

Lights and Fog Alarms on the Great Lakes and St. Lawrence River.

The Department of Marine has issued a notice that all Canadian lights and fog alarms on Lake Superior will be kept in operation until the close of navigation, with the exception of those at Caribou Island, Otter Island, Michipicoten Island, Michipicoten Island east end, Gargantua, Michipicoten harbor, Corbell Point and Ile Parisienne, from which stations the keepers may be removed at any time after Dec. 1. Mariners must not rely on finding any of these lights in operation later than Dec. 1. All Canadian lights and fog alarms on Lake Huron, Georgian Bay, Lake St. Clair, Lake Erie, Lake Ontario, and connecting waters will be kept in operation until the close of navigation, except the southeast shoal lightship Lake Erie, which may be forced to abandon her station by ice conditions before the close of navigation. All Canadian lights on the St. Lawrence River will be kept in operation until the close of navigation. All gas buoys and floating aids to navigation will be kept at their stations as long as ice conditions will permit, and in cases where it is necessary to remove gas buoys before the close of navigation, spar markers will be laid down if possible. Lightkeepers and mariners will govern themselves accordingly, and lightkeepers are cautioned to maintain their lights and fog alarms in operation until navigation shall have completely closed. They are required to satisfy themselves that navigation has completely closed before closing their stations. The keepers of the stations named above will maintain their lights in operation until they are called for by Government steamboat.

The Stranding of the s.s. Floriston.

Following is a summary of the judgment delivered by Capt. L. A. Demers, Dominion Wreck Commissioner, concurred in by Capt. F. Nash and Mathias, in connection with the striking of an iceberg by the s.s. Floriston, Aug. 29, in Belle Isle Strait, and her subsequent stranding west of Rich Point. The court, while exonerating the master of responsibility for collision with the iceberg, looks askance at his neglect in supplying his vessel with proper charts and sailing directions of recent issue, and also questions his extraordinary conduct when he stood off shore for two hours awaiting answer to his signals, and failed to send a boat in advance to enquire the most practical and advisable course to follow in beaching his vessel, which information, had it been sought, would, in all probability, have directed him to Port Saunders. Ordinary prudence demanded that the nature of the bottom should have been ascertained before driving the vessel ashore, and it is providential that, beached as she was on a rock bottom in an almost perilous position, an exceptional period of fine weather prevailed until she was refloated, and it therefore cannot be attributed to any seaman-like action of the master that she escaped ultimate disaster. The court severely reprimands the master, A. E. Kennedy, for his negligence. The master and second officer were also cautioned to be more careful, prudent and resourceful in future.

The hydraulic dredge Port Nelson, which was built at Polson Iron Works, Toronto, about a year ago for work in the Port Nelson harbor, Hudson Bay, was, after considerable delay, due to weather conditions, placed under operation, Sept. 28. She is making a channel into Port Nelson for the temporary docks to be built there.

The North Atlantic Conference and the United States Anti-Combine

Laws.

In Jan., 1911, the U.S. Government commenced suit against the shipowning companies comprising the North Atlantic Conference, and also against a number of these companies' officials, complaining that they operated in restraint of trade. When the suit was originally entered, the Allan Line and the C.P.R. were included with the other defendants, but as it transpired at the trial, that both of these companies had withdrawn from the conference, prior to the date of the entry, they were dismissed from the action. Judgment was delivered in New York, Oct. 13, dismissing all of the Government's complaints with one exception, without costs to the defendants. The one complaint which was upheld, referred to what has been termed the "fighting ships," which, it is stated, were used to compete with vessels of lines not members of the conference and operating at lower rates than those charged by the conference members. The court stated that ostensibly they were operated by one of the members of the conference, but they were really supplied by the conference, the members thus cooperating to keep out competition. It is reported that the Government will probably take an appeal to the Supreme Court.

Since this action was entered upon, the European war has broken out, and as the more or less predominating influence in the conference was German, and as the German merchant fleet is now nonexistent, it is scarcely likely that the conference will be continued on the lines on which it was operated before. The action of the Canadian lines in withdrawing altogether from the membership and defying the strong combination, a few years ago, caused a considerable flutter in the shipping world.

Atlantic and Pacific Ocean Marine.

It is reported that the Osaka Shosen Kaisha is building in Japan, nine steamships aggregating 37,000 tons. Of these, two of 9,500 tons each, are stated to be for the company's Hong Kong-Vancouver service.

Furness, Withy and Co.'s s.s. Shenandoah, which stranded off Little Musquash, N.B., in September, is being repaired at Halifax,

N.S. About 60 plates have to be replaced and repaired. The cost will be about \$25,000.

It is reported that British interests are negotiating with the Great Northern Ry. for the purchase of the s.s. Minnesota. It is stated that it has not transpired whether the negotiators are the British Admiralty, the C.P.R., or the G.T. Pacific Ry.

The s.s. Elsinore, an oil tank vessel, which was reported recently to have been sunk by a German cruiser off the coast of Chili, was owned by C. T. Bowring and Son, of Liverpool, Eng., and Newfoundland. She was built in 1913, and had a tonnage of 6,542 gross and 4,169 register.

The C.P.R. has amended its claim for damages against the owners of the s.s. Storstad, in connection with the loss of the s.s. Empress of Ireland, by increasing the amount from \$2,000,000 to \$3,000,000, in order to meet any liability under actions for damages brought by relatives of the crew, and for other contingencies.

Canada Steamship Lines s.s. Bermudian, which is one of the vessels engaged recently in transporting the Canadian contingent from Quebec to England, is reported to have been requisitioned by the British Government to take troops from England to India to replace others which are leaving, or have left, for the front.

The C.P.R. and Allan Lines have raised the first class rates between Canada and Great Britain, by \$10, and second class and third class rates by the Cunard and Donaldson Lines have been advanced \$5 and \$2.50, respectively. The increase of \$20 in the first class rates which was made on the outbreak of war, was cancelled a few days after it was made, so that the present is the only increase which has really taken place.

A St. John, N.B., correspondent writes:—"The harbor works on the west side are being pushed with the greatest vigor in anticipation of an increased traffic in grain and other food stuffs between Canada and Great Britain during the approaching winter. The new pier which will probably be utilized by the steamers of the C.P.R. will be ready for business by Dec. 1. A monster warehouse is now in course of erection, and an elaborate scheme of reclamations is being carried out with a view to providing enlarged trackage facilities."

Sault Ste. Marie Canals Traffic.

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

ARTICLES		CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....	Eastbound	Short tons 331	6,628	6,959
Grain.....	"	Bushels 2,487,115	3,102,896	5,590,011
Building stone.....	"	Short tons		
Flour.....	"	Barrels 354,730	1,226,510	1,581,240
Iron ore.....	"	Short tons 3,739,871	1,549,987	5,289,858
Pig iron.....	"	"	2,138	2,138
Lumber.....	"	M. ft. b.m. 1,819	58,146	59,965
Silver ore.....	"	Short tons		
Wheat.....	"	Bushels 15,458,520	6,211,090	21,669,610
General merchandise.....	"	Short tons 15,090	15,261	31,251
Passengers.....	"	Number 1,495	1,552	3,047
Coal, hard.....	Westbound	Short tons 20,47	142,463	162,910
Coal, soft.....	"	" 296,475	1,427,27	1,723,692
Flour.....	"	Barrels	145	145
Grain.....	"	Bushels		
Manufactured iron.....	"	Short tons 4,901	10,383	15,281
Iron ore.....	"	"		
Salt.....	"	Barrels 2,828	66,800	69,628
General merchandise.....	"	Short tons 31,28	103,048	137,76
Passengers.....	"	Number 1,74	1,420	2,794
Summary.				
Vessel passages.....	Number	850	1,846	2,696
Registered tonnage.....	Net	2,351,631	3,551,372	6,403,003
Freight—Eastbound.....	Short tons	4,312,430	2,055,978	6,368,408
" — Westbound.....	"	356,655	1,602,653	2,049,808
Total freight.....	"	4,669,085	3,748,631	8,417,716