

curing. Following is the full text of the judgment: That the steamship *Empire* (so called) was not a licensed vessel inasmuch as she carried no proper certificate of registry as such. That this vessel appears to have been navigated throughout in a most haphazard manner and with total disregard to all rules and regulations. There were no proper appliances handy by which the man in the wheel house could communicate with the engine room. There were no certificated deck officers on board except Oliver Gillespie, who disclaimed all responsibility as master, and emphatically denied that he had chartered the vessel to L. J. A. Rosa, on the understanding that he (Gillespie) was to be master. On inspecting the charter party this statement was found to be absolutely incorrect, as one of the sections thereof distinctly states that the vessel was chartered on the condition that Captain O. Gillespie should retain command. In consequence of the steamship *Empire* (so called) not being kept on the south side of the channel, in rounding gas buoy 174M, which is on the north side, she came into collision and sank the tug *Hosanna*, which was proceeding up the river on her proper side of the channel; the tug being forced right over the said buoy, breaking the lantern of same. In view of all these facts, the Court finds that the officers and crew of the *Hosanna* are in no way to blame for the casualty. That the steamship *Empire* (so called), owned by Capt. O. Gillespie, was entirely to blame for the casualty which resulted in the sinking of the tug *Hosanna*. Taking into consideration also the wilful misstatements of the master, O. Gillespie, throughout the investigation, the Court considers that he is not a fit and proper person to hold a certificate, and his certificate of competency as master of a passenger steamer in the inland waters, No. 4813, is cancelled. The Court considers that further inquiry should be made into the running of this vessel under a wrong name—her proper name apparently being *White Star* not *Empire*—and with certificates of inspection that had expired for some time. In addition to the above facts, evidence was adduced that after the collision with the *Hosanna*, the *Empire* (so called) had carried excursionists without having a proper license, and without a regular passenger certificate.

Improvement of Fog Horns.

G. De W. Green, Toronto, writes as follows: "The numerous collisions which occur between vessels at sea during the prevalence of fog, and the narrow escapes which we occasionally hear of, but which are generally kept discreetly quiet by captains and vessel owners, would seem to show that the system of fog horns as at present in use is by no means perfect or satisfactory. One defect in them is that, although the sound of a fog horn may be heard by the crew of another ship, there is no means of telling in what direction the vessel on which it is sounded is going, or even where it is, because fog renders futile all reliable calculations as to distance and direction. And again, all or nearly all fog horns, I believe, whether on vessels or on dangerous points of land, are pitched on the same note, which is also conducive to errors, which in some cases end disastrously, as, for instance, when the captain of the steamer *Montreal*, lying in the Straits of Belle Isle in a fog some years ago, mistook the fog horn of the steamer *Lake Erie* for the fog horn on Cape Ball, and steaming north to avoid the supposed danger of the Newfoundland coast crashed on to Belle Isle, when the boat became a total wreck—fortunately, without loss of life.

"Now, why should not vessel fog horns be built with a musical scale of not less than five notes, and more if necessary. Taking the scale of C major, the notes would be C, D, E, F, G. To avoid confusion with lighthouse and shore fog horns, a vessel should never use less than two notes, and the order in which these notes are sounded should serve to show in what direction the ship is moving. As an example of what could be arranged:

The notes C, D, would mean 'Going due north.'

The notes D, C, would mean 'Going due south.'

The notes C, E, would mean 'Going due east.'

The notes E, C, would mean 'Going due west.'

The notes C, D, E, would mean 'Going due northeast.'

The notes C, E, G, would mean 'Going due northwest.'

The notes E, D, C, would mean 'Going due southeast.'

The notes G, E, C, would mean 'Going due southwest.'

"The intermediate points of the compass, such as NNE, SSW, etc., could all be indicated by adding another note or two to the scale. This is based on all vessels going north and east using the ascending scale, and those going south and west the descending scale.

"There would be a little difficulty, of course, as regarding sailing vessels that had no steam for sounding their fog horns, and would necessitate their carrying a supply of horns pitched on different keys to be used by the blower in their proper order. Such, in brief, are the suggestions I would make, and should these ideas or similar ones be utilized with the result of making sea-travel safer and freer from the risks which now attend it, these few lines will not have been written in vain."

Lake Freight Situation.

Our Winnipeg correspondent wrote on Oct. 16 as follows:—The old story of blockades at the eastern elevators which has been to the fore for the past few months is again an actuality, as Depot Harbor, Midland, Collingwood, Owen Sound, Meaford and Point Edward, Ont., are already blocked on account of lack of cars to keep them clear, and the loss of the Midland and Goderich elevators by fire is now being severely felt by the grain trade. This elevator blockade every fall is a matter that should be looked into by the Government, as the diversion of a large portion of the Canadian crop to Buffalo and other U.S. ports is a much more serious matter than appears on the surface. If this traffic were held to Eastern Canadian channels, it would give employment to thousands of Canadians and the spending of thousands of dollars for wages of railway, elevator and other employes, to say nothing of the loss to Canadian banks, through the business being handled by Buffalo and New York. Buffalo will this season secure at least 50% of the Canadian crop, as at the present writing alone, some 6,000,000 bushels of wheat have been contracted for by U.S. vessels, to move from Fort William to Buffalo, which is a mere drop in the bucket to what will move at that port later. Canadian vessels are now getting 3c. to Bay ports and the same rate is in effect via U.S. vessels to Buffalo, while the Canadian vessels are refusing to go to Buffalo at all at present. This is a serious matter, as the Canadian owners will find that with Georgian Bay elevators blocked, they will be forced to look for business to any port and by the time they start looking for Buffalo business, they will find that the U.S. lines have taken everything in sight. Grain rates for Nov. shipment are now quoted at 4c., Buffalo. Coal is still moving to Fort William in considerable quantities, almost entirely in U.S. bottoms.

Notices to Mariners.

The Department of Marine has issued the following:—

No. 83. Sept. 7.—Quebec—199. River St. Lawrence, Lake St. Peter, Louiseville ranges, foundation of front lighthouse placed.

No. 86. Sept. 15.—Nova Scotia—203. South coast, Sober Island to Ebor Secum, buoys established. Prince Edward Island—204. East coast, Murray Harbor, Beach point, storm signal station established.

No. 87. Sept. 18.—Quebec—205. River St. Lawrence, float placed off the east side of Ile Ste. Therese.

No. 88. Sept. 25.—Nova Scotia—206. East coast, Scatarie Island, north-east point, change in fog alarm.

Hay Lake channel, Nine Mile Point, alteration in buoyage.

No. 89. Sept. 25.—British Columbia—207. Strait of Georgia, Sandheads at entrance to Fraser River, lightship established, bell buoy discontinued, light discontinued.

No. 90. Sept. 25.—Ontario—208. St. Joseph channel, lighthouse moved from North Sister rock to West Sister rock.

No. 91. Oct. 2.—Ontario—209. Lake Ontario, Toronto harbor, eastern entrance, storm signal. 210. Lake Erie, Pelee Island, storm signal. 211. Lake Huron, east side, Southampton, storm signal. 212. Lake Superior, Thunder Bay, Fort William, storm signal.

No. 92. Oct. 2.—New Brunswick—213. South Coast, Bay of Fundy, Beaver harbor, Drews head, change in character of light. 214. South coast, Bay of Fundy, Point Lepreau, storm signal. Nova Scotia—215. Cape Breton Island, east coast, Morien or Crew Bay, Port Morien, storm signal.

No. 93. Oct. 3.—Nova Scotia—216. South coast, Madame Isle, Petitdegat inlet, bell buoy established.

No. 93. Oct. 4.—Quebec—219. Gulf of St. Lawrence, Gaspe coast, storm signal stations.

No. 94. Oct. 5.—New Brunswick—222. Northumberland Strait, Shediac harbor, Zephyr rock, gas buoy placed for autumn.

The following has been issued by the U.S. Hydrographic Office:—

No. 39. Sept. 30.—St. Mary's River—1536.

The first of the two new transatlantic steamers for the C.P.R. is expected to be launched Nov. 11, and the second about a month later.

The Dominion cruiser *Canada* will be sent on another winter cruise to the West Indies for the purpose of training the crew in seamanship and gunnery.

The Allan-State Line has withdrawn its service between Glasgow and New York on account of the heavy charges for pier accommodation, and has replaced it with a Glasgow-Boston service.

A suggestion is made that Canada shall cancel the subsidy to the Canada-Australian line of steamers, on the ground that the recent regulations regarding the valuation of imports by the Australian Commonwealth is a discrimination against Canadian trade. The subsidizing of a direct line to New Zealand is advocated instead.

The Allan Line has placed orders with British shipbuilders for two additional turbine steamers. They are to be longer than the Victorian and Virginian, and will have a speed of 18½ knots an hour, which is one knot an hour faster than the pioneer trans-Atlantic turbine steamers. They are expected to be ready for service in the spring of 1907 at the latest.