

rents and tidal streams in Eastern Canada.

17. Feb. 28. 36.—New Brunswick, Petitcodiac River, McFarlane Point, lighthouse established. 37.—New Brunswick, Petitcodiac River, Outhouse point, lighthouse established. 38.—England, west coast, Milford Haven, St. Anne's Head, alteration in lighting.

18. March 2. 39.—New Brunswick, Musquash island, Hendry Farm, and Newcastle, lights to be improved. 40.—Nova Scotia, Stoddart island, Pomquet island, and Kidston island, lights to be improved. 41.—Nova Scotia, Canso harbor, life saving station established.

19. March 2. 42.—Ontario, Lake Ontario, Toronto harbor, change in location of life saving station.

20. March 2. 43.—British Columbia, Vancouver Island, east coast, Stuart channel, Oyster harbor, Ladysmith, buoys established.

21. March 14. 44.—British Columbia, Vancouver Island, west coast, Estevan point, lighthouse established. 45.—British Columbia, Queen Charlotte Islands, Skidegate Inlet, information.

22. Mar. 16. 46.—British Columbia, Strait of Georgia, Vancouver Island, east coast, Oyster bay, gas and bell buoy established. 47.—British Columbia, Queen Charlotte Islands, danger south-eastward of Cape St. James. 48.—Alaska, dangers westward of Quadra island.

### Inspection of Steamboats.

An order in council has been passed repealing sec. 11 of part VIII. of the Rules for the Inspection of Steamboats, and substituting the following rule, which has been approved by the Board of Steamboat Inspection:—

Sec. 11.—Every steamboat not employed in the carriage of passengers, and every steamboat to which the foregoing provisions of the preceding sections do not apply, shall at all times, when the crew thereof is on board, be provided with and have on board or attached to such steamboat in some convenient place, a good, suitable and sufficient boat, or good suitable and sufficient boats, in good condition and properly equipped, and provided with oars in sufficient number and other necessary tackle, and of sufficient capacity to carry all the crew of such steamboat, and with sufficient means for lowering such boat or boats from on board safely and expeditiously,—provided,

(a) That any steamboat not employed in the carriage of passengers when less than 50 tons gross may be equipped with life rafts when boats cannot be utilized, if, in the opinion of the inspector such life rafts would in case of disaster be sufficient to secure the safety of all on board, and

(b) Tug boats 50 tons gross and upwards while engaged exclusively in harbor or canal towing may be likewise equipped.

### C. P. R. Steamships for B. C. Coast.

The C.P.R. has ordered two more steamships for service on the B.C. coast. One, which will be built at Glasgow, Scotland, will be 290 ft. long between perpendiculars, 46 ft. beam and 17 ft. deep; she will be built of steel with cellular double bottom, seven transverse bulkheads, two watertight flats, and otherwise made as nearly unsinkable as possible, and will be driven by a single screw. She will have four boilers 15 1/4 ft. in diameter by 12 ft. long, with forced draught on the closed stokehold system. Her engine will be of the four cylinder triple expansion type, balanced. The cylinders will be 27, 42, 48 1/2, 48 1/2 by 39 ins. stroke. Steam pressure will be 180 lbs., and the auxiliaries, in the way of pumps, heaters, etc., will be of the very latest type. She will be lighted throughout by electricity. The dynamos will be capable of furnishing current for 1,500 sixteen candle power lamps. She will be steam heated throughout, and the matter of ventilation will be well attended to. There will be 118 state-rooms for passengers, a large number of which will be supplied with running water, both hot and cold. Her social halls will be finished in mahogany, and her dining saloon will be beautifully done in figured walnut. In addition to the dining saloon, which will seat over 100, there will be a combined grill room and restaurant which will seat 100. The conveniences, fittings, and style of finish of this vessel will be superior to anything previously designed for the B.C. coast service. Her extreme draught of water will be about 15 ft. and her speed on service will be 16 knots. She will have ample cargo capacity for any of the company's local or northern services, and will be a very useful addition to its fleet on the coast.

The second and smaller steamer will be built at Paisley, Scotland. She will

be 210 ft. long, 40 ft. beam at the deck, 37 ft. beam at the water line; with a depth of 16 ft. She will be well subdivided and have steel deck-houses and decks throughout. There will be 66 state-rooms for passengers, and a nice dining saloon finished in mahogany and satinwood. The social halls, smoke rooms, etc., will all be beautifully done in hardwood, and she will have all modern conveniences, including running water in the state-rooms. The motive power will consist of two boilers 16 ft. in diameter by 12 ft. long, with forced draught on closed stokehold system. She will be driven by twin screws, actuated by two sets of engines, 16, 27, 44, by 30. Her mean draught will be about 11 ft. and her speed 14 knots on service. She is being built to class 100A1 at Lloyds, and will be used in the company's various services on the B.C. coast.

The contracts require that both vessels be finished before Nov. 1. Upon completion they will proceed to Victoria under their own steam.

### Vessels Removed from the Register.

The following vessels were removed from the register during Jan. and Feb., for the reasons assigned:—Steam—Albatross, Vancouver, 26 tons, wrecked; Emulator, Toronto, 17 tons, broken up; Enterprise, Vancouver, 8 tons, wrecked; Halifax, Halifax, 169 tons, burnt; Maud S., Collingwood, 11 tons, broken up; Odessa, Collingwood, 8 tons, broken up; Ottawa, Sarnia, 420 tons, burnt; Rothesay, Vancouver, 348 tons, broken up; Shawatlans, Vancouver, 8 tons, burnt; Surrey, 8 tons, broken up; Sailing—Acacia, Barrington, 99 tons, wrecked; Caledonia, Liverpool, 188 tons, transferred to West Indies; Canada, Vancouver, 304 tons, lost; Cartagena, Liverpool, 199 tons, condemned; Emperor, Lunenburg, 51 tons, broken up; Florence R. Hewson, Annapolis Royal, 289 tons, abandoned at sea; Gladys F., Lunenburg, 72 tons, transferred to Newfoundland; Hector, St. John, 498 tons, transferred to Newfoundland; James W. Cousins, Digby, 87 tons, wrecked; Lion, Lunenburg, 40 tons, broken up; Mariner, Halifax, 56 tons, broken up; Mary Hendry, Liverpool, 249 tons, transferred to West Indies; Mersey, Liverpool, 191 tons, transferred to West Indies; Montrose, Shelburne, 198 tons, stranded; Zoulou, Weymouth, 12 tons, wrecked "25 years ago."

### LIST OF STEAM VESSELS REGISTERED IN CANADA DURING JAN. AND FEB., 1910.

Name	No.	Where and When Built.	Engines, etc.	Length	Breadth	Depth	Gross Tons	Reg. Tons	Port of Registry	Owners
Arthur B....	126,735	Port Townsend, Wash., 1897	Screw 7 n. h. p.	69.0	25.0	6.5	135	92	Vancouver, B. C.....	H. Weeks, Vancouver, B. C.
Aspy.....	122,588	Shelburne, N. S., 1910.....	" 42 " "	113.0	25.0	8.6	215	99	Yarmouth, N. S. ....	North Shore Steamship Co., Sydney, N. S.
Chidori.....	126,732	Steveston, B. C., 1909.....	" 1 " "	34.7	8.5	3.9	8	5	Vancouver, B. C.....	O. Mori, Vancouver, B. C.
Chilco.....	126,512	Quesnel, B. C., 1909.....	Paddle 12 " "	80.0	16.4	3.2	129	75	Victoria.....	Fort George Lumber & Nav. Co., Vancouver, B. C.
Daisy.....	88,375	Comox, B. C., 1885.....	Screw 11 " "	71.0	14.4	5.6	47	25	".....	A. Berquist, Sidney, B. C.
Fishmaid.....	126,278	Steveston, B. C., 1909.....	" 5 " "	39.8	10.3	4.2	13	10	New Westminster B. C.	G. MacKie, M. O., New Westminster, B. C.
Helen M. Scanlon.....	126,731	Vancouver, B. C., 1909.....	Paddle 9 " "	124.0	27.2	5.0	358	209	Vancouver, B. C.....	Brooks-Scanlon Lumber Co., Vancouver, B. C.
Kingpin.....	126,733	" " " " 1910.....	Screw " " "	33.0	8.5	4.3	11	7	".....	J. S. Gall, Vancouver, B. C.
L. C. L. V.....	126,510	Victoria, B. C., 1909.....	" 24 " "	27.6	8.8	3.8	9	6	Victoria.....	J. T. Adams and J. J. Young, Victoria
Nattose.....	126,640	Seattle, Wash., 1899.....	" 4 " "	52.0	17.6	6.6	37	25	Vancouver, B. C.....	G. P. Ashe, Coutts, Alta.
Quascilla.....	126,639	" " " " 1906.....	" 2 " "	33.0	11.8	4.0	13	9	".....	J. and W. L. Ford, Hornby Island, B. C.

### LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA DURING JAN. AND FEB., 1910.

LIST OF SAILING

Name	No.	Where and When Built	Rig	Length	Breadth	Depth	Reg. Tons	Port of Registry	Owners
Amorita.....	126,638	Seattle, Wash., 1906.....	Sloop ..	31.0	10.3	4.3	8	Vancouver, B.C.....	J. A. Richardson, Vancouver, B.C.
Annie L. Spindler.....	126,585	Lunenburg, N.S., 1910.....	Schr.....	108.4	25.8	10.8	954	Lunenburg, N.S.....	E. Spindler, M. O., Lunenburg, N. S.
Kirk I.....	126,734	Vancouver, B. C., 1894.....	Scow.....	69.0	24.4	6.4	102	Vancouver, B.C.....	A. R. Bissett, Vancouver, B.C.
Mule.....	122,589	Belliveau's Cove, N. S., 1910.....	Sloop ..	93.3	30.0	6.4	146	Yarmouth, N.S.....	H. B. McCann, M. O., Yarmouth N.S.
P. S. B. Co., No. 1	126,637	Vancouver, B. C., 1910.....	Scow.....	74 0	30.2	7.2	154	Vancouver, B.C.....	Progressive Steamboat Co., Vancouver, B.C.