

Shipping Letters From the Head of the Lakes.

advise the master, further, when such a condition existed, and he should have shown sufficient interest to refer to the chart or sailing directions, as, had he done so, he could have pointed out to the pilot that he was piloting the ship into danger. It is in such a time as this that the officer on duty should assure himself that the pilot is right, besides increasing his knowledge of the conditions existing in the waters he is called upon to navigate. We repeat that second officer Cooper has shown an extraordinary and most lamentable indifference in the accomplishment of his duties, and while we will not deal with his certificate, we severely reprimand him, and caution him to be more careful in the future and exercise that intelligence and caution which every master expects from those he entrusts with navigational duties. This court points out that in dealing apparently in a lenient manner with the second officer, it recognizes the peculiar situation created by the war, which has reduced the number of officers available to a minimum, therefore causing untold delay to vessels carrying out their schedule.

Suggested Customs Officer in New York for Canadian Shipment via Panama Canal.

A proposal is under consideration by the Dominion Government, at the instance of eastern members of the Canadian Manufacturers Association, to appoint a customs officer in New York, so that Canadian manufactures may be shipped to the Pacific coast via New York and the Panama Canal. When a deputation waited on the Premier at Ottawa recently, it was pointed out that in certain manufactures Canadian eastern makers, by having to ship to the Pacific coast by the all rail route, could not compete with U. S. eastern manufacturers who could send by the Panama Canal route at much cheaper rates. The Premier was understood to say that if certain products were to move to the Pacific coast via New York, which at present had no movement, it would follow that manufacturers would be sending other products by that route which now move by the all rail route, and this would be to the detriment of Canadian railways. He promised that the point would, however, receive careful consideration. S. R. Parsons, Chairman of the Transportation Committee of the Canadian Manufacturers Association, has since stated that the matter is becoming somewhat involved in that Canadian railways have in some instances been making low commodity rates in order to meet, as far as possible, the competition via New York, and it is understood that they are giving further consideration to the matter. On the other hand, owing to the scarcity of steamships, freight rates via New York to Pacific coast points have advanced considerably.

Cruiser Sterns on Merchant Vessels.—A correspondent of a New York shipping paper objects to the use of the words cruiser stern, which have been applied to the design of a stern which is being applied to certain vessels in Europe, and which it is said is likely to be copied on this continent. The paper states that cases where the real cruiser stern is applied to merchant vessels are very rare; the only correct ones so built up to the present are the C.P.R. steamships Empress of Russia, Empress of Asia, Metagama, Missanable and Princess Irene, and the Allan Line steamships Alsatian and Calgarian. The C.P.R. s.s. Princess Margaret, a sister vessel of the Princess Irene, should be added to the list.

F. and W. Jones, brokers, Fort William, Ont., have issued weekly letters as follows:

July 3.—Coal receipts this week show an increase over last week—seven cargoes arriving—5 bituminous and 2 anthracite—only one cargo was carried in U. S. bottom. Four cargoes are reported en route, 3 for the Canadian Northern dock, 1 anthracite and 2 bituminous, and 1 vessel with both anthracite and bituminous will discharge part at the Canadian Pacific and part at the Canadian Northern. Car shipments to the west have also picked up considerably during the past week, dealers are now commencing to replenish their stocks throughout the west and it is expected that commercial coal will move somewhat more freely. The railways, however, are shipping only sufficient service coal to fill their actual requirements. This condition is likely to continue until cars are needed in the west to move the grain crop. Two cargoes of bituminous coal have been unloaded at Jackfish during the week, about 6,000 tons each. One cargo of ore (about 2,500 tons) was shipped this week to Cleveland. Stocks on the dock are estimated at about 6,000 tons, but no further charters are reported.

Lake movement of grain has continued steadily on about the same parity as the previous week, 928,486 bush. having been shipped east in 7 vessels, only 1 of which was U. S. bottom. This cargo was composed of flax and billed to Cleveland. Grain arrivals from the west are steadily declining and it is generally conceded that very little of the old crop is now left in the west to come forward. Total elevator stocks at the head of the lakes now stand at 4,754,865 bush., a decrease from the previous week of 447,121. It will thus be seen that with the lake movements steadily in excess of western arrivals the available stocks must soon be greatly depleted and the prospects of grain charters will lessen from week to week until new crop movement commences. The heavy rain storms referred to in our last week's letter and which was general over the western provinces, have continued in a modified form, accompanied by warmer temperature and more sun. There are no reports which would denote serious damage to the crops, at the same time it cannot be expected but that the continuous rainfall must have at least retarded advancement. The total result will probably be a greater percentage of lower grade grain and a setback in harvesting of possibly two weeks. From reliable sources it is computed that it will be some 2 weeks before the "ear" is developed, after which it will take about 4 weeks to ripen, thus bringing commencement of harvest up to second or third week in August. The grain movement should, therefore, be commencing well in advance of Sept. 1. It is still maintained that a full crop will be harvested equal to any previously known in Canada, even if it does not reach a bumper crop. The heavy floods which have been reported in the west are mainly confined to the city areas. Stocks on hand at date, receipts and shipments during the week are:

	Stocks.	Receipts.	Shipments.
Wheat	2,399,718	319,482	616,615
Oats	994,590	115,408	74,942
Barley	86,756	15,950	101,395
Flax	1,273,801	30,160	155,165

July 10.—Coal receipts this week show a slight increase over last week—9 cargoes arriving, 6 bituminous and 2 anthracite, and one part bituminous and part anthracite—4 cargoes were in U. S. bottoms and 5 in Canadian. One cargo of a U. S. steamship was discharged at two docks, part at the Canadian Pacific and part at the Canadian Northern. On Tuesday and Wednesday the Canadian Pacific worked on three steam-

ships. All vessels received good dispatch and in only one case was a steamship held over 12 hours waiting turn. Two cargoes are reported en route, both bituminous—one for the Canadian Northern, the other for Fort William coal dock. Shipments to the west were on the same parity as last week, there is no change in the western coal situation and there is nothing to indicate any immediate business activity.

No ore was shipped out this week. Considerable ore is on the dock ready for shipment and a cargo will probably go east next week. Contracts have been closed recently for the delivery of about 45,000 tons of steel rails. The first shipment is expected the latter part of next week.

There has been a marked decrease in lake shipment of grain from these points during the past week; 633,274 bush. have been moved in five Canadian steamships and four passenger vessels; three of the former were billed to Buffalo. Receipts from the west have been round the same parity for the past several weeks with sufficient weakening to show end of stocks in sight. The elevator stocks also show a decrease, the total of grain in all elevators being 4,665,857 bush. The rain storms mentioned in our last letter have abated and the floods are subsiding. Weather reports throughout the west are universally favorable, warmer temperature being general. Grain is reported as filling out rapidly and in healthy condition. It is remarkable that the heavy storms have done little damage, the only noticeable effect being a setback in the time of harvesting. The prospective figures are still from 200,000,000 to 250,000,000 bush. of all grains. Stocks on hand, receipts and shipments during the week are as follows:

	Stocks.	Receipts.	Shipments.
Wheat	2,429,777	354,267	324,208
Oats	941,014	148,528	206,855
Barley	103,951	17,203	8
Flax	1,191,115	20,516	103,203

July 16.—Coal receipts fell off again this week—five cargoes arriving—all bituminous and all in Canadian bottoms. Four cargoes are reported chartered or en route, three anthracite and one bituminous. Two of these are in U. S. bottoms. Shipments to the west still remain light and the coal situation is unchanged. One cargo of about 2,500 tons of ore was shipped this week. There is still considerable ore to come down from the mines but no further charters are reported.

Grain shipments took a big jump this week, 10 cargoes (aggregating 1,243,801 bush.) going east. All were in Canadian bottoms, one cargo of about 100,000 bush. of wheat was to Buffalo. Receipts also show an increase of about 181,822 bush. over last week, but owing to the heavier shipments stocks have decreased, the total of grain in all elevators being 4,044,390 bush. Crop reports for the past week covering the three prairie provinces are very satisfactory, the weather for the most part has been warm and bright with sufficient rain to keep up the supply of moisture. A number of samples have been sent in from Southern Manitoba districts and examined by experts who state they are well satisfied with the appearance and predict better than an average crop. The Department of Agriculture reports conditions in both Saskatchewan and Alberta as excellent, in Southern Alberta some early sown wheat is as high as 42 to 44 ins., showing every indication of a good yield. It is expected that cutting of fall wheat will commence early in August. Stocks on hand, receipts and shipments during the week:

	Stocks.	Receipts.	Shipments.
Wheat	2,168,304	442,578	703,990
Oats	607,531	148,093	481,576
Barley	67,817	18,926	55,059
Flax	1,200,678	12,739	3,176