

British Columbia and Pacific Coast.

The lights shown from the gas buoys at Roberts Bank, Vancouver rock, Hodgson reefs and Browning entrance, Vancouver, have been made white instead of red, in contravention of the general rule to show red lights from starboard buoys, in order that their range of visibility may be as great as possible. Notwithstanding the color of the lights, these buoys remain starboard or red buoys and must be so treated.

With reference to the recent statement that the Robert Dollar Steamship Co. was arranging to transfer two of its vessels from the U.S. to the Canadian register, Robert Dollar is reported to have stated, July 8, on his return to San Francisco from Vancouver, B.C., that he went to the latter place with the intention of making the transfer of the steamships M. S. Dollar and Robert Dollar, but found out when there that a sale would be more profitable. He stated that the s.s. M. S. Dollar had been sold to Birkhall and Co., Shanghai, China, and that negotiations were under way for the sale of the s.s. Robert Dollar. He is reported to have stated that he had come to the conclusion that the new U.S. regulations made it impossible for the profitable operation of U.S. vessels in any other than the coasting trade.

Vessel Losses During the War.

A record of merchant vessels of all classes destroyed from Aug. 1, 1914, to June 30, 1915, compiled by the Journal of Commerce, Liverpool, shows a total of 511, with a gross tonnage of 915,547 (approximate). Naturally the greatest proportion of the total loss has fallen on Great Britain. This amounts to 170 steamships of 577,986 gross tons, and 157 trawlers, smacks and sailing vessels, of 31,948 tons, a total of 327 vessels of 609,934 tons. Other vessels owned by the allied nations destroyed during the same period are: France, 24 vessels of 42,233 tons; Russia, 17 vessels of 16,024 tons, and Italy, 2 vessels of 3,826 tons. Of the enemies' vessels 34 German vessels of approximately 102,062 tons, 4 Austrian vessels of 5,691 tons, and 9 Turkish vessels have been destroyed. These figures are only of vessels actually destroyed, and do not include the numbers and tonnage of vessels which have been interned in neutral countries, of which the greater number are German. Taking the last figures available of the total merchant tonnage of the various countries of the world, the loss of tonnage by Great Britain shows approximately 4½%, and of Germany approximately 3%.

Ships for transportation of war supplies.

—A memorandum issued in Ottawa, July 6, by Senator Loughheed, acting Minister of Militia, respecting orders for war materials placed in Canada by the allied Governments, contained the following paragraph: "In February last representations were placed before the Admiralty as to the inadequacy of transportation facilities across the Atlantic, as that condition prevented our producers and manufacturers from availing themselves of opportunities which might otherwise be open. As a result of these efforts 18 ships were detailed by the Admiralty for the purpose of transporting across the Atlantic supplies purchased in Canada for the British and allied Governments."

The Marine Department has issued lists of all lights and fog signals on the Atlantic coast of the Dominion, including the Gulf of St. Lawrence and the St. Lawrence River to Montreal, and also on the Pacific coast, corrected to Apr. 1.

Car Ferry on Lake Ontario for Niagara, St. Catharines and Toronto Railway.

The N., St. C. and T. R., a subsidiary of the Canadian Northern Ry., applied to the Board of Railway Commissioners, July 16, for an order providing for the transfer of traffic between the Toronto Harbor Commissioners' dock at the mouth of the Don River, as diverted, and the Canadian Northern yards at Chery St. A. Lewis, Secretary of the Toronto Harbor Commission, stated that the actual agreement for the lease of the dock to the N. St. C. & T. R. had not been drawn up, but the parties had agreed to terms, the dock to be leased for five years, the commission reserving the right to take over the dock when three years of the lease have expired, in which case the commission would provide another dock. The N. St. C. & T. R.'s intention is to operate a car ferry steamship between its terminus at Port Dalhousie and Toronto, the switching of the cars between the dock at Toronto and the Canadian Northern's Cherry St. yards and vice versa to be done by the G.T.R. G. Ruel, Chief Solicitor, Canadian Northern Ry., who made the application to the Board, on behalf of the N. St. C. & T. R., stated that negotiations were under way for the purchase of a car ferry, with capacity for 16 or 17 freight cars, and that the service would be carried on until the completion of the N. St. C. & T. R., which it is proposed to extend to Toronto sometime in the future.

The Board ordered that plans of the dock and the connecting railway lines be filed, and that the G.T.R. and C.P.R. agree on a tariff for the switching.

Mail Subsidies and Steamship Subventions Voted.

The following amounts for steamship services were voted at the Dominion Parliament's recent session:

Atlantic Ocean.	
Between Annapolis and London or Hull, Eng., or both	\$ 5,000 00
Between Canadian Atlantic ports and Australia and New Zealand	140,000 00
Ocean and mail service between Canada and Great Britain	1,000,000 00
Between Canada and Cuba	25,000 00
Between Canada and Newfoundland	70,000 00
Between Canada and the West Indies or South America or both	340,666 66
Between Canada and South Africa	146,000 00
Between Halifax, St. John's, Nfld., and Liverpool	20,000 00
Between Montreal, Quebec, and Manchester, Eng., during summer, and between St. John, Halifax, and Manchester during winter	35,000 00
Winter between St. John, Dublin, and Belfast	7,500 00
Winter between St. John and Glasgow	15,000 00
Winter between St. John, Halifax, and London	15,000 00
Between St. John, Halifax, and London	25,000 00
Pacific Ocean.	
Between Canada and Australia or New Zealand or both, on Pacific Ocean	180,500 00
Between Canada, China, and Japan	253,333 34
Between Prince Rupert, B.C., and Queen Charlotte Islands	16,000 00
Between Victoria and San Francisco	3,000 00
Between Victoria, Vancouver, way ports, and Skagway	12,500 00
Between Victoria and west coast, Vancouver Island	5,000 00
Between Vancouver and northern ports of British Columbia	16,800 00
Local Services.	
Between Baddeck and Iona	5,825 00
Between Charlottetown, Victoria, and Holiday's Wharf	2,500 00
Between Froude's Point and Lockport	600 00
Between Gaspé Basin and Dalhousie or Campbellton	20,000 00
Between Grand Manan and the mainland	10,000 00
Between Halifax and Canso	5,000 00
Between Halifax and Newfoundland, via Cape Breton ports	10,000 00

Between Halifax, Mahone Bay, Tan-cook Island, and La Have River ports	4,000 00
Between Halifax and Spry Bay and Cape Breton	4,000 00
Between Halifax, South Cape Breton, and Bras d'Or Lake	4,000 00
Between Halifax and West Coast Cape Breton, calling at way ports	4,000 00
Between Halifax and Sherbrooke	2,000 00
Between Kenora and Fort Frances	8,000 00
Between mainland and Magdalen Islands	18,000 00
Between Mulgrave and Canso	6,500 00
Between Mulgrave and Guysboro, calling at intermediate ports	5,500 00
Between Newcastle, Neguac, and Escuminac, calling at all intermediate points on Miramichi River and Miramichi Bay	2,500 00
Between Pelee Island and mainland	8,000 00
Between Petit de Grat and Intercolonial Ry. terminus at Mulgrave	7,000 00
On Petitcodiac River, between Moncton and way ports, and a port or ports on west coast of Cumberland County	2,500 00
Between Pictou and Montague, calling at Murray Harbor and Georgetown	6,000 00
Schooner between Pictou, New Glasgow, Antigonish County ports, and Mulgrave	1,000 00
Between Pictou, Mulgrave, and Cheticamp	7,500 00
Between Port Mulgrave, St. Peter's, Irish Cove, and Marble Mountain, and other ports on Bras d'Or Lakes	6,500 00
Between Prince Edward Island and Cape Breton and Newfoundland	16,500 00
From opening to closing of navigation in 1915, between Prince Edward Island and mainland	12,500 00
Between Quebec and Harrington, calling at ports and places along northern shore of the River St. Lawrence	28,000 00
Between Quebec and Gaspé Basin and intermediate ports	8,500 00
Quebec and ports on north shore of Isle of Orleans	4,500 00
Between Rivière du Loup, Tadoussac, and other north shore ports	6,000 00
Winter service between St. Catharines Bay and Tadoussac	3,500 00
Winter steam service between Rivière du Loup, Tadoussac, and other St. Lawrence ports	8,000 00
Between St. John and ports in Cumberland Basin	3,000 00
Between St. John, N.B., and St. Andrews, N.B., and intermediate points	4,000 00
Between St. John and Bridgetown	2,500 00
Between St. John and Digby	20,000 00
Between St. John, Digby, Annapolis, and Granville, viz. along west coast of Annapolis Basin	2,000 00
Between St. John, N.B., and ports on Bay of Fundy and Minas Basin, and Margaretsville	8,000 00
Between St. John, Westport, and Yarmouth, and other way ports	8,500 00
Between St. Stephen, N.B., St. Croix River points, Deer Island, Campobello, and the inner islands, Passamaquoddy Bay, and L'Etete or Back Bay	6,000 00
Between Sydney and Bay St. Lawrence, calling at way ports	6,000 00
Between Sydney and Whycocomagh	3,000 00
From Sydney, N.S., around east coast of Cape Breton to Hastings and return to Sydney, via Bras d'Or Lakes	5,500 00
Expenses in connection with supervision of subsidized steamship services	3,000 00
	\$2,641,234 00

All vessels must be marked with names.—

Further precautions are being taken against the presence in Canadian waters of suspicious craft of any kind. A notice sent out by the Customs Department states that "complaint having been made that schooners and other small craft are sailing Canadian waters without being marked with their names and port of registry, as required by law, attention is directed to the section of the Merchant Shipping Act which provides that the name of every British ship shall be marked on each of her bows and the name of her port of registry must be marked on her stern." Customs officers are instructed not to grant clearance to or allow to ply within the limits of any port any vessel not so marked.