

east end, south of Amherst Island, Big Bar shoal, depth less than charted.

318. Sept. 25.—Ontario, Detroit River, Ballard Reef channel, float lights placed.

319. Sept. 25.—Ontario, St. Joseph Channel, Wilson Channel, intended change in position of back range lighthouse, shoal east of Chicora shoal, buoy to be established.

320. Sept. 25.—Ontario, Lake Superior, channel to Silver Islet landing, buoy established.

321. Sept. 25.—Ontario, Lake Superior, Thunder Bay, Fort William, Mission Channel, temporary range lights.

322. Sept. 27.—New Brunswick, east coast, Sabin Ledge, buoy established.

323. Sept. 27.—Newfoundland, west coast, Gulf of St. Lawrence, Ferolle Point, lighthouse established.

324. Sept. 30.—British Columbia, Vancouver Island, west coast, Clayoquot Sound, Browning Passage, change in character of buoys.

325. Sept. 30.—British Columbia, Dixon Entrance, Queen Charlotte Islands, Graham Island, Rose Spit, gas lighted beacon established.

326. Sept. 30.—British Columbia, Dixon Entrance, Queen Charlotte Islands, Graham Island, Masset Harbor, Entry Point, range lights established.

327. Sept. 30.—United States of America, Admiralty Inlet, Wilson Point light station, type and characteristics of fog signal changed.

328. Oct. 6.—New Brunswick, south coast, Bay of Fundy, off Negro Head, submarine fog bell to be replaced by a submarine bell buoy.

329.—Oct. 6.—Nova Scotia, south coast, Tuffin Shoal, buoy established, eastern entrance to Mary-Joseph harbor, buoys established.

330. Oct. 6.—Prince Edward Island, south coast, Bedeque harbor, Summerside harbor, Island Shoal, change in character of buoy.

331. Oct. 6.—Prince Edward Island, north coast, Malbecque harbor, change in buoy, Fish Island inner range front light, light pole replaced by tower.

332. Oct. 6.—Quebec, River St. Lawrence below Quebec, Traverse of St. Roch, change in position of gas buoy.

333. Oct. 6.—Quebec, Montreal harbor, Forsyth Shoal, change in character of buoy.

334. Oct. 6.—England, southwest coast, Selliv Isles, Round Island, fog signal established.

335. Oct. 7.—New Brunswick, Bay of Fundy, Grand Manan Island, entrance to Grand Harbor, Ox Head ledges bell buoy, correction.

336. Oct. 7.—Nova Scotia, south coast, Halifax approach, telephone connection between Devil Island life saving station and the main land.

337. Oct. 7.—Nova Scotia, Cape Breton Island, south coast, off Petitdegrat Island, Green Island, intended change in character of light.

338. Oct. 7.—Nova Scotia, George Bay, northern entrance to the Gut of Canso, North Canso lighthouse, intended change in character of light.

339. Oct. 7.—Prince Edward Island, south coast, Hillsborough bay, Pownell bay, appearance of midchannel buoys.

340. Oct. 7.—Quebec, Chaleur Bay, Port Daniel, West light station, hand fog horn established.

341. Oct. 9.—Nova Scotia, Bay of Fundy, Brier Island, temporary light, character of light to be changed.

342. Oct. 9.—New Brunswick, east coast, Northumberland Strait, Richibucto harbor entrance, change in position of Bar range lights.

343. Oct. 10.—Nova Scotia, south coast,

Mahone bay, approach to Gold River, and Gold River, list of buoys.

344. Oct. 13. British Columbia, Burrard Inlet, Vancouver harbor, Burnaby Shoal, change in position of float carrying light and fog bell.

345. Oct. 13. United States of America, Haro Strait, Stuart Island, Turn Point, fog signal to be out of commission temporarily, characteristic of fog signal to be changed.

346. Oct. 13. Alaska, Chatham Strait, Bay of Pillars, Ellis Point light established, rock discovered in vicinity of Ellis Point.

347. Oct. 13. Ontario, Great Lakes and River St. Lawrence, dates to which lights will be kept in operation.

348. Oct. 14.—Ontario, Ottawa River, L'Orignal wharf, light established.

349. Oct. 14.—Ontario, Lake Huron, north channel, approach to Blind River, non-existence of reported rock.

350. Oct. 14.—Ontario, Lake Superior, Thunder Cape light, new illuminating apparatus.

351. Oct. 15.—Nova Scotia, south coast, Sheet Rock, change in character of light.

352. Oct. 15.—Nova Scotia, North Atlantic Ocean, Sable Island east bar, dry bar forming.

353. Oct. 15.—Quebec, Gulf of St. Lawrence, Gaspé coast, Cloridorme, change in position of range lights.

354. Oct. 15.—Quebec, Gulf of St. Lawrence, Ste. Anne River, Ste. Anne des Monts wharf, change in color of light.

355. Oct. 15.—Quebec, River St. Lawrence ship channel between Quebec and Montreal, Batiscan anchorage, change in position of buoys.

356. Oct. 15.—Quebec, Montreal harbor, buoy placed temporarily.

357. Oct. 15.—Newfoundland, north coast, Strait of Belle Ile, Cape Norman lighthouse, correction.

358. Oct. 22.—Canada, change in night storm signals.

359. Oct. 22.—New Brunswick, east coast, Northumberland Strait, Jourimain Islands, intended change in character of light.

360. Oct. 22.—Quebec, Lake St. John, east side, Grande Decharge, Mistook wharf, red sector inserted in light.

361. Oct. 22.—Quebec, River St. Lawrence, chart, Malbale to Goose Island issued.

362. Oct. 22.—Manitoba, Hudson Bay, chart of Nelson roads issued.

The Dominion Government's Projected Canal Improvement at Sault Ste. Marie, Ont.

In previous issues of Canadian Railway and Marine World very full information has been given in connection with the construction of the projected Welland Ship Canal, which work, though of very great importance in itself, could not possibly reach its full height of usefulness in the navigation of Canadian waters from the head of the lakes to the ocean, unless it was followed by considerable improvements to the canal system on either side. This was made perfectly clear by the Minister of Railways and Canals at Sault Ste. Marie, Ont., recently, when he stated that the new Welland Canal, to be of the greatest use to Canada, must be followed by improvements in the great waterway at other points, and that it would be foolish to carry out the Welland Canal work, if it was not intended correspondingly to improve the Sault Canal.

In order to be prepared to take up the work at the proper time, and with the view of saving expense, the Government is expropriating certain land in the vicinity of the Sault Canal, with the ultimate object of building a new canal, or altering and enlarging the present one. Matters relating to the nature of the work to be undertaken, the extent of any proposed enlargement, etc., are all yet to be considered, and any dimensions mentioned in the daily press from time to time are merely conjectural.

The Revolving Ship is one of those inventions which, although they are obviously impracticable, seem to have a fascination for the inventor, which is rather difficult to explain. Several years ago there was built and tried in Toronto a boat of the revolving type which reached a stage at which it was launched and an attempt was made unsuccessfully to propel it. According to a dispatch from London, a Paris inventor is now busy upon another of these craft, and judging from the meagre descriptions available, the designer is following along the lines that were proved to be altogether impracticable several years ago.

The first terminal elevator to be built and operated by the Dominion Government received its first shipment of grain at Port Arthur Oct. 2. The storage capacity is about 5,000,000 bush.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during September, 1913.

ARTICLES		CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....	Eastbound.....	312	6,223	6,535
Grain.....	".....	2,298,137	6,308,275	8,606,412
Building stone.....	".....	".....	208	208
Flour.....	".....	266,970	1,140,861	1,407,831
Iron ore.....	".....	5,052,746	2,151,079	7,203,825
Pig iron.....	".....	".....	".....	".....
Lumber.....	".....	3,686	79,652	83,338
Silver ore.....	".....	".....	".....	".....
Wheat.....	".....	12,380,056	8,395,055	20,715,111
General merchandise.....	".....	1,743	44,229	45,972
Passengers.....	".....	1,781	2,791	4,572
Coal, hard.....	Westbound.....	51,750	249,788	301,538
Coal, soft.....	".....	593,495	1,463,861	2,057,356
Flour.....	".....	".....	500	500
Grain.....	".....	".....	".....	".....
Manufactured iron.....	".....	16,143	26,748	42,891
Iron ore.....	".....	".....	".....	".....
Salt.....	".....	9,312	47,075	56,387
General merchandise.....	".....	55,060	96,284	151,344
Passengers.....	".....	2,473	1,616	4,119
Summary.				
Vessel passages.....	Number	1,041	2,141	3,182
Registered tonnage.....	Net	3,642,951	4,481,805	8,124,756
Freight—Eastbound.....	Short tons	5,510,252	2,838,549	8,348,801
" — Westbound.....	"	717,778	1,843,786	2,561,564
Total freight.....	"	6,228,030	4,682,335	10,910,365