

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. 21, May 4.—Temporary Range Lights—Main Channel, Parry Sound.—On the western Lyon rock has been erected a white-washed pyramidal beacon which from a height of 20 ft. above water exhibits a fixed white light visible in the line of the range towards Gordon rock channel 6 miles. On the south end of the large heavily timbered island next north-east of Knightsleigh Island has been erected a similar beacon which also from a height of 20 ft. above water exhibits a fixed white light visible in the line of range 6 miles. These two lights in one bearing S.E. by E. lead through the channel at Gordon rock in 5 fathoms least water. On the south-east side of Harold Point (Kill Bear Point) has been erected a whitewashed pyramidal beacon surmounted by a pole which from a height of 25 ft. above the water exhibits a fixed white light visible in the line of range 8 miles. On the main land 1,300 ft. N.E. by E. $\frac{3}{4}$ E. from the front light is erected an exactly similar beacon & pole which from a height of 50 ft. above the water exhibits a fixed white light visible in the line of range 8 miles. These two beacons & lights in one bearing N.E. by E. $\frac{3}{4}$ E. lead fairly between Nias Islands & Carling Rock on the north-west & Rose Island, Hugh Rock & Cameron Island on the south-east. In passing through the channel the range should be held exactly on to lead past a rock with 19 ft. water on it (black buoy) lying east 2,000 ft. from the east side of Nias Island & also to lead past a rock with 16 ft. water on it (red flag buoy) lying W. by S. $\frac{3}{4}$ S. 2,000 ft. from Cameron Island beacon. These rocks lie only 50 yards off the line of range, one on each side.

SAILING DIRECTIONS.—A vessel entering Parry Sound after passing the 15 ft. spot off Hooper Island should either return to the Jones Island—Gordon rock range, or bring the above range on bearing S.E. by E. to pass through the Gordon rock channel. Keep this on until the lights on Harold Point are seen clear of the south-east point of Nias Island, when haul up for Hugh Rock light bearing E. $\frac{1}{4}$ N. until the lights on Harold Point come in line bearing N.E. by E. $\frac{3}{4}$ E. Keep them exactly on until abreast of Cameron Island when proceed as directed in Notice to Mariners no. 15 of 1898. If leaving Parry Sound, before passing Cameron Island, see that the Harold Point range is exactly on bearing N.E. by E. $\frac{3}{4}$ E. Keep it so until between Hugh & Gordon Rock, when haul up for Gordon Rock bearing W. $\frac{1}{4}$ N. until the Lyon Rock range comes on to lead through Gordon Rock channel bearing S.E. by E.

Steer on this range (Red rock light should be seen a little on the port bow) until the Jones Island—Gordon Rock range comes on, when haul over for Twin Rocks for a short time to avoid the 15 ft. spot off Hooper Island. When Pancake Island comes abreast (it can generally be made out even on a dark night) a vessel will be abreast of the shoal & may haul over to get the range on again & she must keep it so. This affects Admiralty charts 327 & 1731.

No. 22, May 10.—Color of Buoy on Middle Ground, Midland Harbour.—1. The buoy on Midland Bay shoal, Midland Harbour, Georgian Bay, is a red spar buoy & not a black buoy as shown on charts. This affects Admiralty charts 327, 678 & 2102.

2.—Russell Island (Upper) Light no. 12.—Notice has been received from the U.S. Light-house Board that on or about May 5, 1898, the fixed red lantern light will be moved to & established on the structure on the upper end of

the shoal at the head of Russell Island, & about 3,600 ft. N. by E. $\frac{3}{4}$ E. from Russell Island light no. 11, with which it will form a range to guide in the St. Clair River above the head of the shoal. The light will be 14 ft. above water. The structure consists of a crib, in 15 ft. of water, surmounted by a white lantern house, from the top of which the light will be shown. This affects Admiralty charts 330, 332 & 678.

No. 23, May 10.—Government Rifle Range, McNab's Island, N.S.—1. The usual annual notice has been issued by the Chief Staff Officer of the Imperial troops in garrison at Halifax with reference to target practice on McNab's Island, commencing May 10, as follows: Owing to the extreme range of the Lee-Metford or magazine rifle, with which the musketry training of the troops will in future be conducted, & with a view to the better protection of the public, it has been found necessary to demarcate more clearly the area of water seawards, & to the south of above ranges, liable to be struck by spent or ricochet bullets. This area has been marked by four spar buoys, placed at intervals between the Thrum Cap Shoal & the Eastern Passage, at a distance of 3,000 yards from the stop butts. The buoys mark the extreme limits of the danger zone. The spars are painted red, & are surmounted by cross heads painted red & white. Any ship or boat passing inside these buoys, during the hours of practice, incurs serious risk, & no attempt should, under any circumstances, be made to cross the aforesaid area as long as the red flag hoisted at the south end of McNab's Island is left flying.

2.—No Hand Fog Horn at Cape Gaspe Light Station, N.S.—There is no hand fog horn at Cape Gaspe light station, as stated in the Canadian list of lights & fog signals. A statement to this effect in the column, under the no. 509 in the 1897 list, should be struck out.

No. 24, May 14.—Navigation on the Stikine River, B.C.—The Department of Marine has made arrangements for a system of signalling at Little Canyon on the Stikine River to prevent collisions. Immediately after the opening of navigation a station will be established at each end of the Canyon, at which signals will be displayed for the guidance of vessels. A white ball or disc hoisted on the top of a mast will denote that the channel is clear, & that a vessel may enter the Canyon from the end at which the ball is displayed. A black drum or square will denote that the channel is not clear & a vessel must not enter the Canyon on any consideration when the drum is displayed. The drum & ball shown together will be a signal between the two stations for information of the signal men, & no vessel may enter the Canyon when this signal is shown. In the event of vessels approaching the Canyon from both ends simultaneously, the upward bound vessel will be held below the Canyon until the descending vessel has run the Canyon. One prolonged blast of a steamer's whistle will be a request to the signal men to give the all clear signal. In any other part of the river within Canadian territory if a vessel is warping up, a downward bound vessel must keep clear of her & her warping lines, stopping & tying up if necessary to prevent collision. In the event of 2 vessels simultaneously approaching where warping is required, the upward bound vessel must allow the downward bound vessel to pass before running out her warping lines. Two long blasts followed by 2 short blasts of a steamer's whistle will be a signal that she is actually engaged in warping.

No. 25, May 14.—British Columbia.—1.—**Dangerous Rocks in Race Passage.**—Information has been received from the Commander of H.M. surveying ship Egeria of the location of a dangerous rock with 10 ft. water on it at low water spring tides in Race Pas-

sage, Johnstone Strait. This is the rock reported by the Master of the ship Richard III., as described in Notice to Mariners no. 14 of 1898. It occupies nearly the position given on Admiralty chart no. 581 as 7 fathoms, Ripple shoal, & bears S. 42° $30'$ W. from the extreme of Eden point, Thurlow island, distant 1.2 miles. Also of a pinnacle rock with 20 ft. water on it in the position occupied by 9 fathoms on Admiralty chart 581, with the extreme of Eden point bearing N. 23° E. distant 0.95 mile, or $4\frac{1}{2}$ cables from the 10 ft. rock.

2.—Buoyage of Northern Channels.—1. **RIPPLE ROCK.**—A steel can buoy, painted in red & black horizontal bands, was on April 23rd moored in 6 fathoms water near the 10 ft. spot on Ripple shoal above described. Lat. N. 30° $24'$ $0''$; Long. W. 125° $51'$ $20''$. This affects Admiralty charts 581 & 1917, & B.C. Pilot, 1888, pg. 207.

2. **DALL PATCH.**—A square, steel platform buoy, surmounted by a pyramidal wooden slatwork with a diamond-shaped topmark, the whole painted in red & black horizontal bands was, on April 25 moored on Dall Patch, Seaforth Channel, to replace the less conspicuous spar buoy heretofore maintained there. The buoy is moored in 2 fathoms water close to the more easterly and shoaler part of the patch. Lat. N. 52° $13'$ $0''$; Long. W. 128° $11'$ $1''$. This affects Admiralty charts 1923 B & 2449, & B. C. Pilot, 1888, pg. 372.

3.—**Hewitt Rock.**—A black steel can buoy was, on April 25 moored in 3 fathoms on Hewitt rock, Hiekish narrows, Finlayson channel. Lat. N. 52° $52'$ $50''$; Long. W. 128° $30'$ $40''$. This affects Admiralty chart 1923 B. & B. C. Pilot, 1888, pg. 387.

4.—**Dangers in Alice Arm & Approach.**—

1. **PADDY PASSAGE UNSAFE.**—Paddy passage, on the east side of Brooke island, Observatory Inlet, is reported by local Indians to be unsafe for navigation, & should not be used until examined.

2. **ROCK OFF LARCOM ISLAND.**—The rock marked awash on Admiralty chart 2458, off the south-east extremity of Larcom island, shows 3 ft. at high water.

3. **ROCK OFF SOUTH END OF LIDDLE ISLAND.**—A rock, drying about 6 ft. at low water, lies $1\frac{1}{2}$ cables west from the south extreme of Liddle Island. A line from the north extreme of Perry Bay Point past the south extreme of Liddle Island passes through the rock.

4. **ROCK IN PASSAGE BETWEEN LIDDLE ISLAND AND DAVIES POINT.**—A rock on which a depth of 10 ft. at low water has been found lies between Liddle island & the point separating Hastings arm from Alice arm, which will hereafter be known as Davies point. The rock lies nearly in the middle of the passage, where 16 fathoms are shown on the chart. The channel on the west side of the rock is recommended, being the wider, with six fathoms in the middle. There is a ridge between the island & the point with a greatest depth of 8 fathoms. Sextant angles to locate the rock are as follows: Hans point & Davies point, 83° ; Davies point & east tangent Brooke island 109° $52'$.

5. **ALICE ROCK.**—A dangerous rock, with 7 ft. on it at low water, exists in Alice arm, $1\frac{1}{4}$ miles north of Liddle island, almost in mid-channel, & nearly where the soundings of 39 fathoms, no bottom, is shown on the chart. There is deep water between the rock & the point on the western shore, & 13 fathoms between the rock & the eastern shore. The west tangent of Liddle island is one with the west tangent of Brooke island clears the rock $\frac{1}{2}$ cable to the eastward. The channel east of the rock is the wider & should be used. Sextant angles to locate the 7-ft. spot are as follows: Hans point & tangent of point north of Sophy island, 154° $18'$; last named point & Davies point 36° $9'$.

This affects Admiralty charts 2431 & 2458, & B. C. Pilot, 1888, pgs. 477 & 478.