

has been highly spoken of by the Managing Director of the company to which the Capilano belonged, the court will not, in this instance, deal with his certificate, and returns same to him. It nevertheless severely censures him for retiring to his cabin under the conditions of weather then prevailing, and leaving an uncertified man, however experienced, in charge of the ship. This is not only a very reprehensible practice, but is distinctly contrary to the rules and regulations of the company to which the ship belonged. In the opinion of the court 8 p.m. is not a fit and proper time for a master of a steamer to retire when the weather is

thick and the next port of call is only 11 miles distant. The court, therefore, in severely censuring him also warns him as to his procedure in these waters in the future. The court blames Fletcher Hemmonds, second officer, for not calling the master under the existing circumstances, more especially as the vessel was then getting close to her next port of call, Van Anda. As he does not possess a certificate the court cannot deal with him in any other manner but to warn him that if ever he does possess one he will be held responsible, under like conditions, when he fails at once to advise the master when in any doubt."

Shipping Letters From the Head of the Great Lakes.

F. & W. Jones, Shipping Brokers, Fort William, Ont., have written as follows:—

Nov. 6.—Eight cargoes of coal were unloaded during the week, all bituminous. One boat is now under the rigs and 12 are en route. This line-up will keep the docks busy for the best part of the week. Dispatch in unloading is good, and boats are having no hold up and docks work nights when requested. Car shipments to the west are still very good and there is every prospect that they will keep normal for the balance of the season.

Grain shipments from the Canadian head of the Lakes during the first week in November show an increase of 1,000,000 bush. over the last week of October, total shipments being 12,952,550 bush. The number of cargoes this week was seventy, 31 going to Buffalo and Lake Erie side ports and 39 to Canadian ports. Receipts have dropped off slightly this week, being 15,627,922 bush. against 16,374,885 last week. Stocks have accumulated slightly and dispatch in loading is consequently better.

Conditions in the harvest fields are very favorable and threshing is well in hand. The car situation is somewhat relieved, although the effect has been felt rather severely during the past week, and a big increase in receipts from now on is looked for.

Nov. 13.—Coal arrivals fell off this week, five cargoes being unloaded. This was entirely owing to the severe weather that has prevailed on the lakes the last few days. Ten steamships are en route, five of which are over due. This will mean a slight congestion, but as five of the vessels are less than 3,000 tons it will not be serious. Half of the 100,000 tons mentioned in our letter of Oct. 30 may be reckoned to have come forward, but other docks are still looking for fairly big receipts so that at the moment the outlook is for receipts to continue at about the present rate until the close of navigation. Car shipments to the west are still about the same as at last writing, and cannot be considered as above normal.

Grain shipments during the week show an increase of approximately 500,000 bush. over last week, being 13,391,191 bush. of all kinds of grain. The number of cargoes was forty-nine, 30 being consigned to Buffalo and Lake Erie side ports and 19 to Canadian ports. Receipts from the west continue about the same, being 15,720,196 bush. of all grains. Stocks show an increase over last week, being 23,226,303 bush. of all grains. Dispatch in loading has been good, and in but few cases have vessels had to call at more than two elevators. It is expected that before the close of lake navigation the Canadian Government railways will announce an all rail grain rate from Fort William and Winnipeg to St. John, which will be such as to permit the export of many millions of bushels of the western crop during the winter. The Government will utilize the Na-

tional Transcontinental and Intercolonial Railways for the winter grain route, and there is no doubt that the C.P.R. and C.N.R. will meet the Government rate.

Grain continues to go down the lakes in record breaking quantities, and if the present European demand continues it is anticipated that about 110,000,000 bush. will have been shipped from Fort William and Port Arthur by the close of lake navigation. The estimated exportable surplus of the western crop is 250,000,000 bush., the storage capacity at the head of the lakes is about 45,000,000 bush., leaving for storage in interior elevators, or to be shipped out during the winter months, about 95,000,000 bush. The world's weekly requirements are about 9,000,000 bush., and from North America alone for the past five weeks about 11,000,000 bush. per week have been going to Europe. There must, therefore, be an accumulation of wheat stocks there, and this with the Argentine and Australian export period nearly at hand may in a considerable measure check the Canadian grain movement. Stocks in store at date, receipts and shipments during the week, are as follows:

	Stocks.	Receipts.	Shipments.
Wheat	18,231,048	12,367,940	11,007,654
Oats	4,013,561	2,947,807	2,117,064
Barley	531,577	290,071	132,458
Flax	450,117	114,384	134,007

Nov. 20.—Coal arrivals during the past week show an increase over last week, 12 cargoes having been unloaded, all bituminous. Three cargoes are reported en route. Dispatch in unloading has been good; during the first few days of the week there were vessels waiting turn at three of the docks. This was owing to vessels having been held below during the storm of the week previous, but the docks worked continuously on boats until they were unloaded, and no serious congestion resulted. Car shipments to the west remain about the same, being barely a normal movement.

Grain movement here continued fairly active during the past week, showing a slight increase in lake shipments over the previous week, the total loaded into vessels being 13,858,708 bush. This was carried in 56 vessels; 31 going to United States ports and 25 to Canadian. Receipts from the western provinces are good, but have not reached the amount received in last week's statement; this, consequently, together with improved shipments, makes a slight decrease in total stocks on hand, which now stands at 22,923,185 bush. of all grains, or approximately half of the elevator total capacity of the two ports. Dispatch in loading has been good, many cargoes being collected at only one elevator. At time of writing there are some 15 vessels overdue for grain cargoes, and were it not for the adverse weather on the lakes, no doubt a larger total shipment would have been made during the week. Threshing in the west has made good progress of late. It is estimated that Manitoba has finished, but two other

provinces still have a large amount to thresh. Farmers in those provinces have, in many cases, stacked their grain, thus enabling them to hold it safely indefinitely. It is estimated that there will be a continual movement of grain from the west to the head of the lakes well into next spring, partly on account of delayed threshing and partly on account of delay in railway transportation. The opening of navigation for 1916 should therefore find elevators at the head of the lakes well stocked, and the opening should bring active demand for lake space. It is computed that less than 40% of the estimated exportable surplus of all grains will have been moved east at the close of navigation. Stocks in store at date, receipts and shipments during the week:—

	Stocks.	Receipts.	Shipments.
Wheat	17,932,173	10,337,717	10,636,593
Oats	3,903,262	2,746,875	2,857,175
Barley	557,764	308,425	282,237
Flax	529,985	162,571	82,703

The Panama Canal Commission announces that due to continued earth movements, the condition of the channel at the bases of the east and west Culebra slides was essentially the same at Oct. 12, as it was a week previous, the material removed during that period being about equal to the movement into the prism. It is deemed inadvisable therefore at this time to predict any approximate date for the reopening of the canal, and shipping interests are being advised to use some other route until further notice, which will be given as soon as material is removed sufficiently to insure more stable conditions. For the seven days prior to Oct. 12, 208,732 cubic yards of soil was removed from the prism, the work being continued at high pressure.

Dominion Wreck Commissioner's Judgment Questioned.—A question was asked in the British House of Commons, Oct. 27, regarding the Dominion Wreck Commissioner's judgment on the Batiscan-Bengore Head collision, which suspended the certificate of the master of the s.s. Batiscan for two years and granted a chief mate's certificate for the latter 12 months of that period. In the question, stress was laid on the fact that there was no loss of life following the collision. The Secretary of the Board of Trade replied that the matter was receiving careful attention.

Toronto Harbor Improvement Works.—In an interview at Toronto, Nov. 3, the Minister of Public Works stated that he had had a conference with the Canadian Stewart Co., the general contractors for the works for the improvement of the Toronto harbor, and all the matters in dispute in connection with the quality of certain work carried out under subcontracts had been cleared up, and no further difficulty need be expected.

The Iperia Shipping Corporation Ltd. has been incorporated under the Dominion Companies Act, with \$1,000 capital and office at Montreal, to carry on a general steamship owning and managing business, and to engage in the carrying of passengers and cargo on the high seas and inland waters. The incorporators are: R.M. Page, New York; L. Macfarlane, W. B. Scott, A. Knatchbull-Hugesson and J. G. Cartwright, Montreal.

Prince Edward Island Car Ferry Operation.—The Charlottetown, P.E.I., Board of Trade has been advised by F. P. Gutelius, General Manager, Canadian Government Railways, that the car ferry steamship Prince Edward Island will be placed in service between the mainland and the Island during the winter. During the first part of the season it will operate between Pictou and Charlottetown, and later between Pictou and Georgetown.