville, Lake of Bays and Lake Simcoe Navigation Co. is being formed for the purpose of taking over the steamers and navigation business carried on by G. F. Marsh, of Huntsville, Ont., on the Lake of Bays and Lake Simcoe. The business was commenced some 16 years ago by Mr. Marsh in connection with the lumbering of the district, and as settlement proceeded, and the beauties of the Lake of Bays district became better known, and large numbers of tourists visited the district, passenger steamers were added. Mr. Marsh owns and will hand over to the company, when formed, seven steamers on the Lake of Bays, Peninsula and Fairy lakes, and one on Lake Simcoe, together with a complete machine shop for the building and repair of the vessels, wharves, etc. The new company will be capitalized at \$100,000, and Mr. Marsh, who will retain a large interest, will act as Business Manager, whilst W.