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the danger zone at McNab island rifle range ; correction of the orthography of the name Crichton, from the records of the Geographic board.

Gulf and River St. Lawrence.—Uncharted rock reported off Arisaig, N.S., by Capt. P.C. Johnson, D.G.S. *Lady Laurier* ; additions to the St. Lawrence pilot, describing the telegraphic connections with and on the Magdalen islands, by the undersigned ; the geographical positions of all lights between Portneuf and Three Rivers defined by Mr. P. E. Parent, in charge of the hydrographic resurvey of the river ; description of the placing in the river near Sorel of an electrical device for guiding vessels in narrow channels, by Profs. Herdt & Owen, McGill university ; completion of the 30-foot channel between Sorel and Longue Pointe announced from information from P.W.D.

Inland Waters.—Caution respecting the west gap. Toronto, by the Harbour master ; warning of the danger from the new east breakwater at Port Colborne, from Louis Coste, Esq., Resident Engineer ; hydrographical notes respecting Kensington point, St. Joseph channel, by the undersigned ; the position of Outer Pancake shoal, fixed by W. J. Stewart, Esq., Hydrographical Surveyor.

Pacific Coast.—Note respecting omission of rock in Uchucklesit harbour from charts, by British Admiralty :

Commander J. F. Parry, R.N., H.M.S. *Egeria*, in charge of the resurvey of B.C. waters, has kindly sent us valuable hydrographical notes describing dangers found in the course of his work, as follows : an uncharted rock in Telegraph harbour ; an uncharted rock off Atkins reef, Trincomali channel ; rocks found in and hydrographical information respecting Ladysmith ; rocks found in and hydrographical notes respecting Active pass ; shoals located in and hydrographical notes relating to the approaches to Nanaimo harbour and Departure bay ; a shoal at the entrance to Nanoose harbour described, and another new patch found ; an uncharted rock in Ballinac channel ; an uncharted shoal off the south Ballinac island ; Sun rock in Queen Charlotte sound unsuccesfully sought for, and consequently removed from the charts ; and an uncharted rock located in Blunden harbour.

The department is indebted to Capt. J. T. Walbran for further particulars respecting the uncharted rock off Sidney ; to Captain A. J. Bjerre, of the steamer *Active* for the report of an uncharted rock in Malaspina strait ; to G. A. Keefer, Esq., resident engineer, P.W.D., for a description of the new wharf in Hardy bay ; and to Captain Hughes, of the ss. *Tees* for the description of an uncharted rock in Observatory inlet.

Notice was given of the change of the name of a lightstation on Kootenay lake from Balfour to Procter.

TIDAL AND CURRENT SURVEY.

The investigation of the currents has been continued throughout the summer season ; the D.G.S. *Gulnare* belonging to this Survey being employed for the purpose. The region chosen for examination was at the mouth of the Bay of Fundy, extending from Grand Manan island to Cape Sable. Dr. W. B Dawson, the engineer in charge of the Survey, gave his personal supervision to this work from May to September ; and as the behaviour of the currents is here in marked contrast to those examined during the previous season on the coast of Newfoundland, a corresponding modification of methods and appliances was necessary.

This region is of the first importance to navigation, as it includes waters that lie on the line of steamers from United States ports which round the southern end of Nova Scotia on their way to Europe, as well as the lines of ocean steamers running to St. John, N.B. This is the first time that the currents on these routes have been systematically investigated with modern appliances. These outer waters are also of more importance to navigation than the tidal streams in the more restricted part of the Bay of Fundy, where they run parallel to the shores ; as in this region the currents are crossed more obliquely and have thus a greater tendency to set a vessel out of its course. There is also more fog in this region than within the bay.

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The west beacon has been discontinued, and a new beacon erected 2¼ cables N. 74° W. from the position formerly occupied by the old beacon. It consists of five black piles, braced together at the head, and surmounted by a white slatwork square, and stands in 9 feet of water.

Escape reef.—A pyramidal wooden beacon, 12 feet square at the base, surmounted by a staff carrying a latticework drum 8 feet high and 8 feet in diameter, the whole painted white, and showing 20 feet above high water mark, has been erected on Escape reef, Stuart channel.

The reef covers 4 feet at high water. The beacon stands on a bed of concrete 2 feet deep. The work was done by the crew of the *Quadra* at a cost of $87.20.

Gibsons landing.—The beacon on the north extreme of the shoal, 2¾ cables east of Gibsons landing, Shoal channel, having been destroyed, a new stone beacon, surmounted by a staff and latticework ball, has been erected on the site of the old one.

The masonry is 12 feet above the rock and shows 3 feet at high water. The masonry is painted black, and the staff and ball are painted white. The whole shows 15 feet above high water.

Rock point reef.—A spar buoy, painted red, has been established off Rock point, which is the point midway between Gower point and Mission point, in the Strait of Georgia, to show the extent of the reef eastward of Rock point. The buoy is moored in 6 fathoms water.

Baynes sound.—A wooden triangle, painted red, has been placed on top of the steel conical buoy moored off Reef point, to serve as a distinguishing mark in foggy weather.

Hornby island wharf.—A black spar buoy, moored in 3 fathoms water, has been established off Hornby island wharf, close southward of a reef that lies to the westward of the wharf.

Whaleton bay.—A spar buoy, painted red, has been established on the rock lying off the entrance to Whaleton bay, Cortes island. The buoy is moored in 5½ fathoms water.

Tattenham ledge.—A black platform buoy, moored in 4½ fathoms water, was, in January, 1904, established on the north extreme of Tattenham ledge, east Thormanby island. In August this was replaced by a black spar buoy.

Nelson rock.—A day beacon has been erected on Nelson rock, Malaspina strait, one mile S. 62° W. from Fearney point, Nelson island.

It consists of a frustum of a square pyramid in stonework, 14 feet square at the bottom, 9 feet at the top, by 16 feet high, surmounted by a wooden staff carrying a lattice work drum 6 feet high by 6 feet in diameter: the whole painted black, and showing 26 feet above high water.

Kelp bar.—On the 21st December, 1903, a bell buoy of United States government pattern was established off the eastern entrance to the crossing over Kelp bar.

The buoy is of steel, painted red, and is surmounted by a bell rung by the motion of the buoy on the waves.

It is moored in 25 fathoms, 5½ cables outside the outer spar buoy in the crossing.

Texada island.—A black spar buoy was in August, 1904, established off the north point of Texada island, in 6 fathoms water.

Atrevida reef.—A spar buoy, painted red, was, in August, 1904, established in 5½ fathoms water, to mark the western extremity of an unsurveyed reef, named Atrevida reef, lying off the mainland coast of British Columbia, northward of Harwood island.

Watson rock.—The beacon marking this danger at the western entrance to Grenville channel was carried away by storm in November, 1903. It was rebuilt in July, 1904.