

NOTICES TO MARINERS.

By the Dominion Department of Marine.

All bearings, unless otherwise noted, are magnetic & are given from seaward, miles are nautical miles, heights are above high water, & all depths are at mean low water.

No. 12, Mar. 2.—1. Hand Fog Horns at Lightstations.—Hand fog horns are supplied to the undernamed lightstations in Nova Scotia, in addition to those already noted in the Canadian List of Lights & Fog Signals, 1897. The fact should be entered in the fog signal column of the list. The horns are used only in answer to signals heard by the keepers in thick weather. 130, Candlebox Island; 140, Stoddart Island; 221, Wedge Island; 240, Eddy Point.

2.—No Cage on Thrumcap, Cape Breaker & Fourche Bell Buoys.—The cages have been permanently removed from the bell buoys on Thrumcap shoal, in Halifax harbor, on the Cape breaker in the approach to Canso harbor, & off Fourché head, Cape Breton. This notice affects Canadian List of Lights & Fog Signals, 1897, nos. 198, 230 & 260.

3.—Color of Eddy Point Lighthouse.—There is a black diamond or lozenge-shaped day mark painted on the white seaward face of the lighthouse tower at Eddy Point, south entrance of the Gut of Canso. This notice affects Canadian List of Lights, 1897, no. 240.

No. 13, Mar. 8.—Fog Alarm Re-established at Lepreau.—Referring to Part 1 of Notice to Mariners, no. 7 of 1898, further notice is given that a new fog alarm building has been erected on the site of the burnt building, on the extremity of point Lepreau, on the Bay of Fundy coast of New Brunswick, & that the operation of the steam fog horn will be resumed to-morrow. The horn will give blasts of 5 seconds' duration, with intervals of 25 seconds between the blasts, as formerly. Duplicate machinery will later be placed in the building. This notice affects Canadian List of Lights & Fog Signals, 1897, no. 31.

No. 14, March 22.—Rock in Johnstone Strait, B.C.—The master of the ship Richard III. reports that while passing through Johnstone Strait, at low water of a long run out, he struck on a sunken rock which he considers must be situated where the 7-fathom sounding of Ripple Shoal is marked on Admiralty chart 581. The Richard III. was drawing 19 ft. 6 in. at the time she struck. Lat. N. 50° 24' 00"; Long. W. 125° 51' 20". An examination of Ripple Shoal will be made by the Canadian Government at the first opportunity. This notice affects Admiralty charts 581 and 1917 and B.C. Pilot, 1888, pg. 207.

By the U.S. Hydrographic Office.

Lake Huron—Sand Beach approach.—The schooner Presto stranded at Sand Beach, Mich., Oct. 16, 1897. The Presto struck in about 7 ft. of water close to & outside of North breakwater of Sand Beach harbor of refuge, Lake Huron. G. W. Plough, Keeper of Sand Beach life-saving station, reports that the wreck soon went to pieces, & a part, or most of the hull, came ashore. The remaining portion of the wreck is not an obstruction to navigation.

Lake Huron—Wreck of steamer Egyptian.—The steamer Egyptian caught afire & burned to the water's edge on Lake Huron on Dec. 2, 1897, & sank; she is no obstruction to navigation, & it is unlikely any attempt will be made to raise her. The wreck lies 13 (15) miles SE. 1/8 E. (S. 46° 30' E.) from Thunder Bay Island lighthouse, in 37 1/2 fathoms of water.

St. Clair River—Wrecked schooner Home.—The Kendall Marine Reporting Co. has furnished the following information: "Concerning the wrecked schooner Home, she has not been removed. It is possible that the vessel has been shifted a short distance by the river ice. She is a very dangerous obstruction, & ought to be removed."

Lake Erie—Canada—Off Talbot point.—M. Payne, Sub-collector of Customs, Port Stanley, Ont., reports that the spars of the wrecked schooner Groton disappeared early in Jan., 1898, & were supposed to have been cut off by the ice. The hull of the vessel is no doubt in the same spot she sank, as both anchors are down, & she lies in water so deep that ice can not disturb the hull. The Groton sank Nov. 11, 1897.

Lake Erie—Canada.—The owners of the sunken steamer Louis Shickluna, Sylvester Bros., Toronto, Ont., report it is not at all likely they will attempt to raise the wreck, owing to the great depth of water. The steamer was sunk in Lake Erie by collision May 29, 1897, about 4 1/2 (5) miles NE. by E. (N. 56° E.) from Long Point (or North Foreland) light tower, in 25 fathoms of water.

Lake Erie—Lorain.—The shipyard is situated on the right (east) bank of the Black River, in the town of Lorain. It lies west of Fifth street, is above Erie avenue viaduct, and below the N.Y.C. & St. L.R.R. bridge. There is 1 dry dock & 2 slips at the yard. The entrance to the dry dock is about 1,250 ft. above Erie avenue viaduct. Slip no. 1 is just above the dry dock, & slip no. 2 is adjacent to no. 1. The dry dock is 559 ft. 6 in. long over all & 500 ft. on the keel blocks. Width at bottom of dock 56 ft., at top 102 ft. Depth over sill at zero of gauge 17 ft. Slip no. 1 is 531 ft. 7 in. long, 125 ft. wide, & 14 ft. deep. Slip no. 2 is 476 ft. 10 in. long, 125 ft. wide, & 14 ft. deep.

Lake Ontario—New shoal spot southwesterly from Charity shoal.—A. R. Hinckley, Cape Vincent, N.Y., reports there is a rocky spot with only 15 ft. of water over it lying 1 1/8 (1 1/4) miles SW. 3/4 W. (S. 53° 30' W.) from Charity Shoal gas buoy, in the eastern end of Lake Ontario.

Lake Ontario.—The steamer Rosedale grounded on East Charity shoal, eastern end of Lake Ontario, just before the close of navigation for 1897. The steamer first struck on the southern end of upper East Charity shoal; she backed off, but grounded again. The vessel was released Dec. 15, 1897, & carried into port. The Rosedale was drawing 15 ft. when she struck, & soundings on the spot gave 2 fathoms, or a little more. The shoal is reported as a group of boulders, covering a gravelly & rocky area of about three acres, with 18 feet of water all around. Bearings from the spot are as follows: Tibbetts Point lighthouse NE. 1/2 E. (N. 50° 30' E.) Pigeon Island lighthouse NW. 7/8 W. (N. 54° 30' W.). East Charity shoal is a rocky ridge, shallow on upper & lower ends, with 3 to 4 fathoms between the two spots. Locally, this shoal is known also as South Bar; the bar, trending NW.-SE., is about 3/8 (1) mile long. Some of the local mariners call the upper shallow spot South Bar, & the lower shallow spot East Charity Shoal. The upper spot, where the Rosedale grounded, lies SW. 1/2 W. (S. 50° 30' W.) from Tibbetts Point lighthouse; it bears ESE. 7/8 E. (S. 77° 30' E.) from Charity shoal gas buoy, & is distant from main Charity shoal 1/8 (3/4) mile with good channel between them. The lower spot of South Bar, or East Charity shoal proper, lies SW. 1/4 S. (S. 42° 30' W.) from Tibbetts Point lighthouse. East Charity shoal is plainly indicated on H.O. chart no. 1477, & is mentioned on page 193 of Sailing Directions for the Great Lakes (H.O. Publication no. 108, published in 1896).

Vessel Officers for 1898.

CALVIN & CO., Garden Island, Ont.: Steamers—D. D. Calvin, Master, A. Malone; Engineer, T. C. Smith. Bothnia, Master, G. Brian; Engineer, R. Veech. Armenia, Master, C. Coons; Engineer, G. Hazlett. Chieftain, Master, J. Sullivan; Engineer, T. Gray. Parthia, Master, D. Lefavre; Engineer, G. Sauve. Johnston, Master, D. Lefavre, Jr.; Engineer, E. Phelix. Bluebell, Master, J. Dix; Engineer, F. Lefavre. Reginald, Master, J. Doyle; Engineer, J. Kennedy. Schooners—Ceylon, Master, H. Smith. Augustus, Master, J. Achee. Valencia, Master, J. Ferguson. Norway, Master, J. Harris.

CANADIAN PACIFIC RY.; Upper Lakes Steamships—Manitoba, Master, E. B. Anderson; Mate, T. Martin; Second Engineer, R. Chalmers; Purser, W. Bethune; Steward, M. Cooney. Alberta, Master, J. McAllister; Mate, L. Pyette; Second Mate, A. Brown; Chief Engineer, A. Cameron; Second Engineer, Findlay; Purser, J. Lane; Steward, J. Brown. Athabasca, Master, G. McDougall; Mate, M. McPhee; Second Mate, A. McNab; Chief Engineer, W. Lockerbie; Second Engineer, J. Davey; Purser, J. McEdwards; Steward, J. Gardhouse.

MATTHEWS LINE, Toronto: Steamers—Niagara, Master, J. Morgan; Engineer, T. Mills. Clinton, Master, J. Joyce; Engineer, J. Gray. Barges—Lisgar, Master, J. Fahey. Grimsby, Master, S. Atkinson. Schooner—Clara Youell, Master, N. J. Colwill.

MONTREAL TRANSPORTATION CO., Kingston, Ont.: Steamers—Active, Master, E. Bennett; Engineer, J. Hamilton. Bronson, Master, J. Murray; Engineer, R. Hepburn. Glide, Master, T. Murphy; Engineer, G. Tuttle. Glengarry, Master, G. Kean; Engineer, J. Evans. Jessie Hall, Master, G. Martin; Engineer, A. Barton. J. A. Walker, Master, J. Boyd; Engineer, G. Boyd. D. G. Thomson, Master, J. Murray; Engineer, G. Henderson. Bannockburn, Master, J. Irving; Engineer, R. Taylor. Rosemount, Master, J. W. Mawdesley; Engineer, H. Thurston. Lake schooners—Kildonan, Master, M. Lefebvre. Minnedosa, Master, R. G. Irwin. Selkirk, Master, H. Colvin. Winnipeg, Master, J. Kirkwood. Melrose, Master, J. Fleming. Dunmore, Master, J. Phillips. River barges—Alberta, Master, F. Poirier. Acadia, Master, L. Hebert. Bella, Master, P. Lalonde. Cleveland, Master, J. D. Perron. Chicago, Master, A. Charlebois. Colborne, Master, B. Sauvie. Corn Crib, Master, A. Charlebois, Jr. Cornwall, Master, H. Boyer. Detroit, Master, T. Davust. Dorchester, Master, J. Lalonde. Eagle, Master, A. Monnette, Jr. Hector, Master, T. Hebert. Glengarry, Master, A. Major. Harvest, Master, J. Bradley, Jr. Iowa, Master, J. Davust. Jennie, Master, M. Moreau. John Gaskin, Master, T. Leduc. Lancaster, Master, J. Page. McCarthy, Master, E. R. Roy. Montreal, Master, M. Lefebvre. Maggie, Master, A. Monnette. Nebraska, Master, C. Leboeuf. Regina, Master, O. Trudell. Senator, Master, A. Lalonde. Star, Master, E. Secotte. Toledo, Master, F. Leduc. Toronto, Master, A. Levoie. Wheat Bin, Master, A. St. Marcelles. Cobourg, Master, F. Lafrance. Brighton, Master, N. Mallette. Kingston, Master, A. Hebert.

NIAGARA NAVIGATION CO., Toronto: Steamers—Chippewa, Master, I. McGiffin; Engineer, R. McCaul. Corona, Master, W. H. Somes; Engineer, J. Walsh. Chicora, Master, R. Clapp; Engineer, H. Parke. Oniagara, Master, H. McIntyre.

NORTH SHORE NAVIGATION CO., Collingwood, Ont.: Steamers—City of Collingwood, W. J. Bassett, Master; W. J. McQuade, First Officer; M. Ironside, Second Officer; C. Robertson, Engineer. City of Midland, F. X. Lafrance, Master; W. W. Cox, First