

**No. 26.—May 17.—Changes in Yellow Island Light, B.C.**—It is intended to replace the present revolving light on Yellow Island, southern entrance to Baynes Sound, by range lights arranged to clear Maple Spit. The present revolving light will consequently be permanently discontinued on or about May 17. Pending the construction of the range light towers a fixed white light will be shown from the present lighthouse tower, visible 7 miles from all points seaward. Further notice will be given of the establishment of the proposed range lights. This affects Admiralty charts 580 & 1917, B.C. Pilot, 1833, with supplements, pg. 156, & Canadian List of Lights & Fog Signals 1192.

**No. 27, May 31.—Navigation in U. S. Waters.**—1. Masters of Canadian vessels sailing to U. S. ports are warned that in consequence of the existence of war with Spain, the U. S. Government has discontinued the exhibition of several lighthouses on the U. S. coasts, has taken up several buoys, and has laid submarine mines in many harbors. It is therefore necessary for masters to keep themselves informed respecting the latest regulations issued by the U. S. Government for the safe navigation of the coasts and harbors of that country during the continuance of the war, and they are especially cautioned not to approach fortified harbors at night, no entrance being allowed between 8 p.m. & 4 a.m., & a risk of being fired upon being incurred in the event of violation of the published regulations.

**Newfoundland.—Alteration in color of day marks, St. John's Harbor.**—2. Notice has been received from the Newfoundland Government that on or about April 30 last the color of the day marks on the 2 leading light structures in the harbor were changed from black & white to white. This affects Admiralty charts 296, 298 & 2902, & Newfoundland & Labrador Pilot, 1897, pg. 422.

#### Richelleu & Ontario Navigation Co.

G. A. Browne, Assistant Traffic Manager, has been appointed Traffic Manager, to succeed Alex. Milloy, who has been pensioned by the Co. after a continuous service of over 50 years. On retiring, Mr. Milloy issued the following circular to passenger & ticket agents: "After over 50 years of active service, increasing infirmity compels me to pass to the retired list of the Co. I have served so long. In doing so, it is a pleasure for me to issue one more circular to my old friends, the passenger & ticket agents of Canada & the U.S. Although I will not be personally with you in the future as in days gone by, I will ever continue to watch & take a deep interest in all that concerns our vocation. It will also be a great enjoyment for me to recall the many gatherings we have had; the many consultations for mutual benefit; the many social reunions at which, amid quip & yarn & other entertainment, the inner feeling which gave zest to everything, was that we were brothers a'. I believe in this sentiment of brotherhood. It smooths much of the friction of our business life, it is conducive to honorable dealings & to the best interests of the public, as well as of our employers & ourselves, & I trust that it will long continue a leading feature with the members of our craft, in their intercourse with each other.

"On this occasion I am sure I have only to ask & you will gladly accord to my successor in office, G. A. Browne, the same consideration & courtesy which has always been so cheerfully extended to myself; & if, in the conduct of your work, it should also be in your power to do a good turn for my old Co., with its improving service; & if you can occasionally call a pleasant thought for its long-time traffic manager, I will esteem these kind actions on your part very highly, & feel that you

are doing for me what I would in like case do for you. Trusting that success & happiness may attend you & yours, I remain, your old friend, A. MILLOY."

The Co.'s steamer Toronto, now being built at the city after which it is named, will be launched June 21, & it is said an effort will be made to have her in commission by August. She is to run between Toronto & Prescott, where passengers will be transferred to the Co.'s smaller boats, in which they will run the rapids. The Co. is contemplating building another boat of the same size for the same route, to be ready some time next year.

The Co. has decided to meet the competition of the railways on all its boats while the rate cutting lasts. The single rate put in force by the Co. is \$5 from Toronto to Montreal, the same as the railways, this rate being good on all boats except the Hamilton, where the rate is \$4.50.

The Co. is having its head offices in St. Paul street, Montreal, thoroughly renovated & altered after the fire of last winter. At the up-town ticket & stock transfer office even greater changes are being made, & soon the office of the past will have been transformed into one of the handsomest ticket offices in the Dominion.

The name of the Co.'s steamer Passport has been changed to the Caspian, & she will appear on the river this season practically a new boat.

The Co.'s steamer Canada had a collision on the night of May 16 with an ocean vessel which was anchored in the St. Lawrence. The hull was not damaged, but the paddle-box & the railings were smashed. She put into Sorel to be fixed up, & the Quebec took her place on the Montreal-Quebec line.

#### A B.C. Wrecking Tug.

The latest addition to R. Dunsmuir & Son's fleet is the tug Pilot, the hull of which has been built under the supervision of Capt. J. S. Gibson, at Chemainus, B.C., where she was launched May 30, after she was towed to Victoria for completion. She will be fitted with the most modern appliances, including a towing machine, which is the latest device known to shipbuilders. It consists of a small steam engine fashioned somewhat after the style of a winch, which replaces the solid bits usually used. By using this machine there is no strain on the tug or its tow, as the drum of the machine gives & takes as the hawser is tightened or slackened. She will have a large electric light plant with a 3,000 candle power searchlight, a patent windlass, & a large quantity of wrecking appliances, so that she may be a wrecker as well as a tug. She is 132 ft. long, 24 ft. on the beam, 12 ft. 6 in. deep, & has an 8 in. close frame. Her keel is 14x20, her keelson 18x20, & sister keelsons 18x18, making a most solid backbone. In her hull 168,000 ft. of lumber have been used, 5,000 locust treenails & 15 tons of copper & iron fastenings. Her engines & boilers are ready, & will be put in at once, & a force of shipwrights put to work on her to finish her. She will be ready for service about the middle of July.

The Pilot is to be fashioned somewhat differently from the usual style in which tugs are built, & the forward part housed in from the bow to the towing machines, only the space aft being left open to allow play to the hawser. A hurricane deck will cover the forward house, & on this will be built a wheel house & chart room similar to that of the Lorne. She is built expressly for ocean towing, taking long tows, such as to Alaska or San Francisco, & for wrecking purposes, in which work she will undoubtedly be of much profit to her owners; for since the Whitelaw was lost there has been no wrecking vessel on the B.C. coast. She will have 2 masts & be schooner rigged. The crew will have quarters in the

after hold & the officers & engineers in the deck houses forward.—Victoria Colonist.

#### The C.P.R. Kootenay Steamers.

Capt. Short, the pioneer commander on the C.P.R. steamers on the Columbia River & Arrow Lakes, has been given the command of one of the steel steamers built by the C.P.R. to run on the Stikine River between Wrangel and Glenora. Capt. Short was in command of the Lytton in 1890-91, before the Columbia was built, & stuck to the old boat till very recently, when Capt. Gore, of the Nakusp, became Commodore on Capt. Troup's removal to Vancouver to establish the C.P.R. Co.'s fleet of Stikine River steamers, when Capt. Short took command of the Kootenay. The Columbia & the Nakusp were both burned to the water's edge, the former near Waneta in 1894 & the latter at Arrowhead last December; but the old Lytton is still in active service. She has never met with a serious accident, Capt. Short being one of the most careful as well as most courteous pilots on the river. Capt. Short is succeeded on the Kootenay by Capt. J. Whitmore, who for years filled the position of Mate on the Nakusp & latterly as Capt. of the Lytton. Mate McLennan, of the Lytton, has been promoted as Capt. of that boat. Albert Forslund is Capt. of the Rossland, & Capt. Fraser has charge of the cargo steamer Trail.—Vancouver News-Advertiser.

#### Recent Dominion Legislation.

Among the Acts passed at the recent session of the Dominion Parliament were the following:—

Further to amend the Act respecting Government harbors, piers & breakwaters.

Further to amend the Act respecting certificates to masters & mates of ships.

Respecting the inspection of steamboats & the examination & licensing of engineers employed on them.

To incorporate the Klondike & Peace River Gold Mining, Land & Transportation Co.

To authorize the Quebec Harbor Commissioners to borrow money.

To authorize certain contracts with steamship companies for cold storage accommodation.

To grant further aid to the Harbor Commissioners of Montreal.

To incorporate the Lake Champlain & St. Lawrence Ship Canal Co.

Respecting the Montreal, Ottawa & Georgian Bay Canal Co.

#### The Fast Atlantic Service.

A London cablegram of June 7 says:—Messrs. Petersen have failed to satisfy the Canadian Government, as they undertook to do before May 31, of the completion of the underwriting of \$6,250,000 of capital in the new company. This failure causes to lapse the supplementary contract by which the Government extended the time for building, & made other concessions. The general outside idea is that this lapse of the supplementary contract frees the Government's hands. On the contrary, Mr. Petersen now falls back on his original contract. Unless he is bought out, no fresh steps to carry out the service can be taken until he absolutely fails to place two steamers on the route in July, 1899, though everyone realizes that it will be physically impossible to build the steamers in the time.

Among the legislation of the recent Dominion session was an act to incorporate the Dawson City & Victoria Telegraph Co., & one to incorporate the Northern Commercial Telegraph Co.