

**Stranding of the S.S. Argyle.**

The str. Argyle ran on a rock in a fog near Oshawa, Ont., July 29, but the passengers were got off without mishap. The steamer was floated three days later by the Donnelly Salvage and Wrecking Co., and was towed to Whitby, and subsequently to Kingston, Ont., where she was repaired, and later on resumed her run between Toronto and Oshawa. An investigation into the cause of the stranding was held by Commander Spain, Wreck Commissioner, assisted by Capt. T. Donnelly, Aug. 8. Commander Spain has given the following judgment:—"The steamer Argyle, of Picton, Ont., left Toronto at 8.20 a.m., on July 29, bound for Oshawa, Ont., with an excursion party of 150 passengers on board. The weather was foggy from the time the Argyle left the eastern gap, outside Toronto, until she struck. The Argyle was commanded by Captain Wm. Manson, who holds a certificate of competency for the inland waters, issued in Toronto in Mar., 1885. From the sworn evidence given during the inquiry by the Inspector of Hulls, the equipment in regard to life belts and life-saving apparatus generally, boats, etc., was sufficient and up-to-date. The mate testified that fire and boat drill had been carried out on board the ship at least once a week. The steering gear was in good order, and no complaints were made about it. The compasses were not correct, and the captain had no idea of the deviation; and so far as the court was able to ascertain, the compasses had not been corrected for a very long time. The court is of opinion that the accident to the Argyle was caused by gross carelessness on the part of the captain in running the vessel at full speed in a dense fog from the time of leaving the eastern gap, Toronto, until she ran ashore near Corbett's Point, near Oshawa. The lead was not used, and apparently the captain had no idea of the correct compass course. The course steered was the usual one, and the reason for steering this course, as given by the captain, was that he had always done so, and the ship had gone clear, and he supposed she would go clear again. Taking all these facts into consideration, the court suspends the certificate of competency for inland waters of Captain Wm. Manson for 12 months, to date from the time of the accident, July 29, 1905. The court also wishes to point out that it is to be hoped that the method of navigation pursued on board the S.S. Argyle is not usual on board passenger steamboats on the lakes; otherwise there is no doubt that some appalling disaster must occur sooner or later."

**Notices to Mariners.**

The Department of Marine has issued the following notices to mariners:

No. 55. July 8.—Nova Scotia—140. South coast, off Ship harbor, Little Rock, whistling buoy established. 141. Cape Breton Island, east coast, Sydney harbor entrance, sunken wreck.

No. 56. July 8.—Near the boundary line between Ontario and Ohio—142. Lake Erie, uncharted shoals north of Bass Islands.

No. 57. July 10.—British Columbia—147. Vancouver Island, west coast, Barkley Sound, Carolina channel, off Amphitrite, whistling buoy established. 146. Vancouver Island, Juan de Fuca Strait, Port San Juan, whistling buoy established. 147. Strait of Georgia, sandheads at entrance to Fraser River, lightship to be established. 148. Queen Charlotte Sound, Broughton Strait, Malcolm Island, Græme point, light to be established.

No. 58. July 10.—Quebec—150. Lake St. John, Roberval, change in range lights.

No. 59. July 14.—British Columbia—151. Trincomali channel, Atkins reef, change in color of beacon. 152. Trincomali channel, Walker rock, change in color of beacon.

No. 60. July 15.—Ontario—153. Georgian Bay, west side, Cape Croker light station, new fog alarm building, change in fog alarm.

No. 61. July 15.—Quebec—154. Gulf of St. Lawrence, Gaspé bay, entrance to Gaspé basin, Sandy beach point change in character of light. 155. Gulf of St. Lawrence, Magdalen Islands, Bird rocks, character of light.

No. 62. July 20.—New Brunswick—158. South coast, Bay of Fundy, Passamaquoddy bay, St. Andrew's Harbor, eastern entrance, change in character of buoy. Nova Scotia—159. South coast, off Jeddore head, sunken wreck.

No. 63. July 22.—Nova Scotia—164. Cape Breton Island, south coast, Madame Island, Beak point, whistling buoy to be established.

No. 64. July 24.—Ontario—166. Lake Huron, west side, Southampton, fog whistle established.

No. 65. July 25.—Quebec—167. River St. Lawrence, Lake St. Peter, Louiseville range, lighthouse foundation placed.

No. 66.—July 27.—Quebec—168. Gulf of St. Lawrence, north side, off Great Meccatina Island, Flat Island, beacon rebuilt. 169. River St. Lawrence, chart, Longue Pointe to Varennes, issued.

No. 67. July 29.—170. A list of all the lights and fog signals in the Dominion, corrected to April 1, 1905, has been issued by the Department of Marine, and copies can be obtained free on application. Newfoundland—171. East coast, Notre Dame Bay, Great Dinner Island, change in color of light.

No. 68. July 29.—British Columbia—172. Victoria Harbor, Brocton ledge beacon, fog bell established, fog horn discontinued. 173. Millbank Sound, Vancouver rock, whistling buoy established.

No. 69. Aug. 2.—Ontario—174. Detroit River, Amherstburg reach, Elliott point range lights and float lights changed in position.

No. 70.—Aug. 2.—Nova Scotia—175. Bay of Fundy, Lurcher shoal, gas and whistling buoy placed temporarily. 176. South coast, Port Monton, buoys established.

No. 71. Aug. 4.—Quebec—177. River St. Lawrence, Baie St. Paul, Cap-au-Corbeau, light established.

**Grain Carriers for the Lakes.**

A. A. Wright, of Toronto, recently wrote the Toronto Globe in reference to an interview in which D. McNicoll, Vice-President of the C.P.R., was quoted as saying that more grain carrying vessels would be required on the Great Lakes. Mr. Wright said: "I am afraid your correspondent has misunderstood Mr. McNicoll about requiring more grain carriers on the lakes, as it has been amply demonstrated during the past two years that there are twice as many Canadian-owned grain carriers as the C.P.R. can load promptly at Fort William, to say nothing of the fact that the present fleet of Canadian-owned steamships, if they could be loaded and unloaded with any reasonable despatch, could fill all of the terminal elevators at lower lake ports in two weeks. Possibly Mr. McNicoll had this in view, if he mentioned getting more grain carriers, as he probably expected to require them to store the grain in at lower lake ports, owing to the lack of elevator facilities there. It is

well known in the trade that many first-class steel grain carriers have not carried a bushel of grain this season, and the most fortunate have only carried from two to five cargoes, in practically half of the season of navigation. If anything like the anticipated quantity of wheat is to be moved this fall there will be a complete blockade of grain shipments, not from lack of vessels, but from the annual shortage of cars and lack of terminal facilities at Ontario points, together with the poor system, or lack of system, at present in use at Fort William and Port Arthur for loading vessels. Between the shipper and the railway companies, boats are run backward and forward between the two ports, calling at all the elevators for a portion of their cargo, often at the expense of several hundred dollars to the steamer, merely to save the shippers a few dollars on the expiry of free storage on their grain. Another matter which will seriously affect business in the fall if there is a rush to get out grain is the Government regulations prohibiting the loading of grain after dark, unless the shipper relieves inspectors of responsibility. If it takes from two to four days, as it has done in the past under some conditions, to load approximately 100,000 bush. on a steamer, it can readily be seen what the situation will be if 30 Canadian vessels per week go into Fort William or Port Arthur for cargoes, which would be the case were there business to warrant it, and facilities for prompt loading there and unloading at the other end. If the C.P.R. is thinking of putting on a fleet of grain carriers it is to be hoped Mr. McNicoll will give some of the present owners a chance to unload on them a few of their modern grain carrying vessels. As the railways justify the shortage of cars every fall by saying they cannot be expected to have sufficient cars to take care of these annual rushes, it can readily be seen how they would enjoy having not only enough, but more than enough vessels to take care of twice the business ever offered during the rush seasons, which will last about two weeks in the spring and a month in the fall, and then see them lie idle for five months of winter, and often run at a loss the rest of the season of navigation."

**The Lake Freight Situation.**

Our Winnipeg correspondent wrote on Aug. 15: "The grain trade, from the vessel standpoint, still continues dull, as about the total stocks of wheat at Port Arthur and Fort William are still in the hands of the crowd who cornered the Winnipeg July option, and while the corner was successful so far as securing all the contract wheat was concerned, the decision of the Winnipeg Exchange Arbitration Committee that \$1.16 should be the settling price instead of the close, \$1.35, has without doubt caused the "longs" to miss the cream of the corner, and will no doubt prevent any future attempt to corner the Winnipeg market. The effect of the corner was to practically stop all shipping during the month, and even yet the trade has not recovered from the effects, and the cornered wheat is still held too high for eastern millers and the export trade, in the face of the splendid crop now growing. Both the grain trade and the railways now figure that the growing crop will average 25 bushels to the acre at least, and are looking for a wheat crop alone of at least 100,000,000 bush., with other grains in proportion. So far as the vessel interests are concerned, a wheat crop of 100,000,000 bush. will mean a steady eastbound business all next season, provided the eastern Canada grain routes can be kept free of blockades, otherwise Buffalo will reap the benefit, as the crop will be an export one and therefore shippers will not be tied down to