

## Lake Grain Shipments.

The following statement, prepared by F. Symes, acting Grain Inspector, Fort William, Ont., shows the bushels of each kind of grain shipped by each Canadian vessel, from Port Arthur and Fort William, to Canadian ports during the crop year of 1911-12:—

	Wheat.	Oats.	Barley.	Flax.
A. E. Ames .....	127,000	299,116	.....	80,546
A. E. McKinstry .....	274,505	264,546	.....	62,939
Acadian .....	474,194	281,500	15,592	76,004
Advance .....	185,000	56,845	.....	.....
Agawa .....	.....	269,078	.....	.....
Alberta .....	156,120	221,726	33,907	.....
Algonquin .....	164,784	56,000	163,958	.....
Arabian .....	249,812	.....	.....	.....
Assiniboia .....	143,800	514,263	.....	.....
Athabasca .....	223,888	382,139	49,954	.....
Beaverton .....	423,684	265,012	30,000	.....
Bickerdike .....	107,073	230,959	14,909	.....
C. A. Jaques .....	421,316	246,405	19,165	3,960
Canadian .....	465,243	150,280	88,903	59,250
Carleton .....	65,000	329,667	.....	.....
City of Montreal .....	57,340	.....	.....	.....
Collingwood .....	719,046	852,467	.....	.....
Corunna .....	227,819	3,603	19,452	19,892
Corunna .....	106,939	.....	.....	.....
D. A. Gordon .....	669,031	163,773	.....	47,870
Donnacona .....	230,436	172,625	.....	.....
Doric .....	879,130	183,888	37,333	.....
Dundee .....	414,086	227,264	.....	.....
Dunelm .....	327,235	421,410	10,000	.....
E. B. Osler .....	2,970,638	.....	.....	.....
Edmonton .....	453,735	223,648	32,302	.....
Emperor .....	2,696,058	170,000	.....	.....
Empress of Fort William .....	863,372	173,324	.....	.....
Empress of Midland .....	322,902	163,034	17,000	.....
Fairmount .....	594,386	231,284	77,377	.....
Forest City .....	181	.....	.....	.....
G. R. Crowe .....	1,222,922	60,560	.....	.....
Glenellah .....	631,174	103,472	.....	.....
Glenmount .....	731,401	.....	6,501	.....
H. M. Pellatt .....	128,195	206,702	22,303	49,975
Hamiltonian .....	101,057	111,970	57,935	.....
Ionic .....	427,115	285,137	42,028	49,120
Iroquois .....	820,654	165,338	.....	.....
J. A. McKee .....	1,354,417	398,375	95,955	103,086
J. H. Plummer .....	142,000	298,442	20,341	.....
Kaministiquia .....	954,164	629,492	.....	78,007
Keewatin .....	801,530	511,418	53,089	26,588
Kenora .....	392,395	351,986	.....	.....
Kinmount .....	609,427	125,900	.....	27,002
Leafield .....	192,782	.....	31,175	.....
Manitoba .....	307,823	292,563	41,411	.....
Mapleton .....	415,580	.....	.....	.....
Marina .....	63,433	.....	.....	34,238
Midland King .....	2,119,719	202,637	.....	.....
Midland Prince .....	1,943,768	412,278	.....	.....
Midland Queen .....	477,768	130,000	52,100	.....
Meaford .....	1,091,725	75,000	.....	.....
Neebing .....	598,664	306,000	.....	.....
Neepawah .....	238,031	206,220	.....	.....
Nevada .....	248,139	91,760	2,479	.....
Newona .....	2,167,803	615,440	64,834	.....
Paliki .....	188,718	59,999	.....	.....
Port Colborne .....	30,988	83,605	.....	.....
Prince Rupert .....	131,400	207,413	.....	34,385
R. R. Rhodes .....	111,200	102,134	.....	35,871
Regina .....	427,600	177,746	.....	.....
Renvoyle .....	164,126	85,696	35,000	.....
Rosedale .....	281,574	216,313	56,205	47,736
Rosemount .....	426,835	302,124	77	.....
Saskatoon .....	402,985	.....	.....	.....
Scottish Hero .....	1,043,302	1,005,123	36,844	81,460
Sequin .....	205,000	169,678	.....	.....
Senator Derbyshire .....	.....	168,458	.....	.....
Sindbad .....	7,029	20,531	.....	.....
Stadacona .....	300,000	.....	.....	.....
Stormount .....	609,863	127,000	.....	.....
Strathcona .....	227,000	264,227	.....	.....
Tagona .....	365,488	150,000	.....	.....
Turret Cape .....	75,400	261,783	85,000	.....
Turret Chief .....	706,636	552,658	.....	29,380
Turret Court .....	1,050,343	100,000	.....	.....
Turret Crown .....	877,235	406,776	.....	.....
Ungava .....	68,000	.....	.....	.....
W. D. Matthews .....	1,656,677	286,620	55,000	.....
Wahcondah .....	229,393	.....	.....	29,700
Westmount .....	678,992	241,000	.....	.....
Wexford .....	817,805	832,451	.....	71,974
Winona .....	1,043,875	334,748	.....	60,755
Yorkton .....	176,164	.....	.....	.....
Totals .....	45,499,197	18,284,629	1,367,159	1,108,838
Shipped in Canadian vessels to foreign ports ..	684,654	.....	.....	78,007
Shipped in foreign vessels to foreign ports ..	39,468,316	2,315,629	1,660,888	2,783,295
Totals .....	85,652,167	20,600,258	3,028,047	3,970,140

In addition to the foregoing, 7,064 bush. of rye were shipped in the steamboats Edmonton and Manitoba, to Canadian ports.

## Grounding of the s.s. Vadso.

Judgment was delivered, Jan. 9, at Victoria, B.C., re the grounding of the Union Steamship Co.'s s.s. Vadso, in passing through Baynes Sound, Oct. 12, 1912, by Capt. G. Robertson, Agent, Marine Department, and concurred in by Capt. P. J. Hickey and J. W. Butler, as follows:—After carefully considering the courses set by the master and steered, we are of opinion that he did not realize the strength of the ebb tide, which was setting strong on his port bow, and that as his vessel was steaming but slowly, he did not make provision enough for this leeway in his last course. We are of the opinion that this was the cause of the grounding, and therefore find that the master, W. Noel, committed an error of judgment, but on account of his good record, we feel that he should be exonerated from all blame, and we hand him back his certificate.

We are of the opinion that a more definite understanding ought to exist between owner and master as to the very important question of sacrificing safety for time, and also would accentuate the necessity of masters keeping a night order book, in order that no misunderstanding may occur in the issuance of instructions having reference to the safe navigation of vessels. In view of the fact that the volume of passenger traffic has greatly increased on the coast during the last few years, it becomes of paramount importance that the owners should see that the rules and regulations issued by them appertaining to safe navigation be lived up to, and also every facility and support should be given masters in maintaining such discipline as will tend to minimize public criticism when accidents of this kind occur, and that masters themselves should see that the internal discipline and routine maintained on board their vessels should be such as to insure the utmost vigilance in order to contribute to safe navigation.

## New Vessels for Canadian Pacific Railway Atlantic Service.

As announced in Canadian Railway and Marine World for January, the C.P.R. has placed an order in Glasgow, Scotland, for the construction of two steamships for its Atlantic service. These vessels will be of the one class cabin type, with accommodation for 532 cabin and 1,250 steerage passengers, and with cargo capacity of 8,000 tons.

The approximate dimensions will be:—Length, 500 ft.; breadth, 64 ft.; depth, moulded to shelter deck, 39 ft. The loaded draught will be about 28 ft., and the speed will be about 15 knots an hour. The machinery will consist of two sets of quadruple expansion engines, with cylinders 26, 37½, 53½ and 77 ins. diam., by 51 ins. stroke, supplied with steam by 8 single ended boilers, 15¼ ft. diam., by 11 ft. long, and driving twin screws.

The Lake Winnipeg Brick and Lumber Co. has been incorporated under the Manitoba Companies Act, with very extensive powers for the development of lands in the province, operating vessels, carrying on the business of a common carrier, the ownership of docks, wharves and terminal facilities, etc., but it is added:—"Nothing herein contained shall be construed as authorizing the company to operate a railway." The company's capital is fixed at \$200,000, its chief offices are in Winnipeg, and the provisional directors are:—T. F. Shannon, W. Frank, S. L. Head, J. R. Little, E. A. Fletcher, Winnipeg.

**Stranding of the s.s. Sindbad.**—The judgment in the enquiry into the stranding of the s.s. Sindbad at Cheticamp Harbor, N.S., Oct. 1, 1912, delivered recently by Commander H. St. G. Lindsay, Wreck Commissioner, and concurred in by Capt. F. Nash and M. E. Gillis, exonerates the

master of the vessel from all blame for the casualty, which was due to the vessel striking on an unknown shoal, which was not marked on the charts and sailing directions used by him, although the shoal appears to have been pretty well known locally.