

Shipping Letters From the Head of the Lakes.

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

July 31.—Eight cargoes of coal were unloaded during the past week, six bituminous and two anthracite; four were in U.S. bottoms, and four in Canadian bottoms. One cargo of anthracite is now being unloaded; it is a U.S. bottom. Two Canadian steamers, both with bituminous coal, are reported en route, one goes to the C.N.R. dry dock and one to the Fort William coal dock. There has been no marked increase in shipments to the west, but they will undoubtedly pick up considerably in the near future, as dealers in the west will soon have to replenish stocks in view of winter's demands, and it is expected that this movement will start when cars are demanded in the west for the new grain crop. The taking over of the Lake Superior Branch of the G. T. Pacific Ry. and terminals by the Dominion Government has now become effectual, and two cargoes of coal have arrived, billed to the Canadian Government Railways. A U.S. steamer loaded a cargo of coal screenings (about 3,000 tons) at the Canadian Pacific dock this week; the cargo was billed to a Lake Michigan port. One cargo of ore was shipped this week in a Canadian steamer, and was consigned to Cleveland. No further charters are reported. Seven vessels have loaded cargoes of grain since last Monday, four of which were passenger vessels, all of these cargoes were billed to Canadian ports. The elevator stocks are reported as 3,394,147 bush. of all grains, thus showing only moderate decrease from last week's report. Arrivals from the west have been only moderate. The eastern shipments have totaled 1,412,174 bush. At this rate a steady depletion of stocks is evident, and very little grain will be held in elevators by the time new crop arrives. Weather conditions throughout the west have considerably modified, and are generally considered satisfactory for harvesting. Reports to hand denote a moderate percentage of damaged crops, which will probably have the effect of reducing the Government grading of a portion of the crop. This, however, will in no way effect the total crop results. It is understood that exporters have already commenced figuring on a volume available for export beyond any previous records. Harvesting will commence early in August, and is expected to become general throughout the west by the 20th. In view of this, railway companies have already lined up their car supplies at easily available western points.

Stocks on hand, receipts, and shipments during the week:

	Stocks.	Receipts.	Shipments.
Wheat	1,667,472	624,797	998,449
Oats	476,427	265,080	369,891
Barley	44,306	28,844	27,620
Flax	1,205,942	28,115	16,215

Aug. 7.—Coal arrivals show a slight falling off during the first week of August, only six cargoes arriving, as against eight in the last week of July; five of them were bituminous, and one anthracite. Three were carried in U.S. bottoms, and three in Canadian. One steamer with anthracite coal is waiting turn, and four are reported en route, all with bituminous coal. There is no change in the western coal situation. Car shipments are still very light, and no big movement is looked for until the grain begins to move down to these ports freely. No ore was shipped east this week. One charter is reported to load during the early part of next week, probably for Cleveland. There will likely be another load the end of next week or early the week later, but no definite charter is reported. Seven ves-

sels have loaded grain cargoes during the week, all of which were billed to Canadian ports. This is the second week in succession which has been marked by an absence of U.S. billing. The total amount shipped east is reported as 862,670 bush., and shows a considerable decrease on the past several weeks. Elevator stocks at the two ports stand at 3,124,271 bush. of all grains, and show a slight steady decrease. Receipts from the west are also steadily declining. There appears to be no disposition on the part of shippers to make any great movement with the balance of old stocks, all attention is directed to the prospects of the new crop, and in consequence enquiry for lake space is weak and uninteresting. The week under review opened up with most favorable weather conditions all through the western provinces; later, however, there was more or less unsettled conditions, followed with rain and slight frost in Saskatchewan. This has by no means affected the optimistic feeling among grain men; a full crop is considered as now assured, whilst it is conceded that there will probably be a percentage of low-grade grain in consequence of the unsettled weather conditions. Harvesting will be in progress generally throughout the west by the 20th of the month. During the coming week harvesters' trains are scheduled to arrive from the east carrying all available help for the various western centres, and whilst help will not be in excess, there is not expected to be any lack of harvesters. The new crop movement is now expected to be well on its way early in September.

Stocks on hand at date, receipts and shipments during the week:

	Stocks.	Receipts.	Shipments.
Wheat	1,363,817	372,777	676,431
Oats	504,998	151,296	122,825
Barley	63,051	46,519	28,734
Flax	1,194,455	13,653	25,180

Aug. 14.—Coal receipts brightened up during the second week of August. 9 cargoes were unloaded, as against 7 last week, 7 of these were bituminous and two anthracite. Four were carried in Canadian steamships and five in U. S. Two steamships are reported as en route, one anthracite and one bituminous. The western coal situation is practically unaltered, the only change being an increase in the shipment of steam coal, which is used in harvesting. As the harvesting becomes more general the shipments will become heavier and will naturally decrease the stocks of bituminous coal at the head of the lakes. Two cargoes of ore were shipped east during the week, one to Cleveland, the other to Cleveland and Buffalo. They totaled about 8,000 tons. No further charters are reported.

Eleven vessels have loaded grain during the past week, two of which were billed to Buffalo and were U. S. bottoms. The total amount reported as shipped east was 1,062,611 bush. of all grains, being a considerable increase over last week's shipments. Receipts from the west continue to show steady decline, only 276,744 bush. having arrived during the week. Elevator stocks are in consequence becoming materially depleted, only 2,340,739 bush. being reported as held in store at time of writing. All reports arriving of the crop prospects are most optimistic and it is confidently felt that a bumper harvest is assured. Weather conditions have been most favorable, universally warm throughout the west accompanied with only moderate rain fall. Commencement of harvesting is placed at from Aug. 19 to 21, according to districts, but will be general throughout the provinces by the latter date. Large quantities of machinery

and general supplies are being rushed forward in anticipation, it is also estimated that ample help is now in sight. General movement of the crop to the head of the lakes should be in progress early in September. Market prices continue firm and it is expected that farmers will market their crop at good prices, and a wave of prosperity is looked for in the west, which should put things generally on a most satisfactory basis. Stocks on hand at date, receipts and shipments during the week:

	Stocks.	Receipts.	Shipm'ts.
Wheat	616,606	168,073	915,284
Oats	490,535	82,942	97,405
Barley	36,771	16,155	42,760
Flax	1,196,827	9,574	7,162

Canadian Pacific Ocean Services, Ltd.

The announcement of the incorporation of Canadian Pacific Ocean Services Ltd. has already been made in Canadian Railway and Marine World. The company has an authorized capital of £2,000,000, and has power to acquire and operate ocean steamships, and to interchange traffic with railways. The company is subsidiary to the C. P. R., and the latter's charter has been extended to enable it to hold stock and securities of the new company, and to guarantee payment of principal and interest of such securities as may be issued with the consent of C. P. R. shareholders. Canadian Pacific Ocean Services Ltd. will take over the C. P. R. interest in all steamships engaged in ocean traffic and also those of the Allan Line Steamship Co., which has been under C. P. R. control for some time. A moderate estimate of the value of the steamship property involved in the transaction, after making due allowance for depreciation, is \$23,500,000. It is proposed that in consideration for the steamships and appurtenances acquired from the C. P. R., and for the capital stock of the Allan Line Steamship Co., carrying with it all the company's steamships and other properties, the C. P. R. shall accept the fully paid capital stock of the Canadian Pacific Ocean Service Ltd., viz. £1,962,910, being all the shares except those necessary for directors' qualifications, and in addition shall accept 5% debentures, first debentures or debenture stock of the steamship company for £2,865,860.

The s.s. *Midland Queen*, owned by Canada Steamship Lines, Ltd., and under charter to the Dominion Iron and Steel Co., was torpedoed by the Germans, Aug. 3, while en route to Newport, Monmouth, Eng. She was built at Dundee, Scotland, in 1901, and was a steel vessel equipped with triple expansion engines with cylinders 18 x 30 x 50 x 36 ins., supplied with steam by 2 Scotch boilers at 170 lbs. pressure. Her dimensions were, length 249 ft., breadth 42 ft. 7 ins., depth 20 ft. 6 ins.; tonnage, 1,993 gross. 1,349 register. She was formerly owned by the Midland Transportation Co., Midland, Ont., which was absorbed by Inland Lines, Ltd., which in turn was absorbed by Canada Steamship Lines, Ltd.

The special crew which were engaged last April, at Halifax, N. S., to take the ice breaking steam tug J. T. Horne, to Archangel, Russia, returned to Halifax at the end of July. They report that the icebreaking s. s. *Canada* (formerly *Earl Grey*) has done good work in the harbor at Archangel, but broke down and had to be sent to England for repair. She is again in service.

Navigation on the Rideau River this summer has been seriously interfered with owing to low water. The *Rideau Queen*, which was running on the route has been taken off on this account.