

board, would not answer her port helm. He pursued an unusual course of backing his vessel to the shore; which, however, appears to have been successfully performed. We may say that under the circumstances the fact that no lives were lost is providential. In view of the conditions prevailing at that time, the nature and build of the

vessel, her light draught, about 7½ ft., we exonerate the master from all blame with reference to the loss of his ship. As the mate did not take part in the operations, having been away from the bridge superintending the jettisoning of the cargo along with the rest of the crew, he is not held to blame in any way.

Canadian. The balance, 2,460,187 bush. was carried in Canadian steamships to Canadian ports. Receipts are coming in slowly for this time of the season, the reason for this being the bad weather that has prevailed all over the Northwest the last week. Conditions are improving and large receipts are looked for from now on. Dispatch in loading cannot be considered good as yet. Stocks are scattered and shippers are having difficulty in getting their cargoes together. As stocks increase dispatch will necessarily improve. The autumn rush cannot be considered to have begun, but by the last of the month these two ports should be taxed to their fullest capacity. Stocks in store, receipts and shipments during the week are:

	Stocks.	Receipts.	Shipments.
Wheat .....	2,983,871	3,900,292	2,875,167
Oats .....	147,059	87,520	66,281
Barley .....	242,073	168,948	135,906
Flax .....	994,815	3,208	.....

### Shipping Letters From the Head of the Great Lakes.

Sept. 11.—F. & W. Jones, shipping brokers, Port William, Ont., have written:—

Arrivals of coal at these ports are still very light, only seven cargoes being unloaded during the week, five bituminous and two anthracite—two were carried in United States steamships and five in Canadian. Two steamships are now at the docks and two are reported en route. Shipments of coal by car to the west is on the increase, but is by no means up to normal as yet. The Canadian Pacific Ry. has been receiving on company's service coal fairly steadily all through the season and, with its buyings from the western mines, has nearly enough to take care of its requirements for autumn and winter. Arrivals of C.P.R. on company's service coal will not amount to any large bulk. The National Transcontinental Ry. has also been receiving in large quantities the past few months and no heavy rush is looked for from that direction. Although the Canadian Northern Ry. has had a good run of o.c.s coal all the season its coal consumption this year will greatly exceed that of last year on account of its new line from Port Arthur east being put into operation this autumn. In all probability the fueling of all its eastbound trains will be done from Port Arthur, and any other point which may be opened as a fueling point will be served from these ports. Therefore it is quite likely that this road may still get in a quantity of coal.

One cargo of ore was shipped to Cleveland this week. No charters are reported for immediate loading. The total shipments of ore this year are approximately 60,000 tons; this was carried in 17 cargoes, three were in U. S. vessels and the balance in Canadian. There are approximately 25,000 tons

still to be shipped, the majority of this is now on the dock.

Sixteen cargoes of grain have gone east this week—two of these were in U. S. bottoms and billed to Buffalo. The total shipments this week were 851,853 bush. of all grains, compared with 449,831 bush. last week. New grain has commenced to arrive at a good rate, the approximate receipts of the new crop being: 1,880,000 bush. wheat, 90,000 bush. oats, 185,000 bush. barley. Stocks show a decided increase, being 3,275,637 bush. of all grains, as compared with 1,566,927 last week.

Several U. S. vessels are chartered to load grain at these ports during the coming week and there is no doubt that from now on the harbors will be very busy. The elevators have announced that after Sept. 15, until the close of navigation, they will work Sundays and nights, without charge to the vessel.

Sept. 18.—Coal arrivals show an increase and one anthracite. Dispatch in loadous and one anthracite. Dispatch in loading is very good at all docks, all docks are working to capacity, although as yet no night work is being done, but it can be arranged when the necessity arises. Four steamships are en route, all bituminous. Car shipments to the west are about the same as at last writing, steady, but not up to the regular bulk usual at this time of the year.

No ore was shipped this week. One vessel is chartered, and will be at the dock early next week.

Grain shipments from the Canadian head of the lakes show a decided improvement. The total shipments are 3,106,453 bush. of all grains. Of this, 646,666 bush. went to Buffalo in three U. S. steamships and one

### Big Steamships and Economic Ocean Transportation.

A dozen years or more ago there was a great deal of discussion as to the rapid increase in the size of ships and its influence on economic freight carriage at sea. About that time J. J. Hill, President of the Great Northern Ry., gave a contract for the construction of two of the largest vessels ever built for freight carrying to run in Trans-Pacific service in connection with that railway. The end of that experiment has just been announced. One of those two huge vessels, the Dakota, was stranded after she was put into service, and became a wreck before she could be hauled off. The other, the Minnesota, after experiencing various vicissitudes, was continued in service and only recently was said to have transported across the Pacific the largest cargo of freight ever transported by a single ocean vessel. Notwithstanding this and the high rates for ocean freight now prevailing, it is announced that the railway company has decided to retire her from service and offer her for sale. While it is quite possible that the impending changes in the United States navigation laws may have something to do

### List of Steam Vessels Registered in Canada During August, 1915.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner	
98579	Aranmore .....	Ottawa .....	Dundee, Scot'land..	1890	241 5	34 8	15 7	1,170	502	280 sc....	Minister of Marine and Fisheries, Ottawa, Ont.
125427	Canadian .....	Montreal .....	Newcastle, Eng....	1907	248 3	43 0	22 8	2,214	1,444	186 sc....	Canada Interlake Line, Ltd., Toronto
112356	Cecilia S. (a) .....	Brockville, Ont....	Buffalo, N.Y. ....	1875	95 6	13 6	8 7	33	33	33 sc....	J. H. Simpson, Brockville, Ont.
134461	Edith H. ....	Halifax, N.S. ....	Allandale, N.S. ....	1915	75 0	21 8	7 3	85	58	18 sc....	A. G. Heffer and J. H. Kelly, Halifax, N.S.
125443	Empress of Port William (b) .....	Montreal .....	Wallsend, Eng....	1908	250 0	43 0	22 3	2,181	1,383	205 sc....	Empress Transportation Co. of Midland, Ltd., Midland, Ont.
125428	Empress of Midland .....	" .....	" .....	1907	252 0	42 5	23 2	2,224	1,630	200 sc....	Inland Lines, Ltd., Hamilton, Ont.
134512	Jas. H. Shrigley .....	Sarnia, Ont. ....	Milwaukee, Wis....	1881	171 0	31 2	11 5	534	400	65 sc....	W. C. Thompson, Port Arthur, Ont.
137969	Katherine K. ....	Montreal .....	Montreal .....	1915	58 4	18 4	5 9	58	23	6 sc....	Quinlan & Robertson, Montreal
134206	Prince Edward Island .....	P.E.I. ....	Walker-on-Tyne..	1915	285 3	52 2	21 3	2,795	1,110	520 sc....	Minister of Railways and Canals, Ottawa, Ont.
94921	Robert McDonald (c) .....	Kingston, Ont....	Pictou, Ont. ....	1890	91 0	19 0	6 4	97	50	18 sc....	A. Sudds, M.O., Kingston, Ont.
134017	St. Ignace .....	Port Arthur, Ont..	Detroit, Mich....	1889	220 0	52 3	19 0	1,476	935	218 sc....	J. Whalen, Port Arthur, Ont.
134548	W. H. Lee .....	Ottawa .....	U.S. ....	1889	128 9	30 0	11 0	317	190	61 sc....	Minister of Naval Service, Ottawa, Ont.

(a) Formerly Orizaba.

(b) Formerly Mount Stephen.

(c) A recovered wreck

### List of Sailing Vessels and Barges Registered in Canada During August, 1915.

No.	Name	Port of Registry	Rig	Where and When Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner	
137965	B. L. Pennington .....	Montreal .....	Sloop .....	.....	239 8	38 3	14 3	1 168	Canada Steamship Lines, Ltd., Montreal	
137968	Brookdale (a) .....	.....	.....	West Bay City, Mich.	1888	213 1	39 0	16 3	1,165	.....
106784	Callidora .....	Sydney, N.S. ....	Bktn .....	Portmadoc, Scot. ....	1901	103 3	23 8	12 0	144	J. Rorke, Carbonear, Nfld.
137894	City of Sheboygan .....	Toronto .....	Schr. ....	Sheboygan, Wis....	1871	135 5	27 4	10 0	297	E. M. Macdonald, Toronto
131208	Gilbert Islands .....	Liverpool, N.S. ....	Schr. ....	Liverpool, N.S. ....	1915	119 8	30 9	11 6	245	A. W. Hendry, Liverpool, N.S.
137967	Manley & Co., No. 1 (b) .....	Montreal .....	Dredge .....	Buffalo, N.Y. ....	.....	75 4	26 3	5 0	148	M. McAuliff, J.O., Welland, Ont.
137876	Olive E. ....	Lunenburg, N.S. ....	Schr. ....	La Have, N.S. ....	1911	36 8	10 7	6 2	11	A. Naugler, Dayspring, N.S.

(a) Formerly Moravia.

(b) Formerly Dredge No. 4.