

Atlantic and Pacific Ocean Marine.

The s.s. Grampian Range, owned by Furness, Withy & Co., is reported to have been sunk a few weeks ago by a German raider.

The Nippon Yusen Kaisha, it is reported, has announced that a line of steamships will be put in operation shortly between Japan and Vancouver.

The s.s. War Viceroy, built in Japan recently for the British Government, was expected to arrive at Vancouver towards the end of September, where, it is stated, she will load Alberta wheat for Europe by way of the Panama Canal.

Holt & Co. have announced the resumption of sailings of the Blue Funnel Line vessels to Pacific coast ports, the first vessel arriving from the Orient about Nov. 19. These sailings were interrupted for a time owing to the demands of the war.

The schooner Minas Queen, owned by W. S. Job & Co., and registered at Parrsboro, N.S., was reported, Sept. 10, to have been sunk by a German submarine, while en route from a U.S. port to France in ballast. Only one member of the crew was saved. She was built at Parrsboro, N.S., in 1916, and was on her first ocean voyage.

The s.s. Bowlar, which has been anchored at Vancouver for several years, is reported to have been sold, by local owners said to be Japanese, to the French Government for \$800,000. The vessel was originally a British one, and was purchased from British interests by Admiral Dewey at Manila, during the American-Spanish war, and used as a collier. She has been at Vancouver, and as a steamship shewas considered worthless, having been stripped of all fittings. Latterly she has been thoroughly overhauled and repaired, and is still at the Wallace shipyards.

Maritime Provinces and Newfoundland.

The Dominion Department of Public Works received tenders, Sept. 25, for dredging at West St. John, N.B.

The s.s. Keith Cann was launched at Shelburne, N.S., Sept. 18, for Hugh Cann & Sons, Yarmouth. On completion she will be placed on the route between Yarmouth and St. John.

The Newfoundland Government has entered into a contract with E. Barry, Summerside, Bay of Islands, for a steamship service for the Bay of Islands route for a payment of \$200 a week.

The Board of Pilot Commissioners for the pilotage district of Buctouche, N.B., is constituted as follows: M. McLaughlin, F. T. Richard, H. Berthe, H. Irving and W. Robichaud, the last mentioned acting as Secretary-Treasurer.

The Tow Boat Owners' Association of British Columbia is being incorporated under the B. C. Benevolent Societies Act, to further the interests of tug boat owners in the province and to assist in the promotion of commerce in British Columbia. The first directors are to be: C. A. Prowse, Vancouver, President; G. McGregor, Victoria, First Vice President; E. Gilley, New Westminster, Second Vice President; E. J. Coyle, J. Walters, Vancouver, directors, and P. A. Jones, New Westminster, Honorary Secretary-Treasurer. The head office is to be at Vancouver, and the annual meetings are fixed for Aug. 17.

Province of Quebec Marine.

The last of the wrecked Allan Line s.s. Bavarian is to be removed from the beach at Indian Cove, Quebec, where it has been lying for about 12 years. The forward part of the wreck was sold last year, and the stern part has now been sold. The purchaser, in both cases, was J. G. Mayer, Vice President, Dominion Iron & Wrecking Co., Montreal.

The addition to the Quebec Harbor Commissioners' grain elevator on the Louise Embankment, Quebec, will double its capacity, making it available for 2,000,000 bush. There are 62 bins, each 18 ft. diam., and 93 ft. high, and grain will be delivered from the shed to vessels at the rate of about 60,000 bush. an hour. The new portion will be ready for operation in January.

The Dominion Public Works Department will receive tenders to Oct. 12 for the purchase of the Steam tug Montmorency. She was built at Sorel, Que., in 1894 and named Nile. She is screw driven by engine of 22 n.h.p., and her dimensions are, length 71.1 ft., breadth 11.1 ft., depth 4 ft.; tonnage, 28 gross, 19 register. The engine is triple expansion of the Robert type, with pipe boiler.

Ontario and the Great Lakes.

The C.P.R. s.s. Prince Charlotte is stated to have been withdrawn from the Gulf service for overhaul and repairs, having stripped a propeller blade, Sept. 16.

The s.s. Saxona, owned by G. A. Tomlinson, Duluth, Minn., which was sunk in collision at Detour in the spring, has been raised.

It is reported from Sarnia that the s.s. Western Star, which was wrecked a few years ago in Georgian Bay, has been raised and taken to Little Current, Manitoulin Island.

The Governor General in council has approved a revised code of bylaws submitted by the Toronto Harbor Commissioners, for the regulation and control of

navigation in Toronto Harbor, and also providing a tariff of wharfage on goods landed and shipped over the wharves.

The Northern Navigation Co.'s steamships Noronic and Waubic, and the s.s. Rochester, chartered from the American Interlake Line, were docked at Sarnia for the winter at the end of September.

The name of the s.s. Byron Whitaker, formerly owned by F. E. Hall & Co., Montreal, and now owned by Steamer Marian W., Ltd., a subsidiary of Canada Shipping Co., Montreal, has been changed to Marian W. She was built at Mount Clemens, Mich., in 1890.

The Northern Navigation Co.'s s.s. Noronic arrived at Sarnia, Sept. 15, completing her last trip for the year, after which she went to Port Huron, where, it is stated, she is to be used during the first few days of October as an hotel for a female convention.

The shipping tonnage handled at Vancouver during August was as follows: Coasting, inward, 236,071; outward, 383,159; ocean, inward, 174,953; outward, 159,221. There were increases over the figures for Aug., 1916, in each case, except in coastwise tonnage inbound.

The Montreal Transportation Co.'s barge Hiawatha foundered near Gallop Island, Lake Ontario, Sept. 20, during a gale, while loaded with coal, in tow from Oswego, N.Y. for Montreal. The captain of the barge was saved, and six persons, including two women and a child, were drowned.

The Nanaimo Cannery & Packers Co., Nanaimo, B.C., is reported to have purchased five fishing vessels, named Dreadnaught, Esther, Wadena, Wamega and Wauneta, from U.S. owners. It is stated that the sale an dtransfer from the U.S. to Canadian register has been authorized by the U.S. Shipping Board.

The s.s. Midland Prince, owned by Canada Steamship Lines, Ltd., which arrived at Duluth, Minn., Sept. 5, with coal, is said to have been the first Canadian vessel to carry a cargo of coal from Buffalo to Duluth, since the new arrangement respecting the operation of Canadian ves-

Comparative Grain Shipments from the Head of the Lakes.

The following table shows the total grain shipments from Port Arthur and Fort William, Ont., for the last four crop years, classified, and the number of cargoes shipped in Canadian and U.S. bottoms respectively.

	Wheat. Bush.	Oats. Bush.	Barley. Bush.	Flax. Bush.	Sample Mixed Grain. Lbs.	Elevator Screenings. Tons. Lbs.
1913-14—						
788 cargoes in Canadian vessels	64,121,076-43	25,276,164-16	5,942,638-35	2,218,179-14	26,076,624	16,854-1,808
350 cargoes in U.S. vessels	62,105,746-	14,351,323-22	4,031,185-25	9,927,058-05	48,942-1,025
1,138 cargoes	126,226,822-43	39,627,488-04	9,973,824-12	12,145,237-19	26,076,624	65,797- 833
1914-15—						
617 cargoes in Canadian vessels	58,732,476-50	15,505,597-22	1,837,021-32	1,448,747-42	7,292,247	14,321-1,305
95 cargoes in U.S. vessels	18,813,926-40	1,130,202-21	690,854-07	3,035,977-01	17,246-1,750
712 cargoes	77,546,403-30	16,635,800-09	2,527,875-39	4,484,724-43	7,292,247	31,568-1,055
1915-16—						
1,019 cargoes in Canadian vessels	109,516,553-..	42,622,650-33	5,852,179-18	1,033,99-34	12,458,833	6,991-1,885
830 cargoes in U.S. vessels	147,613,154-30	17,171,859-08	3,102,635-44	3,650,649-20	67,233- 258
1,849 cargoes	257,129,687-30	59,794,510-07	8,954,815-14	4,684,648-54	12,458,833	74,225- 143
1916-17—						
683 cargoes in Canadian vessels	76,749,071-10	32,342,495-12	4,000,267-42	1,698,326-04	11,167,307	5,007-1,240
451 cargoes in U.S. vessels	61,824,965-40	15,344,189-30	2,810,565-30	4,659,769-45	9,967,119	20,256- 50
1,134 cargoes	138,574,036-50	47,686,685-08	6,810,833-30	6,358,095-49	21,134,426	25,263-1,290