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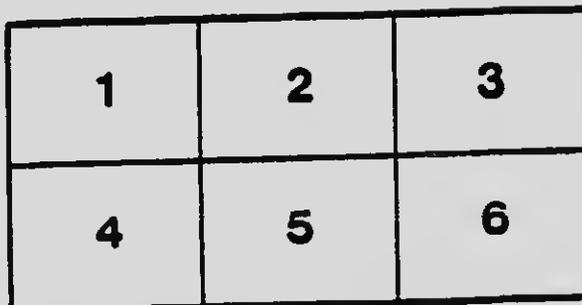
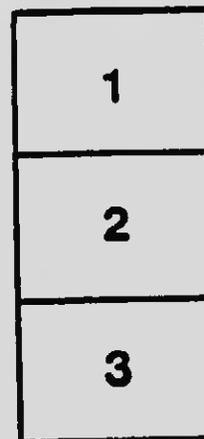
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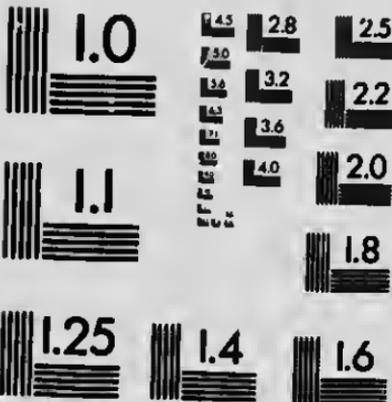
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"AS OTHERS SEE US"

Testimony of Mariners

**REGARDING THE EFFICIENCY OF THE
AUTOMATIC ACETYLENE GAS
BUOYS & BEACONS**

Manufactured by

International Marine Signal Co.

INCORPORATED

Ottawa, Canada

"AS OTHERS SEE US"



Testimony of Mariners

**REGARDING THE EFFICIENCY OF THE
AUTOMATIC ACETYLENE GAS
BUOYS & BEACONS**



Manufactured by
International Marine Signal Co.
Limited
Ottawa, Canada

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Introduction



IN this pamphlet we submit copies of letters and reports written by Captains, Pilots and others, who have seen our Automatic Acetylene Gas Buoys and Beacons in operation, and who testify as to the efficiency of our system.

THE various communications are fully explanatory, and we have no comment to make thereon, except to state that in view of such testimony we think we may fairly claim that the lights furnished under our system give the highest satisfaction to mariners generally.

International Marine Signal Co.
Limited

Ottawa, December, 1906.

8



RECORD OF PROGRESS

MADE BY US

Although we have only been in active business for about four years and in the export field for about 18 months, we have sold no less than 277 buoys and 50 beacons.

Such buoys are located as follows:—

CANADA.

In the Gulf and River St. Lawrence.
Along the east coast of Nova Scotia.
In the Bay of Fundy, New Brunswick.
In Northumberland Strait.
Miramachi Bay.
Bay Chaleur.
Georgian Bay.
Lake Huron.
Detroit River.
Lake Erie.
Lake Superior.
On the Pacific Coast.

UNITED STATES.

At the entrance to New York Harbour.
Frying Pan Shoals—off Charleston, S. C.
Chesapeake Bay.
Cape Henry—off Norfolk, Va.

BRAZIL.

Rio de Janeiro.
Mouth of the Amazon.
Fortaleza.
Maranho.
Pernambuco.
Florianopolis.
Rio Grande do Sul.

PANAMA.

Nine Buoys are used in connection with Canal work.

ENGLAND.

In the Mersey.

INDIA

At Karachi.

KOREA.

At Chemulpo.

Our beacons are located along the British Columbia Pacific Coast and at the following points in Brazil.

Maranhao.
Rio Grande do Norte.
Pernambuco.
Bahia.
Rio de Janeiro.
Santos.
Rio Grande do Sul.
Paranagua.

There are also two in the United States, one at Galveston Jetty and the other at Wilmington; one in Guatemala; one at Chemulpo Korea and one in Austria.

CUNARD LINE.

R. M. S. "MAURETANIA,"

Pier 54, NORTH RIVER, NEW YORK.

July 18, 1908.

Dear Sir --

I beg to thank you for the copy of catalogue, descriptive of your system of aids to navigation in the form of Automatic Acetylene Gas Buoys and Beacons.

With regard to your questions—

I am glad to be able to inform you that I consider your buoys a very great boon to all navigators. They are undoubtedly infinitely superior to Compressed Oil Gas Buoys in the brightness and penetrating power of their light and, *in hazy weather, are of inestimable help to the shipmaster.*

Making New York in dirty weather two voyages ago your buoy, located just outside the Gedney and Ambrose Channels at the entrance to New York Harbour, was plainly visible for a considerable time before I was able to see the light of Sandy Hook Light Vessel.

I am, Sir, yours truly,

(Sgd.) JOHN PRITCHARD,
Master.

The General Manager.

INTERNATIONAL MARINE SIGNAL CO., LTD.

CUNARD LINE.

R. M. S. "LUCANIA."

NEW YORK, May 18/08.

Dear Sir,—

In reply to your letter of May the 8th asking my unbiased opinion of your Acetylene Gas Buoys, I beg to say that the only ones that I have seen are those at the entrance to New York Harbor; one at the entrance to Gedney's Channel and one at the South West Spit, and I am bound to say that the one at the entrance to the Gedney's is a decided improvement on anything in the shape of Buoys that I have ever met with. It can both be seen and heard better than any buoys I have had to look for, the said buoy at Gedneys is as good, and even better than many a lightship *and has often been seen above a low lying fog when the old buoy alongside it was entirely obscured*, and with such buoys placed at the entrance to and in the Channels of the various Harbours, I should say the days of the ordinary Gas Buoys are numbered.

Thanking you for the Catalogue received and wishing you every success, I remain, Dear Sir,

Yours respectfully,

(Signed) R. C. WARR,
Master R. M. S. "LUCANIA."

JOHN BAIN, Esq.

CUNARD LINE

ROYAL MAIL STEAMSHIP "CAMPANIA,"

NEW YORK, July 28/08.

TO THE INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA, CANADA.

Gentlemen,—

I have the honour to acknowledge receipt of your communication of the 4th inst. together with Catalogue which you were good enough to send me.

I have had several opportunities of observing the buoys you mention in operation, particularly the large one outside Gedney's Channel, which I have seen coming from the Eastward before I saw Sandy Hook L.V. Also as regards the sound signal, it is superior to anything of the kind I have yet seen. The general adoption of these buoys would be a boon to all navigators.

I am, Gentlemen,

Yours very truly,

(Signed) JOHN CHARLES,
Commander, R.N.R.

COMPAGNIE GENERALE TRANSATLANTIQUE.

New York, August 10, 1908.

THE INTERNATIONAL MARINE SIGNAL Co., LTD.,
OTTAWA, CANADA.

Gentlemen,—

In reply to your favor of June 29th, which I received upon my arrival at New York, requesting my opinion on the subject of the buoys, one of which is placed at the entrance to the Gedney Channel, the other at the South West Spit, I beg to state that these buoys have appeared to me entirely satisfactory as far as the intensity of the light in clear weather is concerned.

I would add that in coming up the river in clear weather, the first time that I perceived the new buoy of the Gedney Channel, of which I ignored the existence, I was struck by its brilliancy which I found equal to that of a land-light, the power of which is much greater than that of the ordinary buoy.

I am therefore of the opinion that the use of this class of buoys would bring about a great improvement in the facilities for navigation, the light being unusually strong.

I refer only to the advantages derived from this powerful light, ignoring, of course, whether the operation of this new system of buoy has given entire satisfaction.

Very truly yours,

(Sgd.) MARIUS POIROT,
Captain French Navy,
Commander of S. S. "LA SAVOIE."

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AMERICAN LINE.

U.S.M.S. "PHILADELPHIA,"
19/6/'08.

INTERNATIONAL MARINE SIGNAL Co.,
OTTAWA.

Gentlemen,—

In reply to your request for my opinion of your new system of gas and whistling buoys, I can only say that I cannot see how there can be more than one opinion about them.

The buoys that I have had experience of in New York Harbour, are, by far, the best of any other lighted buoys that I know of. I have seen and heard them under all conditions of weather, and only wish there were more of them on my route, especially on the English coast.

Yours truly,

(Sgd.) A. MILLS,
Master.

Translation from German.

5th June, 1908.

TO THE INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Gentlemen,—

I am in receipt of your valued favor of the 20th of May in reference to your Automatic Acetylene Gas Buoys. This opportunity gives me the pleasure of expressing my opinion to the effect that *they are of the most extraordinary value to navigation.* I had frequent opportunities of observing these lights both by day and night. I have seen the light of the large whistling buoy outside of Gedney Channel from a distance of eight or nine miles and am convinced that it is by far the best buoy which I have yet seen. The Automatic Acetylene Buoys lying at the South West Spit and at the entrance to Ambrose Channel are also very excellent in regard to their powerful and far visible light as well as in respect of their perfect construction.

Respectfully,

(Signed) D. HOFFMANN,
Master S.S. "Kronprinzessin Cecilie."
Norddeutscher Lloyd, Hoboken, New Jersey.

NORTH GERMAN LLOYD S.S. CO.

HOBOKEN, NEW JERSEY, U.S.A., June 11/'08.

THE INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Referring to your letter dated May 20th, 1908, I am glad to state as far as I was able to observe in my various tours to all parts of the world, that the new Acetylene Gas Buoys as well as the large combined Gas & Whistling buoy mentioned in your letter, are the best I have seen until now.

The power of the light is strong, more brilliantly and intensively shining than the light of the compressed oil gas buoys. We were able to see the large Fairway Buoy at the entrance of the Gedney Channel immediately after coming into the range of the "Sandy Hook" L.V.'s light about 10 miles off, which proves that this buoy is a great help to our navigation nearing the Channel entrances.

I therefore can only strongly recommend these buoys as the best lighted ones in further outfitting of channels or spits or any other important points to navigation.

Very respectfully,

Yours (signed) R. NIEUCH,
Captain of the "Kronprinz Wilhelm."

WHITE STAR LINE.

S.S. "TEUTONIC,"

AT NEW YORK,

June 9th, 1908.

THE MANAGER,

THE INTERNATIONAL MARINE SIGNAL Co.,

OTTAWA, CANADA.

Dear Sir,—

In answer to your letter of May 11th, I beg to state that the buoy at the entrance to the Gedney Channel is a great aid to navigation and is the best buoy I know of. When it was removed some few weeks ago it was greatly missed.

I think the Acetylene Gas Buoy is a better all around buoy than the Oil Gas Buoy, *i.e.*, judging from the buoys in New York Bay.

Yours truly,

(Sgd.) H. SMITH.

Commander.

NORTH GERMAN LLYOD

HOBOKEN, NEW JERSEY, U.S.A. 4th June, 1908.

THE INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Referring to your favor of May 20th it is a pleasure to me to tell you that under the Buoys of your manufacture in the Harbour of New York and especially the Gas and Whistling Buoy outside of the Gedney Channel are the best and most powerful I have seen. *I remember one morning last year when I arrived before the Gedney Channel during a low lying fog when nothing else was visible but your buoy and we kept circling round the buoy for hours until the rising sun had destroyed the fog.* The whistle is of remarkable strength.

Very truly,

(Signed) H. FEYEN,
Captain S.S. "KONIG ALBERT."

ANCHOR LINE.

S.S. "COLUMBIA,"

NEW YORK, 3rd July, 1908.

INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA, CANADA.

Gentlemen,—

I am in receipt of your favour of 29th ult. I have much pleasure in testifying to the value of the gas and whistling Buoy in operation outside the Gedney Channel at the entrance to New York Harbour. *The light is splendid and were it the same height, it would be seen further than the one exhibited from Sandy Hook Lightship; as a matter of fact, I quite disregard the lightship and usually pick the buoy up first.* All the pilots I have spoken to about it are universal in their praise not only of the light but also the whistle attached; I may add that I have heard the whistle two miles off quite distinctly and that in perfectly smooth water when I should have assumed there was not enough motion to have made it sound at all.

With regard to the value of the light as compared with others in foggy weather, I am of opinion that it is more penetrating than ordinary gas lights and of course considerably better than electric, the latter being usually covered in at once.

I consider that it is of great value to navigators using the port of New York and I wish we had one or two similar lights to take the place of some I could mention situated on our own side.

I am, Gentlemen,

Yours truly,

(Sgd.) FRANCIS WADSWORTH,
Master.

AMERICAN LINE.

U.S.M.S. "NEW YORK,"
Pier 15, N. R. NEW YORK,

July, 10th, 1908.

THE GENERAL MANAGER,
INTERNATIONAL MARINE SIGNAL Co., LTD.

Dear Sir,—

I have much pleasure in expressing my opinion of the Automatic Acetylene Gas Buoys located in New York Bay.

I have no hesitation in saying they are very far ahead of the gas buoys that were there before. We now have no difficulty whatever in seeing the light of the large Fairway Buoy from outside Sandy Hook Lightship. I had a good example of this a few months ago.

The new Fairway Buoy was placed on trial for some time and we were congratulating ourselves on having such a good light, but for some reason it was taken away. On my return I could not see the light on the Fairway Buoy till I was over a mile inside Sandy Hook Lightship. It felt almost as if something had gone wrong, it takes such a short time to get used to a good thing.

The turning buoy at South West Spit is also a great boon to shipmasters.

Yours truly,

(Signed) W. J. ROBERTS,
Commanding S.S. "NEW YORK."

THE ATLANTIC TRANSPORT LINE.

S.S. "MINNETONKA,"

New York, July 10th, 1908.

MESSRS. THE INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA

Dear Sirs.—

Yours of July 4th also Catalogue duly to hand.

I have no hesitation in stating that the present Gas and Whistling Buoy at the Axis of Gedney Channel entrance to New York shows the clearest and most powerful buoy light ever seen by me; is noticeable for its whiteness, distinctive in colour to other white lights in the vicinity of it in clear or hazy weather. The Buoy on S. W. Spit is a marked Red and shows a long way.

Have not observed Ambrose Buoy; vessels at present only use this Channel in daylight.

The Buoys show a clearer and more penetrating light than those charged with Compressed Oil Gas and are a marked advance in this particular aid to navigation and give the Navigator confidence. The actual distance of visibility I have not checked but will do so.

It may, however, interest you to know that last night I saw the Gedney Buoy clearly, from the Lawn of Water Witch Club, Atlantic Highlands, this is $1\frac{1}{4}$ miles inland from the Navesink Lighthouses and about eight miles from Buoy. The occultations were regular and the colour distinct from other white lights. Our elevation being 215 ft. from sea level. Wind S. W. and clear.

Yours faithfully,

E. G. CANNONS,
Master.

th, 1908.

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WHITE STAR LINE.

ON BOARD S.S. "CEDRIC,"
NEW YORK, July 11, 1908.

THE GENERAL MANAGER,
INTERNATIONAL MARINE SIGNAL CO., LTD.,

Dear Sir,—

I am obliged for the Catalogue forwarded which is very interesting and in reply to your letter I cannot but give due praise to the Automatic Acetylene Gas Buoy system and consider it a great improvement on the previous lighted buoys you mention.

All such improvements are greatly appreciated by navigators and I wish you every success.

Yours truly,

(Sgd.) CHAS. A. BARTLETT,
Commander "Cedric."

CUNARD LINE.

ROYAL MAIL STEAMSHIP "UMBRIA,"
PIER 51, N. RIVER, NEW YORK, 14/7/'08.

THE GENERAL MANAGER,
INTERNATIONAL MARINE SIGNAL CO.,

Dear Sir,—

I beg to acknowledge receipt of your letter dated the 4th instant re Gas Buoys and Beacons, also book describing same. I would have replied earlier only, as you will see by the above, that I am not now in the "Caronia."

With regard to your Automatic Acetylene Gas Buoys and Beacons I take pleasure in stating that I have particularly noticed those placed at the approaches to New York and also one Gas Buoy off New Brighton (the which I was told was from Canada) in the river Mersey, Liverpool, England.

I consider they are a vast improvement on those that burnt oil, and the gas light is a bright and clearer light and shows a greater distance than the oil lights. Of course I cannot pass an opinion on the mechanism of your buoys, *only that I can say I have never found them out of order since first I observed them.*

Trusting your efforts for the aid of Mariners will have the success they deserve,

I am, dear Sir,

Yours truly,

(Sgd.) W. T. TURNER,
Master R.M.S. "Umbria."

,
14/7/08.

RED STAR LINE.

S.S. "KROONLAND,"
1st August, 1908.

GENERAL MANAGER,
INTERNATIONAL MARINE SIGNAL Co.,
OTTAWA.

Dear Sir,—

In reply to your letter dated July 7th, 1908, I would say that in my opinion, the Automatic Acetylene Gas Buoy of your manufacture has many advantages over the old fashioned compressed oil gas buoy. By my own experience I can state that the Acetylene Gas Buoy outside the Gedney and Ambrose Channels throws such a strong light over the waters that it is visible almost as far as the light on Sandy Hook Light vessel. *I also found that its rays penetrate mist or haze in cases where other lighted buoys could not be seen unless approached quite closely.*

I remain, yours truly,

(Sgd.) DOXRUD,
Master.

WHITE STAR LINE.

S.S. "CELTIC,"

AT QUEENSTOWN, IRELAND,

August 6th, 1908.

MESSRS. THE INT. MARINE SIGNAL CO.,
OTTAWA, CANADA.

Gentlemen,—

Your favor of July 4th with catalogue, I had pleasure in receiving and thank you for same.

Your Acetylene Gas Buoys placed at the entrance of New York Harbor, also the Rip Rap Buoy off New Brighton, Liverpool, one cannot praise too highly. I have made these buoys at night at a distance of nine miles.

I am, gentlemen,

Yours truly,

(Signed) HAMBELTON.

CUNARD LINE.

ROYAL MAIL STEAMSHIP "ETRURIA,"
NEW YORK, Aug. 6, 1908.

TO THE INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA, CANADA.

Dear Sirs,—

I beg to acknowledge receipt of your Catalogue for which please accept my thanks.

In my opinion the Automatic Acetylene Gas Buoys are superior to anything I have seen anywhere. *On approaching the Port of New York on my present voyage we picked up the Automatic Acetylene Gas Buoy at the entrance to the Gedney Channel before we saw Sandy Hook Lightship.* In comparing the new Acetylene Buoy to the old compressed oil buoy I must say that in my opinion the new Buoy is vastly superior; the light is clearer and can be seen at a much greater distance.

I remain,

Yours truly,

(Sgd.) T. POTTER.

THE ATLANTIC TRANSPORT LINE,

S. S. "MINNEAPOLIS,"

NEW YORK, N.Y.

LONDON, August, 11/08.

THE GENERAL MANAGER,
INTERNATIONAL MARINE SIGNAL COMPANY,
OTTAWA, CANADA.

Dear Sir,—

Your letter of July 4th, with copy of Catalogue duly received. I cannot speak too highly of your Automatic Acetylene Gas Buoys. *In my opinion they are so far superior to the old Compressed Oil Gas Buoys that I wonder they are not universally adopted all over the world where lighted buoys are necessary.* I have seen your buoy which is outside the Gedney Channel in all kinds of weather and have picked it up as soon as I did the Lightship; its height too gives it an immense advantage over the old Buoy which could hardly be seen till one was on top of it. In hazy weather it is easy to locate and of great help in setting a course for the Gedney Channel.

I am, Your faithfully,

(Signed) THOS. F. GATES.

Master.

WHITE STAR LINE.

On Board R.M.S. "ADRIATIC,"

12th August, 1908.

To the General Manager,
INTERNATIONAL MARINE SIGNAL CO.,

Dear Sir,—

I herewith acknowledge with thanks receipt of your descriptive Catalogue. I found it most interesting reading.

My experience of your buoys is limited to those at the entrance of New York Harbour. I must say those installed there are much superior to anything I have ever seen. In my opinion yours is a great improvement on any existing system.

Yours faithfully,

(Signed) EDWARD J. SMITH.

AMERICAN LINE.

U.S.M.S. "St. Louis,"

NEW YORK, Aug. 15/08.

THE INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA, CANADA.

Gentlemen,—

I have your letter of July 4th, 1908, also your Catalogue describing your system of lights.

I take pleasure in stating that I have had the opportunity of observing your lighted buoys at the entrance to New York (via Sandy Hook) in all kinds of weather. *The light on the combination gas and whistling buoy at Gedney's Channel is the most powerful and penetrating light I have seen on any lighted buoy, and in my opinion is quite equal in power to most lightships.* It is so far superior to the old Pintsch Gas Buoy it has replaced that they cannot be compared. The whistle is powerful and can be heard a long distance. The buoy being a high substantial structure makes a good day mark and is easily picked up in hazy weather.

Your buoys at S. W. Spit and entrance to Ambrose Channel are far superior to the Pintsch Gas buoys in Gedney's Channel and I trust before long to see the entire Channel entering New York lighted by your system.

Your are at liberty to make what use you wish with this letter. Wishing you every success in your undertaking, I remain,

Yours very truly,

(Signed) J. C. JAMIESON,
Commander.

15/08.

HAMBURG AMERICAN LINE.

"GRAF WALDERSEE"

HOBOKEN, NEW JERSEY, U.S.A., Sept. 28/08.

INTERNATIONAL MARINE SIGNAL CO.

Dear Sirs,—

Referring to your letter of the 29th June, I have the pleasure to say that the Whistling Buoy which is elevated just outside the Gedney and Ambrose Channels at the entrance to New York Harbour is the best I ever have heard. Sometimes in foggy weather and smooth sea I have heard the sound three miles off.

Also the Acetylene Gas Buoy in position at the entrance to Ambrose Channel is a very good light. I have seen same about 10 miles off. At the entrance to the Kaiser Wilhelm Canal in the river Elbe there was, two years past, an Acetylene Gas Buoy placed only for trial; I made a report for this buoy to my Company and stated that I had seen the latter Gas Light 10 miles off.

The shine of the Acetylene Gas is very clear and white and easy to distinguish from all the other lights.

Yours truly,

(Signed) P. FRIEHLICH,
Captain S.S. "GRAF WALDERSEE."

AMERICAN ASSOCIATION OF MASTERS,
MATES AND PILOTS.

UNITED HARBOR, No. 1.

Office of the General Manager.

LUTHER B. DOW.

Telephone 4132 Broad.

Battery Park Building,
Suite 102, 103, 104, 21 State Street.
NEW YORK, 20th December, 1906.

INTERNATIONAL MARINE SIGNAL COMPANY,
OTTAWA, CANADA.

Gentlemen,—

I have the honor to inform you that at a regular meeting of this Association, held at Grand Opera House, 23rd Street and Eighth Avenue, December 8th, 1906, your buoy which is on trial off Point Judith, Long Island Sound, N.Y., about one and a half miles, bearing S. $\frac{1}{2}$ E., has been endorsed. Our various representatives who will meet in Washington, D.C., January, 1907, Annual Convention, have been instructed to petition the National Association to petition and urge the Lighthouse Department to adopt your buoys.

Our attention was called to your buoy off Point Judith by several members who are masters of large sound steamers, and it was upon their recommendation that the same was adopted by this Association.

United Harbor No. 1, N.Y., has a membership of about 2,000, while the entire Association which extends from the State of Maine, California, Honolulu, T.H., Manila, P.I., and Alaska, has a membership of about 12,000 licensed masters, mates and pilots.

Respectfully yours,

(Sd.) WILBUR E. DOW.

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UNITED NEW YORK SANDY HOOK PILOTS'
ASSOCIATION.

17 State Street, New York, Dec. 18/07.

UNITED STATES MARINE SIGNAL Co., LTD.

Gentlemen,—

Relating to a personal interview with your representative on December 17th, 1907, in reference to the views of the pilots of New York, relative to your buoy outside of Gedney's Channel, I would state that we consider it a great aid to navigation as the brillianey of its light goes far toward helping pilots pick up Gedney's Channel especially in hazy weather.

Very truly,

(Signed) J. F. HOPKINS,
President N.J. Pilots' Association.

(Signed) W. L. McLAUGHLIN,
President N. Y. Pilots' Association.

Extract from a letter received by us under date 6th November, 1907, from Herm Stoltz & Company of Rio de Janeiro who are our agents for Brazil.

"Our Mr. Lohner went yesterday with the Director of the Lighthouse Board and his two secretaries, to fill the two No. 8 buoys with new carbide. They were all agreeably astonished to discover that both buoys were still $\frac{3}{4}$ full of carbide. Mr. Lohner examined thoroughly if there was some irregularity (i.e. if the carbide was petrified at the ground) but everything was found in the best condition. It seems therefore that the charge of carbide in your buoys lasts for 10 months to 1 year, instead of six months. We would like to know if you have had the same experience on other buoys already furnished. The beacon has been found on the very same conditions."

Report of Mr. J. Nickels, Captain of the S.S. "LA PLATA,"
to his Company, the Hamburg-American-Line.

HAMBURG, 31st Dec. 1907.

Acknowledging receipt of your favor concerning Acetylene
Gas Buoys I beg to report the following:

Generally speaking I refer to the report of last passage about
the new Buoys at the mouth of the Para River. Thereupon they
burn exceedingly bright, and are to perceive very good and far
away. The distinction in comparison with the old fires of other
systems hitherto in use is extremely amazing, so that the navi-
gation has been remarkably facilitated by means of these buoys.

The buoys are decidedly recommendable.

Yours faithfully,

(Signed) J. NICKELS.

LAMPSON & HOLT LINE.

NEW YORK.

To the Manager,
INTERNATIONAL MARINE SIGNAL CO.

Dear Sir,—

I wish to inform you what a boon your excellent Buoy Light is to the Mariner.

On the night of the 29th August, 1908, when approaching New York Harbor I was surprised at the distance I saw the whistling buoy Light at the entrance of the Gedney Channel. In fact at first I did not think it was it, as the light showed so powerful. The night was dark with a slight haze, nevertheless I saw the light 14 miles; height of buoy 34 feet. I wish you would get your buoys on Cape St. Roque, Pt. Piedras, North of Pernambuco, Pt. Acadas Terros, North of Bahia, S. Antonio Bank of Bahia Harbor, Cape San Thome, Brazilian coast, so as to assist us to make time with safety on that dangerous coast.

Yours truly,

(Sgd.) A. MATHISON,

Master

S.S. "TINTORETTO."

4-9-'08.

LAMPORT & HOLT LINE.

S.S. "BYRON,"

NEW YORK, Oct. 25, 1908.

INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA.

Gentlemen,—

Your letter of July 9th, also copy of Catalogue. I beg to acknowledge and thank you for same, apologising for tardiness in doing this. The only buoys of your system that I am familiar with are those at the entrance of New York harbor and in Rio de Janeiro. In approaching Sandy Hook from the S. Sh. I have seen the light on your buoy off the entrance to the Gedney Channel before that of the Lightship. It certainly is a splendid light. I am glad to hear that you are shipping a number for use on the Brazil coast. They can be made no end of a boon to the navigator in those waters where lighthouses are not too numerous and light vessels, less so. *Indeed the light vessels would be unnecessary if such lights as your 11 x 14½ were adopted.*

I see that the two lights placed for test purposes in the harbor of Rio have been accepted and rightly so. They gave an excellent light. There can be no two opinions as to the service of such buoys when judiciously placed would be to the mariner, or to their superiority over the ordinary gas buoy.

Yours faithfully,

(Sgd.) A. CADOGAN,
Master.

COMBINATION GAS AND WHISTLING BUOYS,
AT THE MOUTH OF THE AMAZON, BRAZIL.

Report of Captain Rolin, of the S.S. Rio Parde, to his Company, the Hamburg-Sudamerikanische Dampfschiffahrts Gesellschaft, Hamburg:—

“I had opportunity to see the Willson Gas Buoys on the voyage to the Amazonas (Brazil), and my opinion is that they are exceedingly good ones. The light (Gaviotas Buoy) was bright and clear and could be seen at a distance of 13 (thirteen) miles; the whistle and the bell could be heard at 2 miles distance.”

(Signed) ROLIN.

Mr. Albert Ross, Captain of the United States Navy and a Member of the Lighthouse Board of that country, was instructed by the Board to make a special investigation into our system. His report, dated Oct. 3rd, 1906, which is published in pamphlet form by the Government Printing Office, Washington, is of the most favorable character. Copies of this report can be procured on application to the publishers. In part Capt. Ross states:—

“On my tour of inspection I examined the Willson low pressure buoys which had been in position on the St. Lawrence since April. All were found in most excellent condition. The tips were as clean as when the buoys were put in position. Only one change had been made in any of them during the summer, and this a small alteration in the occulting mechanism. In the examination I landed on a buoy, and the vessel backed off. The stability in a swift current may be judged from the photographs and from the fact that when the vessel backed off and away from the buoy I was left with three other men on the lantern platform. These buoys ride well in strong currents, and with the different changes that can be made to adapt them to all circumstances, the whistle, bell, large lens, occulting lights, and submarine signal apparatus, seem to fill perfectly all requirements of the most efficient aid to navigation that has been offered to mariners. The advantages offered are greater than any other system. The duration of service depends only on the strength of light desired and the carrying capacity of the carbide chamber. The season requiring lights about eight months, selection of sizes is governed accordingly. The most notable instance of long service is that of an acetylene buoy that burned for fifty-three weeks. The carbide charge was not then exhausted. The buoy was taken up for painting.”

LIVERPOOL, ENGLAND, December 10th, 1907.

*THOMAS L. WILLSON, ESQ.,
193 Sparks Street,
OTTAWA, CANADA.

Dear Sir,—

Sir William Van Horne has forwarded me your letter of November 19th, expressing your desire to have the opinion of our Captains upon your automatic acetylene gas buoys manufactured by the International Marine Signal Co. I have thought it perhaps not desirable that you should receive letters from these men individually, but I have canvassed most of them, and can safely give it to you as their opinion that the buoys now installed in the St. Lawrence, The Gulf, and the Bay of Fundy are all that could be desired, and are far superior to anything with which they have had experience on this side of the Atlantic.

I have been talking about these buoys to Mr. Miles Kirk Burton, the Manager of the Mersey Docks & Harbour Board, and he has expressed a desire to be furnished with full particulars and details of them. I think, therefore, that if you agree with me, it would serve a good purpose were you to send him the details he asks, or, if you prefer it, to send them through me.

Yours truly,

(Signed) A. PIERS,

Manager of Steamship Lines,
Canadian Pacific Ry. Co., Liverpool.

Mr. Willson is the president of our company.

CANADIAN PACIFIC RAILWAY COMPANY.

VICTORIA, BRITISH COLUMBIA, CANADA, 12th March, 1908.

INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Gentlemen,—

Replying to your enquiry as to our opinion of the Automatic Acetylene Lighted Gas Buoys and Beacons on this coast, beg to say that *I have yet to meet a Captain or Pilot who does not speak in the highest terms of these aids to navigation.*

I know from my own observation that the lights are much more powerful than the 30 day Wigham Lights which they have in many localities replaced.

At the Fraser River Sandheads, where we have a Lightship and an Acetylene Gas Buoy quite close together, although the Lightship carries her light at a greater elevation than the Gas Buoy it is quite common to pick up the Gas Buoy first. This particular Buoy is frequently seen at a distance of 10 knots.

The buoys and beacons in British Columbia, extending to the Alaskan Boundary, are giving such thoroughly good satisfaction that the United States Masters and Pilots are recommending them in the strongest terms for use in Alaskan waters.

We now have several Combination Whistling and Gas Lighted Buoys on the West Coast of Vancouver Island—one particularly fine buoy on Swiftsure Bank, and one at the entrance to Kyuquot Sound. These buoys are constantly subjected to a very rough sea, and apparently the only necessity for extra precaution in such exposed locations is in the matter of moorings. The light and whistling features are all that could be desired.

These unwatched lights are handled in groups by a Government steamer, which attends to the re-charging of them, and in this way shipping is unquestionably furnished with a maximum in the way of lights at a minimum of cost.

Yours truly,

(Signed) J. W. TROUP,
General Superintendent.

ALLAN LINE.

MONTREAL, S.S. "VIRGINIAN,"

November 20th, 1907.

THE INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA, ONTARIO.

Gentlemen,—

It gives me pleasure to congratulate you on the excellent character of the Acetylene Gas Buoys which have been placed in the St. Lawrence by your Company at the instance of the Dominion Government.

My observation of these Buoys during the present season of Navigation convinces me that they are much superior to any others of which I have knowledge in the brilliancy and penetrating quality of the lights, and they have proved of very great aid to navigation.

Yours very truly,

(Sgd.) A. H. VIPOND,
Commander S.S. "Virginian."

MONTREAL, S.S. "IONA,"

November 14th, 1907.

THE INTERNATIONAL MARINE SIGNAL Co., LTD.,
OTTAWA, ONTARIO.

Gentlemen,—

Referring to the Acetylene Gas Buoys in use in the St. Lawrence, I consider them far superior to the Pintsch Gas Buoys. The large lights used at present are a great aid to us in navigating our ships, for instance, on my present trip to Montreal, I came through without stopping, reaching port after 10 p.m., which I could not have done if the large lights had not been in the river, and I have picked these lights up in very unfavorable conditions of weather.

Yours very truly,

(Signed) W.M. CUMMINGS,
Master S.S. "Iona," Thompson Line.

"ALLAN"

ROYAL MAIL LINE.

R. M. "TUNISIAN,"

Oct. 29, 1907.

INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA.

Gentlemen,—

Referring to the Acetylene Gas Buoys at present in use in the River I consider them a great help in coming up the river. I left Quebec last Friday night midnight and came right through without trouble, arriving here at noon Saturday.

I consider the large lights to be the very thing wanted.

Yours respectfully,

(Sgd.) A. G. BRAIS,
Master.

Montreal, 29 /10 /07.

SHIPPING & COMMISSION.

G. S. CAMPBELL & CO.

HALIFAX, Nova Scotia, Canada.

8th Feb., 1907

*WILLIAM YOUNG, Esq.,
Queen Hotel, City.

Dear Sir,—

Referring to our recent conversation *re* gas buoys at Halifax and along Nova Scotia coast, we have made a careful inquiry from the Captains commanding our various steamers and they are all agreed that the placing of these buoys has been of the greatest advantage to them as aids to navigation. While they say the harbor buoys are all that could be desired for that purpose, they especially mention the large combined whistle and gas buoys along the coast. The lights can be seen for long distances and buoys have been securely moored as they have so far not changed positions.

We think the best testimonial we can give is the views recently expressed by Capt. Farrell, of the steamer "Silvia," and Capt. Clarke, of the steamer "Rosalind," running regularly to this port from New York and Newfoundland, that the placing of these buoys along the coast has been a very great aid to navigation and they find them work very satisfactorily in all kinds of weather.

Yours truly,

(Sgd.) G. S. CAMPBELL & CO.

Agents, Red Cross Line.

" Halifax & Canso S.S. Co.

" Halifax & Cape Breton S.S. Co.

" Halifax Tow Boat Company.

*Mr. Young is one of our engineers.

ST. JOHN, NEW BRUNSWICK, CANADA, June 11th, 1908

INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA, CANADA.

Dear Sirs,—

In regard to the Acetylene Gas Buoys placed along the coast of Nova Scotia, I have great pleasure in recommending them as I have had experience with these buoys in all kinds of weather and in my judgment they have given the very best of satisfaction. In most cases these lighted buoys can be seen almost as far as some of our Lights along the shore and in thick weather these lights have been seen even one or more miles away.

As these buoys are of some little height the sound of the whistle would be quite misloading at night as it is carried to and fro with the motion of the buoy, but this is overcome by the radius of light thrown from the lantern. As to the compressed Oil Gas Buoy I have no knowledge of its efficiency, therefore I do not know how they compare with the Acetylene Gas Buoys.

I can assure you that the first mentioned buoys are of a very great service in general and I hope that in the near future there will be more of these buoys marking the dangers along our coast and thus be the means of saving life and property.

Hoping that you will be equally successful in the future and thanking you for Catalogue, I remain,

Yours,

(Signed) L. J. MCKINNON,
Capt. S.S. "SENLAC."

11th, 1908

HALIFAX, NOVA SCOTIA, June 10/08.

THE INTERNATIONAL MARINE SIGNAL CO.,
- OTTAWA, CANADA.

Gentlemen,—

I am in receipt of yours of May 14th, also your Catalogue. Regarding the service these buoys have been to me I have to say that I enter and leave the port of Halifax every week in all kinds and conditions of weather. The service I am engaged in is between Halifax and St. Peter's, C.B., calling at eleven intervening ports, sailing from Halifax every Wednesday night at midnight.

You ask me if the lights are of any help to me. They are, to my mind, the best help to navigation that we have ever had on our coast. I have not the slightest difficulty in picking them up at all times and making safe entry to our harbour. Without the aid of these lights it would be impossible for me to make my connections in blowy and stormy weather. I consider that they are visible for quite eight miles. I have watched them under all circumstances and in all ways.

Regarding Compressed Oil Gas Buoys, I know nothing whatever about this system, not being used to it. Again expressing my approval of the convenience of your system of gas buoys,

I am, Yours truly,

(Signed) I. J. COOPER,
S.S. "Margaret."

ANGLO AMERICAN TELEGRAPH COMPANY LIMITED.

S.S. "MINIA," HALIFAX, NOVA SCOTIA, CANADA,
May 25, 1908.

THE INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Dear Sirs,—

In reply to yours of the 12th inst., asking what value I attach to your gas buoys placed along the coast of Nova Scotia, I beg to say:—

"I believe there cannot be two opinions in regard to their value as aids to navigation. Being in the cable repairing business I have had frequently to enter and leave ports on this coast without the aid of a pilot, as owing to heavy gales with fog or blinding snow the pilot cutters were unable to keep their station, and as it is of the greatest importance that my ship meets with as little delay as possible in entering or leaving port, such help as your gas buoys offer is gladly welcomed; I know of nothing in the buoy line to equal it. In and near the port of Halifax there are, as you know, some half dozen acetylene gas buoys in use and I can speak with the greatest confidence of their value as aids when entering that port under all conditions of weather. I may say that many times owing to the gas buoys marking turning points or indicating shoals I have been able to make my port under such conditions that I could not have entered it had they not been so marked.

The acetylene gas is far superior to oil gas in brilliancy, and I believe perfectly safe if properly controlled, and this I know you have succeeded in doing

I am, dear Sirs,

Yours faithfully,

(Sgd.) W. G. S. DE CARTERET,
Commander.

LIMITED.

CANADA,
1908.

PLANT LINE.

S.S. "HALIFAX," HALIFAX, NOVA SCOTIA, CANADA.
Nov. 13/08.

THE INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Gentlemen,—

It gives me pleasure to write and express to you the satisfaction I feel and the high opinion I entertain of your Automatic Acetylene Gas & Whistling Buoys.

They are such a boon to myself and to all other mariners of my acquaintance on this coast that we consider no terms too high that could be spoken or written on their behalf if it could be the cause of benefiting other masters by getting a like system installed off shores where they now are not.

There is no comparison between your type of Buoys and any others I have ever seen, including the Compressed Oil Gas Pattern. They have to my knowledge always maintained the same brilliant light and the whistles a clear and far reaching tone. I think I have given them a thorough test in every kind of weather and condition and in fogs and snow storms have kept my schedule time which I had not done before so well as since their installation.

I don't know that I can say more than wish your Company every success and remain,

Yours very truly,

(Signed) A. ELLIS,
Master.

ET,
Commander.

RED CROSS LINE.

BOWRING & Co., 17 STATE STREET,
S.S. "ROSALIND," HALIFAX, NOVA SCOTIA, CANADA,
23/5/'08.

THE INTERNATIONAL MARINE SIGNAL CO.,

Gentlemen,—

Yours of the 14th with catalogue duly to hand. There can be but one opinion regarding the splendid gas and whistling buoys that have been placed along this coast within the last few years. Their superiority over the old gas buoys is beyond question. Their brilliancy causing them to be seen at a much greater distance in thick and foggy weather and their height a longer range in clear weather. The powerful whistles with which they are equipped is also a great help in foggy weather. They cannot be too highly praised.

Yours truly,

(Signed) JOSEPH CLARK,
Master S.S. "Rosalind."

S. S. HARLAW,

HALIFAX, NOVA SCOTIA, CANADA, June 8/08.

INTERNATIONAL MARINE SIGNAL COMPANY,
OTTAWA, CANADA.

Gentlemen,—

In reply to your query of the 13th ult. I beg to say that your Gas and Acetylene Buoys and Beacons as aids to navigation are in my opinion unequalled, and my regret is that there are not more of them in operation. They are supplying a long felt want which has hitherto been lacking as any Ship Master who has to navigate the perilous Coasts of the seaboard of Nova Scotia can testify and the need for an increase of them is becoming more apparent daily.

I have found them invaluable and always reliable under the most adverse weather conditions and my fair and unbiased opinion is that your system has proved to be of the greatest benefit to the Mercantile Marine of Canada.

Yours very truly,

(Signed) ROBERT HICKMAN,
Master.

FURNESS WITHY & CO., LTD.

S.S. "HALIFAX CITY."

At HALIFAX, NOVA SCOTIA, CANADA, May 27/08.

MESSRS. THE INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA.

Gentlemen,—

Yours of the 13th inst. to hand asking for my opinion
your buoys. I am pleased to inform you that I find them e
cellent in every way.

In clear weather I have seen the lights on the Buoys at t
entrance to Halifax Harbour shortly after picking up Samb
Island St. and on Sunday afternoon last while making Halifax in
dense fog I heard the whistle on the outer buoy fully a mile o
there being only a slight swell on at the time.

I think they are far superior to the old fashioned buoy
and *the best I have seen in any part of the world.*

Trusting you will meet with every success and thankin
you for your catalogue, I remain,

Yours truly,

(Signed) H. G. ALLDRIDGE,
Master.

May 27/08.

EXTRACT FROM JOURNAL OF COMMERCE.

LIVERPOOL, ENGLAND, May 16th, 1908.

The pilot of a well known Liverpool steamship company writes to us as follows:—

“I am glad to see that the Mersey Docks and Harbour Board have made another step in the right direction by purchasing one of the well known make of automatic acetylene buoys which are making the lighting of the St. Lawrence and the Ambrose Channel about as perfect as they can be. On two nights this week I have had the opportunity of seeing the new buoy which is anchored off the Rip Rap at New Brighton, that position presumably having been chosen to keep the light under observation. It seems to me to be about the most powerful light I have seen of its kind, and I was surprised to learn that it was only 340 candle power. The flash is remarkably steady and penetrating and I think I am only voicing the opinions of many other pilots when I express the hope that we shall soon see the Crosby Channel marked out with this class of buoy.”

EDGE,
Master.

DUNDEE, PERTH & LONDON SHIPPING COMPANY.

S.S. "PERTH."

DUNDEE, SCOTLAND, 22nd May, 1908.

Gentlemen:—

I have your letter of the 13th inst., also newspaper and I am pleased to note that Liverpool is going to do something the way of making its approaches less dangerous to navigation.

I would have written you ere now only I wanted to see a Captain or two as to their opinion and whether they heard of anyone who did not wish for the best aids to navigation and *I heard nothing but praise for your buoy on Maplin Spit and a wish for more like it; we can do with a few more of them.*

Any person that has a knowledge of the approaches to the River Thames with all its outlying sands and the amount of shipping going up and down in all reaches, at all hours of the day and night, would never dream of saying that we do not need powerful lights and also fog signals.

I am somewhere close on 30 years with our firm and I know by experience that coming up among those sand banks on a dark night in smoky and foggy weather and perhaps pushing for time on a spring flood is no child's play. You know as well as I can tell you that there is no room for losing tides. Cargo and passengers have to be landed in time therefore I think you ought to have the best aids to navigation and I do think your patents would satisfy the wish of all nautical men.

I am, yours truly,

(Signed) HENRY W. RACKOW,
Master.

N.B.—This buoy was placed at the Maplin Spit for test.

COMPANY.

d May, 1908.

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ACKOW,
Master.

LONDON & EDINBURG SHIPPING COMPANY,

LEITH, SCOTLAND, 18th October, 1908.

*A. E. SMAILL, Esq.,
INTERNATIONAL MARINE SIGNAL Co.

Dear Sir,—

In reply to your letter of the 15th asking for my opinion as to your gas buoy now under observation at the Maplin, I beg to say that from the very first I noticed the very marked superiority of it. Just last night, coming up in very clear weather I saw it five miles distant from my navigating bridge—height of eye 25 feet—and in going North last Saturday, also clear weather, I saw it from the Mouse Lightship, also five miles. Allowing your buoy to retain its power and brilliancy there can be no question as to its superiority over the present buoy.

I remain, sir,

Yours very respectfully,

(Signed) GEORGE THOMSON,
S.S. "FIONA."

*Mr. Smail is one of our Engineers.

S. S. "HIRONDELLE,"

Parkston Quay,

HARWICH, ENGLAND, 14/10/07.

Sir,—

In reply to your letter of enquiry *re* the Buoy in the *EU* I beg to state that I think it an exceedingly good gas buoy: the occult is very distinct and the light reflects largely. Going up the Elbe the buoy is placed in such a position that you cannot see it until you open out the point; in that case the distance is about $1\frac{1}{2}$ miles. In coming down the Elbe I should say on a clear night 3 miles on a straight run it can be seen. *In all cases it completely puts in the shade the other gas buoys in the EU*. In my opinion it is *the best* I have seen under any conditions of weather.

Yours truly,

(Signed) GEORGE WRIGHT,

Master.

To A. E. SMAILL, Esq.,

International Marine Signal Co., Ltd.

S.S. "MALVINA,"

LONDON & EDINBURGH SHIPPING CO.,

LONDON, ENGLAND, Oct. 21st, 1907.

INTERNATIONAL MARINE SIGNAL CO., LTD.,
LONDON.

14/10/07.

Dear Sirs,—

I have much pleasure in acknowledging your letter of the 15th inst. (handed to me to-day) respecting the Maplin Spit buoy, which in my experience is the best I have ever seen. I cannot, however, say that I have been exact in measuring the extreme distance of its visibility, but roughly speaking, I have estimated it in conversation with my officers at "ten miles," also under certain conditions of atmosphere I have picked it up at greater range than the Maplin.

He who has the often onerous duty of navigating the smoke-laden reaches of the Thames can fully appreciate the effect of an efficient light and not a mere "ignis fatuus" that some are to a fast ship. *I therefore hope you will be successful in getting all the small candle power gas buoys substituted for yours, seeing there can be no question now as to the practicability of establishing something really good.* I shall be thankful when I see similar buoys at the Ovens, West and Middle Blyth, and Whitaker Spit.

You have my best wishes,

Yours truly,

(Signed) THOMAS HARRIS,
Master.

"S.S. NAUTILUS," Albert Dock House, LONDON, ENGLAND,
October 8th, 1901

THE INTERNATIONAL MARINE SIGNAL CO., LTD.,
Whitehall House, 29-30 Charing Cross,
LONDON, S.W.

Gentlemen,—

In reply to your esteemed favor of the 2nd inst. I have the great pleasure to inform you that the buoy now in position at the Maplin Spit in the river Thames, which I have observed on several late voyages to and from London, and without knowing that it belonged to you, is in my opinion far superior to any of the other lighted buoys in that river, and can be seen in ordinary weather from the middle-light vessel.

Going down the river last Sunday afternoon with a sea pilot on board, I asked his opinion of the buoy in question, he also without knowing that it belonged to you, said that it was superior to all the gas buoys in the river, and that all his brother pilots held the same opinion.

Yours truly,

(Signed) A. SVINHUFOND,
Commanding S.S. "Nautilus"
of Stockholm.

LONDON, ENO.,
ber 8th, 1907.

HALIFAX, NOVA SCOTIA, CANADA, June 18th, 1908.

INTERNATIONAL MARINE SIGNAL Co., LTD.,
OTTAWA, CANADA.

Dear Sirs,—

Your favor of the 13th ult. to hand and in reply would say that I am only too pleased to say a word in favor of your Automatic System of Gas Buoys. *I have been all over the world and in my opinion there is nothing in that line equal to them*; often when coming up the North East Course, making Nova Scotia, I have been able to make Sambro Buoy before making Sambro Light and also in going out of the Harbor on dark and foggy nights you are able to go out (without seeing any of the lights) by the aid of your Gas Buoys and I am only too pleased to have been afforded this opportunity of stating my opinion of their excellence.

Yours truly,

(Sgd.) H. J. HAELSTAD,
Master of the Norwegian S. S. "BOSTON."

"Nautilus"
olm.

ALL-THE-YEAR-ROUND TOURS.

PACIFIC COAST STEAMSHIP COMPANY.

(Board Steamship "COTTAGE CITY."

SEATTLE, WASH., U.S.A., Jan. 20, 1908

INTERNATIONAL MARINE SIGNAL CO., LTD.,

OTTAWA, CANADA.

Gentlemen,—

Received your letter and book asking my opinion about your system of aids to navigation.

I am glad to tell you these buoys and beacons are just the very thing we have needed here for years. I only hope our American Government will install them all along the Alaskan route.

We are navigating over the longest inland route in the world winter and summer, in all kinds of weather, and I tell you these buoys and beacons look mighty good to all of us.

Take, for instance, Millbank Sound—we had to run here entirely on time in snow, dark or foggy weather. Since the buoy is placed on Vancouver Rock, half the danger is gone. I saw the flash of the beacon light on Watson Rock, in thick snow, plenty far enough off to clear this rock easily. Some time ago got orders to call at Prince Rupert. I could not get a chart of this place for love or money. On arrival off the entrance, entered the Port entirely guided by your buoys.

You can take my word for it, there is not a master or pilot on the Alaskan route who does not believe your buoys and beacons to be the most useful aids to navigation.

You can take my word for it, there is not a master or pilot on the Alaskan route who does not believe your buoys and beacons to be the most useful aids to navigation.

Yours very truly,

(Signed) A. C. JANSEN,

Master S.S. "COTTAGE CITY" U.S.M.

ALASKA STEAMSHIP COMPANY OF NEVADA.

SEATTLE, WASHINGTON, U.S.A.,
January 24, 1908.

INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA, CANADA.

Dear Sirs,—

I have received your favor of January 13th and copy of your recent publication describing your system of aids to navigation, and wish to say in regard to the signals which are in use along the British Columbia coast between here and Alaska, that I consider them of the greatest assistance and benefit to navigators and wish that the signals might be adopted by the United States Government for use in Alaskan waters.

I have been running to South-eastern Alaska points for a number of years past and consider that the "inside route" from Puget Sound through British Columbia coast waters and along the South-eastern Alaska coast needs every possible aid to navigation.

The lighted buoys which have been introduced along the Canadian Pacific coast are a very great aid to navigation, and I feel that at least 20 of these buoys could be used to the greatest advantage between Dixon Entrance and Skagway.

If my endorsement of the buoys will be of any value to you, I shall be very glad to have you use it; especially if it may be of any assistance to you in placing the buoys in Alaska along the South-eastern Alaska coast.

Yours very truly,

(Signed) J. JOHNSON,
Master S.S. "DOLPHIN."

THE ALASKA STEAMSHIP COMPANY.

SEATTLE, WASHINGTON, U.S.A., Feb. 10, 1908.

INTERNATIONAL MARINE SIGNAL COMPANY,
OTTAWA, CANADA.

Dear Sirs,—

Your letter of January 15th referring to your Gas Buoys which are situated on the coast of British Columbia, I cannot say enough in favor of them. I only wish our Government could be induced to use them in the waters of Alaska. Hoping that we will have them in the near future, I remain,

Yours respectfully,

(Signed) J. G. NORD,
Master S.S. "JEFFERSON,"
Alaska S.S. Co.,
Seattle, Wash.

THE ALASKA STEAMSHIP COMPANY.

SEATTLE, WASHINGTON, U.S.A., Feb. 10, 1908.

INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Gentlemen,—

Your Buoys and Beacons now in use in the waters of British Columbia are in a class by themselves. I sincerely hope you will be able to induce our Government to light the waters of Alaska with them. Nothing equals them for this Alaska country.

Yours respectfully,

(Signed) C. L. MACGREGOR,
Master SS. FARALLON,
Alaska SS. Co.,
Seattle, Wash.

ALASKA COAST COMPANY.

S.S. "JEANIE,"

SEATTLE, WASH., U.S.A., February 17th, 1908.

INTERNATIONAL MARINE SIGNAL CO., LTD.,
Per JOHN BAIN, Esq., General Mangr.

Dear Sir,—

In answer to your communication dated January 15th, in connection with the service given by your Company's Lighted Buoys and Beacons in use on the Canadian Pacific Coast and inland waters, I have navigated in and around the Canadian and Alaskan waters for the past 18 years and I am glad to say that since your system of lights has been established it has been a pleasure whereas before it was one of anxiety more especially on vessels carrying passengers.

The lights now in use are of a great help and can easily be distinguished from shore or vessels; lights can also be seen at a greater distance, for at one place it can be seen at a distance of $17\frac{1}{2}$ miles which is saying a great deal for so small a light, as the lighthouses that are now in use only cover a radius of 15 miles and I presume cost a bigger sum to operate. I can say that your system of Buoys are the best that has been as yet established and only wish that the American waters were equipped in the same manner, especially the waters of Prince William Sound which at the present has not a single light of any description and on which there are a number of vessels being operated (night and day) all the year round. Wishing you every success, I remain,

Respectfully yours,

(Signed) ROBT. MCGILLIVARY.

1908.

THE HUMBOLDT STEAMSHIP COMPANY.

994 KOHL BUILDING, SAN FRANCISCO, CAL.,
SEATTLE, WASHINGTON, U.S.A.,
March 2nd, 1908.

MR. JOHN BAIN, GENERAL MANAGER,
INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Dear Sir,—

Yours of January 15th at hand. In reference to your Gas Lights in Canadian waters, have found same to be satisfactory in every respect, and I have never lost an opportunity when anyone aboard with influence, pointing out to them the need of such lights in Alaska waters.

I consider the lights as good or better than a Lighthouse for inland waters. I enclose you a clipping from the P. I. of an interview of Col. Glassford, which is one of many that I have persuaded to have published.

I take great interest in your lights and hope to see them soon in Alaska waters.

Yours truly,

(Signed) E. G. BAUGHMAN,
Master S.S. "HUMBOLDT."

ALASKA COAST COMPANY.

TACOMA, WASH., U.S.A., March 2nd, 1908.

INTERNATIONAL MARINE SIGNAL Co.,
OTTAWA, CANADA.

Gentlemen,—

In regard to yours of the 15th ult., I beg to state that I cannot recommend your lighted buoys too highly.

They are in every way what you represent them to be. Every Ship Master on the coast speaks of them in the highest of terms and we all hope the U. S. Government will adopt them.

Very respectfully,

(Signed) J. C. DOWNING,
Master S.S. "PORTLAND."

THE ALASKA STEAMSHIP COMPANY.

SEATTLE, WASH., U.S.A., February 10/'08.

INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Gentlemen,—

I wish to thank you for the Catalogue you sent me which was very interesting. Your Buoys and Beacon lights are second to none, having splendid penetrating power in dirty weather and can be seen a long way. The Canadian Government has put several on the run to Alaska and we wish our Government would do the same, as they are invaluable as aids to navigation, especially in the confined waters of Southeastern Alaska.

Yours respectfully,

(Signed) JOHN LIVINGSTON,
Master S.S. "DIRIGO,"
Alaska S.S. Co.,
Seattle, Wash.

GLADSTONE, MICH., U.S.A., Oct. 8, 1908.

THE INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA.

Gentlemen,—

The Acetylene Gas Buoys are all right, they are far ahead of the common gas buoy and one can see them further and can distinguish them a good deal better than the common gas buoy.

Yours truly,

(Sgd.) FRED. C. HILL,

Master Str. "S. C. REYNOLDS."

DETROIT & CLEVELAND NAVIGATION CO.

STEAMER "CITY OF ST. IONACE"

DETROIT, MICH., U.S.A., May, 12/08.

INTERNATIONAL MARINE SIGNAL Co., LTD.,

OTTAWA, CANADA.

Gentlemen,—

The Acetylene Gas Buoys that are placed on the Detroit River and entrance have proved to be all as represented, as they are visible almost double the distance of other Gas Buoys, and I can say further that they are a very valuable aid to navigation.

Yours respectfully,

(Sgd.) A. McLACHLAN,

Master Str. "CITY OF ST. IONACE."

MUTUAL TRANSIT COMPANY.

BUFFALO, N.Y., U.S.A., November 4/08.

THE INTERNATIONAL MARINE SIGNAL COMPANY,
OTTAWA, CANADA.

Gentlemen,—

The new Gas Buoys recently placed at the Lime Kiln Crossing and at the Soo are the best aids to navigation we have in those waters. The lights are very brilliant and they are a great improvement over the other buoys in the same channels.

Yours truly,

(Signed) GEORGE W. MOORE,
Master S.S. "OSWEGO."

UNION S.B. LINE,
ERIE, R.R. Co.

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DETROIT & CLEVELAND NAVIGATION CO.

STEAMER "WESTERN STATES,"
DETROIT, MICH., U.S.A., May 12th, 1908.

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INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA, CANADA.

Gentlemen,—

The Acetylene Gas Buoys placed on lower Detroit River are far superior to any other I have ever seen and I do not hesitate to recommend them.

Yours truly,

(Signed) FRANK G. STEWART,
Master.

MUTUAL TRANSIT COMPANY.

DETROIT, MICH., U.S.A., May 26th, 1908.

INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA.

Gentlemen,—

I would just like to say in regard to the Gas Buoys placed at Lime Kiln Crossing, Lake St. Clair, etc., that they are a very great aid to safe navigation and superior to anything of the kind that has ever been used in such places and I hope it will not be long before there are many more such aids in places where they are very much needed on the Lakes and Rivers.

I am, Yours respectfully,

(Signed) GEO. B. CRAWFORD,
Master.

STEAMER WILLIAM CASTLE RHODES,
Detroit, Mich.

1908.

WINDSOR, ONTARIO, CANADA, June 1st, 1908.

INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA, CANADA.

Dear Sirs,—

I consider your gas buoys superior to the old style buoy and think they are the best in use on the lakes.

Yours truly,

(Signed) P. THOMPSON,
Master, Str. "ST. PAUL."

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S.S. "DUNOTTAR,"
VERA CRUZ, MEXICO, 26th October, 1908.

MESSRS. THE INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA.

Dear Sirs,—

No doubt long ere this you have given up any idea of receiving a reply to your letter dated the 9th July last, but as I am only just now in receipt of same and have not as yet received the Catalogue you refer to, naturally, it was impossible to respond sooner.

In your letter you ask my humble opinion regarding the New Buoys at the entrance to New York Harbor, well without going into the matter in detail and to sum them up in one word, I must say they are *GOOD*.

In fact they are a long felt want and it gives me very much pleasure to testify to their excellence; I consider them a step in the right direction. I might state here that the conditions under which I first saw them were none too favorable, as the weather was very thick and foggy. I had "leaded" my way up to an anchorage alongside Sandy Hook Lt V1 and after being at anchor for some time, the fog began to clear and the first light I made was one of your Combination Whistling & Acetylene Gas Buoys at the entrance to the Gedney Channel.

This must have been very shortly after they were established and for a time I was at a loss to make out what it was. However, I came to the conclusion, be what it might, one thing it was certainly a very *GOOD* light.

Regarding a comparison between these and the old Compressed Oil Gas Buoys. There is an old and very true saying that "Comparisons are odious," and whilst as a Mariner I am always thankful for lights no matter how poor or inefficient they may be, I must certainly say, without fear of contradiction, that your Acetylene Gas Buoys are equal to, if in many cases not better than, some shore lights, especially some of the old fixed lights shown round the Canadian Coast which in my opinion require modernizing to quick flashing lights of 5 or 10 seconds.

1908.

Trusting you will pardon my seeming discourtesy in not responding to your letter some time ago, however the enclosed envelope will give you some idea of the rounds it made before reaching me and also hoping in the near future to see a large number of your Buoys not only on the American Coast but also around the U.K.

I beg to remain, Gentlemen,

Yours truly,

(Sgd.) THOS. GRAHAM.

T. S. GRAHAM,
St. Lawrence, Whitehead, Co. Antrim,
Ireland.

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WHITE STAR LINE.

S.S. "CRITIC," AT GENOA, ITALY,
October 5/'08.

THE INTERNATIONAL MARINE SIGNAL COMPANY, LTD.,
OTTAWA, CANADA.

Dear Sirs,—

In answer to yours of July 8th last I wish to say that I always have pleasure in expressing appreciation for a good thing; if you are the makers of the three gas buoys you mention marking New York Channels the thanks of all seafarers using that port are due to you—the further extension of your system is become a necessity in these days of large steamers and regular sailings.

I am, yours very truly,

(Signed) JOHN B. KELK,
Commander.

"DEPARTMENT OF COMMERCE AND LABOR,"
STEAMBOAT INSPECTION SERVICE.

Office of the Local Inspectors,

NORFOLK, VA., U.S.A., December 12th, 1907.

MR. T. S. SOUTHGATE,
Governor of Exhibits,
Jamestown Exposition, Va.

Dear Sir,—

I understand that the four acetylene gas buoys, which have been in operation since last April, marking the 18 ft. curve from Sewell's Point Spit, were put there on exhibition, and are not the property of the Government. I must say that a light of more designating and far-seeing power would be hard to find on any buoy. I have observed these lights from a distance of four miles every night since they have been in operation, and from that position they still hold the same electric brilliancy characterized at a closer range.

These lights have been in use seven months and as far as I know have received no repairs or attention and their original brilliancy still remains. A better position for the exhibition of these lights, placing them where lighted buoys are much needed, could not have been selected, and will be sadly missed by the pilots who have become accustomed to depend upon them for the safety clearance of Sewell's Point Spit.

I write this that you may use your efforts to have these buoys remain there until the Lighthouse Board has had time to act upon a petition from the different steamboat owners and operators in this vicinity, requesting that similar lighted buoys be placed in lieu of No. 2A and No. 3 buoys, now anchored off the Spit, which will be before that Board in about twenty days.

Respectfully,

(Signed) ROBERT E. TAPLEY,
U.S. Local Inspector of Hulls.

Report of Mr. Ph. Voss, Captain of the S.S. "Mannheim"
to his Company, The Hamburg-American Line.

HAMBURG, 2nd February, 1908.

Answering to the circular sent me, I beg to inform you that owing to my opinion the Acetylene Gas Buoy, lying on the Elbe River just opposite of the Kaiser Wilhelm Canal's entrance, represents a much better device than all other gas buoys. I may say that I could not distinctly prove the distance of perception, nevertheless the buoy could be sighted considerably farther off than the neighbouring gas buoys of other systems.

Yours faithfully,

(Signed) PH. VOSS.

Report of Mr. Knuth, Captain of the S.S. "Amerika," to
his Company, The Hamburg-American Line.

HAMBURG, Feb. 9th, 1908.

With regard to my observations on the Willson's Gas Buoys
fed with Acetylene Gas, I have to report that on the last passage
incoming as well as outgoing, I passed the Gedney Channel Buoy
only at day time and therefore I could not make any special
observations of the distance of perception of the fire. I may
but add that the buoy is well known to me from my former
observations as a bright lighting one.

The buoy opposite of the Kaiser Wilhelm Canal marks itself
by its bright and far away perceptible fire in comparison with all
other buoys.

Yours faithfully,

(Signed) KNUTH.

Report of Mr. Gerdes, Captain of the S.S. "Prinz Eitel
Friedrich," to his Company, The Hamburg-American Line.

KINGSTON, 3rd January, 1908.

Replying to your favor with respect to the Acetylene Gas
Buoys, I beg to report that the distance of perception and just
so also the bright burning is very well. When touching Sandy
Hook I could sometimes observe the fire of the Willson's Gas
Buoy more far off than the fire of Scotland Light Ship.

Yours faithfully,

(Signed) GERDES.

Report of Mr. P. Froehlich, Captain of the S.S. "Graf Waldersee" to his Company, The Hamburg-American Line.

HAMBURG, 4th February, 1908.

The Acetylene Gas Buoys laid out on the Elbe River opposite of the Kaiser Wilhelm Canal, and near New York at the mouth of the Gedney Channel show a very bright white fire which marks itself by its glare advantageously before other buoys. These buoys could be observed at a distance of 6 to 8 miles.

Yours faithfully,

(Signed) O. FROEHLICH.

Report of Mr. Th. Matz, Captain of the S.S. "Karlsruhe,"
to his Company, The Hamburg-American line:—

HAMBURG, 24th January, 1908.

With regard to the Willson's Gas Buoy lying just opposite
of the Kaiser Wilhelm Canal's entrance at the Elbe River for trial
purposes, I beg to express my opinion to that effect, that the said
buoy gives an excellent bright light, which beats in every respect,
especially as regards the distance of perception, all other Gas
Buoys located before the Kaiser Wilhelm Canal.

Yours faithfully,

(Signed) TH. MATZ.

Report of Mr. Hintze, Captain of the S.S. "Georgia," to his
Company, The Hamburg-American Line:—

HAMBURG, 25th January, 1908.

Concerning the Acetylene Buoys I can only say that I have found them very excellent. The buoy at Cape Henry I did observe during a stormy rainy night at a distance of about 7 sea miles, whilst the Cape Henry, 8 sea miles far away, when passing the buoy, was not yet perceptible. It would be desirable that similar buoys are laid out at the banks of Wester-Till and Middle-Ground.

Yours faithfully,

(Signed) HINTZE.

Report of Mr. P. Kirchhoff, Captain of the S.S. "Altai," to
his Company, The Hamburg-American Line.

NEW YORK, 15th January, 1908.

REPORT ABOUT ACETYLENE GAS BUOYS.

When steering towards New York I had oftenly opportunity to observe the Gas Buoy situated at the entrance of the Gedney Channel. At the same distance from Sandy Hook, F.S., the light of the buoy burns very much brighter than the lamps of the Light Ship. Further I did perceive the light of the buoy, when weather was overcast and rainy, earlier than that of the Light Ship. All in all the Acetylene light shines much more striking and whiter than the other lights of the surrounding, and therefore strikes the eye immediately.

Yours faithfully,

(Signed) P. KIRCHHOFF.

Report of Mr. H. Molchin, Captain of the S.S. "Troja," to
his Company, The Hamburg-American Line.

HAMBURG, 20th December, 1907.

About Acetylene Gas Buoys I beg to remark the following:—

Before the bar of Rio Grande do Sul lies the Gas Buoy "Es-
pera" the fire of which shall be according to the journal of fires be
perceptible at a distance of 8 to 10 sea miles. But I may say
that I could observe this buoy during the night, when steering
towards the shore never more far away than 5 to 6 sm.

The Lightship in the North Sea near the French Coast, which
is also provided with a gas apparatus and doing service without
any attendance, I had opportunity to observe at a clear dark
night. The fire shall be seen as per journal at a distance of 9 sm.
which was indeed the case, as it came out of sight after this dis-
tance.

Yours faithfully,

(Signed) H. MOLCHIN.

NORTH GERMAN LLOYD S.S. CO.

BALTIMORE, U.S.A., June 17th, 1908.

INTERNATIONAL MARINE SIGNAL Co., LTD.,
OTTAWA, CANADA.

Gentlemen,—

In answer to your favor of the 20th ult., regarding floating lights, I beg to say that I think acetylene gas light is better than compressed gas light, as I find the former is visible at long distances, and can always be recognized as such, while the compressed gas light can only be distinguished from lights on vessels at anchor on closer approach.

On my last voyage to New York, in heavy weather, I passed south of Sandy Hook Lights without being able to see it, while I soon made out the light of the acetylene buoy off Gedney Channel.

I have not had much opportunity to form an opinion about the acetylene buoy off New York Harbour, but always had good service of the acetylene buoy off Cape Henry; in dark nights I could make it out at a distance of 8-11 miles, and immediately recognized it as acetylene. I, as well as my colleagues, regret that this buoy is not now in commission.

Very respectfully yours,

(Signed) F. JANTZEN,
Master S.S. "MAIN."

THE ATLANTIC TRANSPORT LINE.

S.S. "MESABA,"
NEW YORK, July 18, 1908.

TO THE GENERAL MANAGER,
INTERNATIONAL MARINE SIGNAL Co., LTD.,
OTTAWA, ONT.

Dear Sir,—

This is undoubtedly the greatest improvement in the lighting of channels, the light being so bright and easy discernible at a much greater distance than the compressed oil gas buoys.

This was so noticeable when the buoy was temporarily removed just outside the Gedney Channel last winter.

Yours respectfully,

(Sgd.) A. E. TRIBE, R.N.R.,
Commander, S.S. "MESABA."

HAMBURG-AMERICAN LINE PIERS.

HOBOKEN, NEW JERSEY, U.S.A., 13th July, 1908.

MESSRS. THE INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA, CANADA.

Gentlemen,—

I have duly received your letter of the 29th inst., together with your Catalogue.

For several voyages, I noticed the various lights as mentioned in your letter, and found that they were far superior to the old system, inasmuch, that we picked them up at a much greater distance, and the light was far more powerful.

On several occasions, we picked up the Combination Gas and Whistling Buoy before we located the light on the Sandy Hook Vessel; and it is my firm belief that your new system is far superior in every way, to the Compressed Oil Gas Buoys.

I have already written my opinion with regard to this to our Inspector of Navigation, and have suggested that the Automatic Acetylene Gas Buoys be adopted in our Rivers.

Yours faithfully,

(Sgd.) RUSER,
Captain.

HOLLAND AMERICAN LINE.

June 18th, 1908.

INTERNATIONAL MARINE SIGNAL CO. LTD.,
OTTAWA, CANADA.

Dear Sirs,—

With reference to previous correspondence, Captain Stenger of S.S. "Noordam" now reports to me as follows:—

"I take pleasure in reporting to you that the Acetylene Gas Buoys in position outside Gedney and Ambrose Channel at the entrance to Ambrose Channel and at the South West Spit of the main channel are very satisfactory. They exhibit a clear, brilliant light and is all we mariners ask for. The same opinion is expressed by several New York pilots with whom I had a conversation on this subject. As compared No. 7½ with those now stationed in Gedney's Channel it is far superior to the last mentioned and will do very well in the future for lighted buoys in Ambrose Channel; the maximum distance between two buoys, I take the liberty to advise, should never be more than 2,000 feet."

Trusting that this expression of his opinion will answer your purpose, I am,

Yours truly,

HOLLAND AMERICAN LINE,
A. A. Gips, General Agent.

Report of Mr. Meyerdincke, Captain of the S.S. "Bethania,"
to his Company, The Hamburg-American Line.

AT SEA, 3rd January, 1908.

REPORT ABOUT WILLSON'S ACETYLENE GAS BUOYS.

The Willson's Acetylene Gas Buoy located outw. OSO abt. 8 sm. far from Cape Henry at the entrance of the Chesapeake Bay I have observed already several times, when steering towards Cape Henry at clear weather at a distance of abt. 8 sm. and at overcast wenthier, as it occurs oftenly in this region, in the most cases earlier than Cape Henry itself.

At the last return passage of the "Bethania" on the 27th November, 1907, when I set off the pilot at Cape Henry, and the ship was still in the red sector of Cape Henry, I sighted already the Gas Buoy, which equals a distance of good 8 sm.

The buoy is an excellent object of information for deep-drawing vessels which touch the Chesapeake Bay respectively leave it. The Willson's Acetylene Gas Buoy is the best, what turned up to my eyes in this kind during my whole practice.

Yours faithfully,

(Signed) H. MEYERDINCKE.

RED STAR LINE.

S.S. "FINLAND."

On the 8th, September, 1908.

Voy. No. New York bound.

THE INTERNATIONAL MARINE SIGNAL CO., LTD.,
OTTAWA.

Gentlemen,—

With you I believe you have "effected a very great improvement in floating lights," and I hope to see more of your gas buoys in use soon.

I have seen your gas buoys at the entrance to New York Harbor under all conditions of weather, I think, and I consider them vastly superior to the others.

I am, Gentlemen,

Yours respectfully,

(Sgd.) I. BRADSHAW,
Master.

HAMBURG-AMERIKA LINIE.

HOBOKEN, NEW JERSEY, U.S.A., Sept. 12th, 1908.

THE INTERNATIONAL MARINE SIGNAL CO.,
OTTAWA.

Gentlemen,—

In reply to your letter of June 29th, I can state that the mentioned Acetylene Gas Buoys are by far superior to the oil Gas Buoys, which are in use at the present in many ports. It is my impression that the Acetylene Gas Buoy is a great improvement, because their white light is not so easy to be taken for a vessel's light, as the Oil Gas lights are.

I am,

Yours truly,

(Sgd.) BURMEISTER.