

Shipping Report From Fort William.

F. & W. Jones, grain, vessel, and marine insurance brokers, Fort William, Ont., wrote Nov. 15: Coal receipts show a slight decrease in the first half of November, there being 11 cargoes—7 anthracite and 4 bituminous. Despatch is unchanged since our last writing, but, owing to weather, boats are often bunched, and have to wait turn for considerable time. There is a good line-up in sight for the next week, 4 anthracite and 2 bituminous, although more than this is expected before the close of navigation. The stocks of coal at present are approximately:

| | Anthracite tons. | Bituminous. tons. |
|-------------------------|---------------------|----------------------|
| Fort William coal dock. | 32,200 | 302,000 |
| C.P.R. coal dock | 200,000 | 600,000 |
| C.N.R. coal dock | 145,000 | 450,000 |
| Totals | 377,200 | 1,352,000 |

Grain cargo shipments have shown a distinct contrast to all previous seasons. In place of the harbor being full of vessels loading, with a large line up waiting turn, cargo loading has shown but little activity, and the first half of November shows a considerable drop below the last half of October. Sixty-four cargoes have been shipped east, with a tonnage of 9,467,224 bush. Of these 11 were in United States bottoms and the balance—53—in Canadian bottoms. It will thus be seen that the total tonnage was practically 1,500,000 below the tonnage which left in the cargoes of the last half of October.

There has been no sign of any storage cargoes for the head of the lakes, although several of the Canadian bottoms have gone into storage at the lower lakes. During the last few days there has been an additional enquiry at Winnipeg for space. Shippers appear to be realizing that rates have reached bottom, and that their grain would be preferable at eastern points, where markets are likely to develop. This being so, bidding for space has been somewhat more active.

Attention appears to be now centring upon the preparations for next season's crop. The early harvest has made it possible to make great preparations for next season. Conditions have been most favorable, and excellent progress has been made. In the five fall wheat provinces of Western Canada it is estimated that over 1,250,000 acres are in preparation for fall sowing. This will be $9\frac{1}{2}$ per cent. advance on last year's sowing. In the three northwestern provinces the fall sowing has slightly decreased, but with the favorable conditions prevailing will show considerably better results than the present season. Comparing the fall plowing of these three provinces with the previous two seasons the prospects are considerably higher, possibly 25 per cent.

Stocks at date, receipts and shipments since Nov. 1, are:

| | Stocks. | Receipts. | Shipments. |
|--------------|--------------|--------------|------------|
| Wheat | 8,116,064-30 | 3,468,448-00 | 7,538,948 |
| Oats | 1,744,830-28 | 988,410 | 1,281,545 |
| Barley | 317,908-09 | 221,903 | 416,203 |
| Flax | 1,183,170-09 | 245,175 | 230,528 |

The Houston Ship Channel, which provides a 25 ft. depth from the Gulf of Mexico to Houston, Tex., was formally opened on Nov. 10, by President Wilson pressing a button in Washington, D.C., which fired a signal in Houston. Wharves, docks and other port appurtenances have not been completed, but a bond issue of \$3,000,000 has been approved for that purpose.

The contract for the construction of the concrete substructure of a steel viaduct over the old Welland Canal, near the G.T.R. station at St. Catharines, Ont., has been awarded by the St. Catharines civic works committee to Campbell and Littimer, Toronto, for approximately \$21,744.

The Loss of the s.s. Cacouna.

Following is the judgment of Capt. L. A. Demers, Dominion Wreck Commissioner, concurred in by Capt. Neil Hall, Halifax, N.S., and Capt. R. MacDonald, North Sydney, N.S., as nautical assessors in connection with the stranding and subsequent loss of the Dominion Coal Co.'s s.s. Cacouna, at Ferryland Head, Nfld., Sept. 26:—

After reviewing the evidence of the master, J. L. Newman, and the written evidence submitted, the court came to the conclusion that the master committed a grave error of judgment in taking too much for granted as to the course, velocity and direction of the current, and that he also committed an unpardonable mistake in maintaining full speed in a dense fog, thereby contravening the rule of the road which orders that the speed of a vessel shall be diminished in misty or thick weather, and that he failed when not hearing the whistle, which he expected to hear on Aquafortis, to stop his vessel, as, in the court's opinion, he could have done, and taken a sounding in order to ascertain the exact position of his vessel, owing to knowledge of all navigators of the vagaries of the tide on the Newfoundland shore. After taking into consideration that this is his first accident in a long period of service as master, the court suspends his certificate for three months from Oct. 26, and considers it is dealing very leniently with him as the author of the total loss of a valuable vessel.

The s.s. Cacouna was built at Newcastle upon Tyne, Eng., in 1884, and was screw driven by engine of 142 n.h.p. Her dimensions were, length 250 ft., breadth 35.4 ft., depth 16.4 ft.; tonnage, 1,451 gross, 931 register.

British Columbia-Japan-Siberia Service.

The arrival of the Russian s.s. Novgorod, at Vancouver recently, marks a further development of the C.P.R. in its relation to a complete round the world service. The Novgorod sailed from Vladivostok, Siberia, for Vancouver, calling at Japanese ports, where she was handled by the C.P.R. staff. She was scheduled to sail from Vancouver on the return trip, Nov. 25, and the C.P.R. is issuing through bills of lading by her for freight. Passengers will also be booked

either way, and it is expected that a large business will develop by this route. Connection is made with the Trans-Siberian Ry. at Vladivostok. In addition to the new business which will develop from the Siberian section, the service will undoubtedly be welcomed just now, since the C.P.R. trans Pacific vessels have all been requisitioned for war service, and the Japanese and Chinese services suspended. The Novgorod will be followed early in December by the s.s. Kiev, and it is stated that a monthly service with these vessels will be given. They belong to the Russian Volunteer Fleet, an organization with about 14 vessels aggregating 75,000 tons, the majority of which have been built either in England or Scotland, and Guthrie and Co. act as agents at Vancouver.

The Canada-Cape Breton Collision.

An investigation into the collision between the Gaspe and Baie des Chaleurs Steamship Co.'s s.s. Canada and the Dominion Coal Co.'s s.s. Cape Breton near the Lachine Canal in Montreal harbor, Oct. 7, was held at Montreal, recently, by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. F. Nash and E. C. Sears, as nautical assessors.

The court, after considering the contradictory evidence submitted, found that the master of the s.s. Canada, P. Blouin, showed lack of ordinary judgment in advancing in such a narrow space, where he saw a vessel lying in an oblique way, as that part of the harbor will not permit two vessels to manoeuvre at the same time. The court is at a loss to understand why, when he put his vessel full speed astern, he did not keep her so until she had come to a dead stop, instead, as he admits when he gave the order to stop by telegraph, his vessel was still going three miles an hour, at which she struck the Cape Breton. The excuse that his vessel did not answer her helm as he anticipated cannot be accepted, as he has emphasized the fact that she steers well, and the court finds that there were no elements which could have contributed to a default in the action of the vessel, and there was no tide and an absence of wind. The fact that the whistle was not blown when going astern, though a breach of the rule of the road, was not contributory to the collision. Moreover the court thinks

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during October.

| ARTICLES | | CANADIAN CANAL | U. S. CANAL | TOTAL |
|---------------------------|------------|----------------|-------------|------------|
| Copper | Eastbound | 595 | 12,752 | 13,347 |
| Grain | " | 4,865,767 | 6,665,205 | 11,530,972 |
| Building stone | " | | | |
| Flour | " | 282,450 | 1,122,530 | 1,405,010 |
| Iron ore | " | 2,319,012 | 2,052,276 | 4,371,288 |
| Pig iron | " | 2,000 | | 2,000 |
| Lumber | " | 4,440 | 55,490 | 59,930 |
| Silver ore | " | | | |
| Wheat | " | 17,798,087 | 9,885,063 | 27,678,150 |
| General merchandise | " | 820 | 21,357 | 22,177 |
| Passengers | " | 676 | 217 | 893 |
| Coal, hard | Westbound | 25,900 | 211,810 | 237,710 |
| Coal, soft | " | 295,941 | 1,313,170 | 1,609,111 |
| Flour | " | | | |
| Grain | " | | | |
| Manufactured iron | " | 2,033 | 16,577 | 18,610 |
| Iron ore | " | 3,696 | | 3,696 |
| Salt | " | 2,149 | 83,371 | 85,520 |
| General merchandise | " | 40,870 | 87,177 | 128,047 |
| Passengers | " | 368 | 475 | 843 |
| Summary. | | | | |
| Vessel passages | Number | 754 | 1,755 | 2,509 |
| Registered tonnage | Net | 2,079,123 | 3,759,562 | 5,838,685 |
| Freight—Eastbound | Short tons | 2,937,477 | 2,742,541 | 5,730,018 |
| —Westbound | " | 368,747 | 1,641,240 | 2,009,987 |
| Total freight | " | 3,356,224 | 4,383,781 | 7,740,005 |