

extra loss to grain in re-handling; when the railways would be able to supply a larger number of cars for moving grain, these elevators would be useless; the grain stored would not be available for market, and would still have to be forwarded to the lakes at the opening of navigation, and because of the difficulty of persuading shippers to send their grain to such interior elevators. Recommendations are also made that no grain be allowed to leave the elevators without being officially weighed and cleaned, and the Commissioners state that it is clear there is not sufficient supervision of the

cleaning of the grain at Fort William, and suggest that cleaning machines of greater capacity than those now in use be installed. It is also recommended that the warehouse commissioner be given power to order cars to elevators which appear to be in danger of collapse, or where it is apparent that the grain stored in them is heating. In the course of their investigations it was found from the out-turns of vessels carrying grain from Fort William and Port Arthur, that there were considerable individual shortages, and over-rates, they therefore consider it advisable that the inspection department

should be put in full control of cleaning or binning all grain passing through the terminal elevators at Fort William and Port Arthur, and that the weighing be taken out of the inspection department, and a new department be created, with a chief weighmaster to weigh all grain where necessary at public elevators. The Commissioners think that as there is a possibility of the grain trade being developed with the Orient, and no facilities for handling grain westward, and cost of transportation being too heavy, the Government would be justified in assisting such development.

MARINE DEPARTMENT

Atlantic and Pacific Ocean Marine.

The Allan Steamship Line is reported to have ordered eight of its vessels to be equipped with the Submarine Signal Co.'s equipment.

The C.P.R. Atlantic Steamship Line will, it is understood, shortly put on a first-class service with Antwerp, and make calls at one of the French ports.

The Allan Steamship Line is reported to be arranging for a weekly service between Canada and France, instead of as at present a sailing once every three weeks.

A. S. Mihara, of the Nippon Yusen Kaisha, has been transferred from Hong Kong to New York, as agent for the company, with territory covering the United States and Canada.

The British steamship Port Patrick was towed into Victoria, Jan. 7, for repairs, she having collided with the Columbia bar lightship, and subsequently ran into the breakers and struck a rock near Grey's harbor on the Washington coast.

At the recent opening of the final session of the present Newfoundland Legislature, the Governor announced that construction would be commenced next summer in preparation for the establishing of a fast service between Canada and Great Britain, via Newfoundland.

Electric submarine bell stations have been installed by the Submarine Signal Co. at St. John, N.B.; Yarmouth and Louisburg, N.S., making, with Chebucto Head at Halifax, N.S., four electric stations in Canadian waters. Three experimental bell-buoys are being placed near Halifax.

The English Post Office authorities have decided that the mails are still to be dealt with at Queenstown, Ireland. It was stated recently that on account of the delay, and of alleged danger in the harbor there, the Cunard steamships Lusitania and Mauretania would take the mails at Liverpool.

A working agreement has been arrived at between W. Thomson & Co., Leith, Scotland; W. Thomson & Co., St. John, N.B.; W. Thomson & Sons, Dundee, Scotland, and Carin, Noble & Co., Newcastle, Eng., for the placing of their separate fleets under one management. The total fleets comprise about 60 vessels. The Canadian service will still be carried on in the same name as at present.

The contract for the floating of the C.P.R. steamship Mount Temple, which ran ashore near Bridgewater, N.S., in Dec., has been placed with the Halifax Salvage Association. The cargo has all been removed, and operations will be commenced as early as possible and continued as long as the weather allows. For the first time on the Atlantic coast, an attempt will be made to float the vessel by means of compressed air.

The Australian Government has entered into an agreement for a continuation of the present steamship service between Australia and Great Britain, for 10 years, dating from 1910. The terms include a fortnightly service as at present, but the boats to be provided are to be larger and faster than those now in service. The subsidy grant under the new arrangement is to be \$850,000, an increase of \$250,000 over that granted under the present agreement.

The representatives of various steamship companies operating between Great Britain and Canada, held a meeting in Montreal recently, and decided to send a memorial to the Government protesting against the new immigrant rule, which provides that every European immigrant to Canada must have at least \$30 in his possession, or he will be returned to his point of embarkation. It is claimed that the companies have suffered financially on account of this rule.

The Mexican Pacific Co. is reported to be about to establish a steamship line between Acapulco, Manzanillo and Mazatlan, and other Mexican and American ports on the Pacific coast, and British Columbia. The company will operate five vessels, and it was expected that the line would be inaugurated during January. The principal members of the company are: M. Thomsen, J. D. Trenholme, T. F. Ryan, F. M. Connell, Seattle, Wash.; T. C. Greenough, Butte, Mont.; O. Weiler, Victoria, B.C., and F. T. Warren, Toronto, Ont.

The Cunard Steamship Line announced, Jan. 15, a reduction of a further ten shillings in the second and third-class Atlantic rates. The White Star, Allan, Dominion, and C.P.R. steamship lines have also reduced their rates. The rates on the Canadian companies' vessels were, at a conference held at Montreal, reduced from \$42.50 to \$30 for second-class, and from \$28.75 to \$17.50 for steerage passengers, on the better class boats, and on the other class vessels the steerage rate was reduced from \$27.50 to \$16.25, between Canada and Great Britain.

The wreckage which has been washed ashore on the Vancouver Island west coast appears to indicate that a steamship named Hartfield has been wrecked. Lifebuoys and fittings have been discovered bearing the name "Hartfield, Liverpool." The British steamship Hartfield was en route from Liverpool to Port Townsend, and it is stated that there were 30 persons on board. No news of any kind has been received. The Hartfield was built at Whitehaven, Eng., in 1884, her dimensions being: length, 261.7 ft.; breadth, 39.3 ft.; depth, 24.1 ft., and tonnage 1,815 register.

The report that the Canadian subsidy of \$180,000 a year, to the Union Steamship Line for the service between Vancouver, B.C., and Australia and New Zealand ports was

omitted from the estimates, appears to be unfounded. The amount for mail subsidies for the ensuing financial year has been voted as formerly, with an increase of \$50,000 for service with Great Britain. In this connection the Premier, replying to a question in the House of Commons recently, said that the old contract had been entered into by Canada, and had been sent to New Zealand for signature. A press report states that the contract has been returned to the Dominion Government, the Union Steamship Co. of New Zealand having declined to accept the conditions named therein.

The Allan Line steamship Hesperian was launched at the Linthouse yards of Alex. Stephen & Sons, Glasgow, Scotland, recently. The new vessel, which is a sister ship of the Grampian, has been built to the highest class of the British Corporation for the survey and registry of shipping, and is on the cellular double bottom principle, and specially strengthened for the North Atlantic trade. Her dimensions are: length, 502 ft.; breadth, 60 ft.; depth, to shelter deck, 41½ ft. She is a twin-screw steamer, with a double set of triple expansion engines, supplied with steam from boilers fitted with a forced draught. It is estimated that she will be able to maintain a speed sufficiently high to complete the voyage from Glasgow to Canada under seven days. A full description of the Grampian was given in our Sept., 1907, issue.

The C.P.R. steamship Mount Royal, which in our last issue was reported as considerably overdue at St. John, N.B., from Antwerp, and for which grave fears were entertained, arrived at Queenstown, Ireland, Jan. 7, thirty days after leaving Antwerp. The captain reported that after leaving the Lizard strong gales were met with, and the boilers began to leak. As it was only possible to make temporary repairs, it was decided, when about 1,100 miles from land, to turn eastward, and proceed slowly for Queenstown, the nearest port. The passengers were transferred at Queenstown to the C.P.R. steamship Montrose, and renewed their voyage, while the Mount Royal was towed to Liverpool by the Lake Manitoba, also a C.P.R. vessel. The Montrose arrived at St. John, N.B., Jan. 26, about five days overdue being delayed by heavy weather.

Maritime Provinces and Newfoundland.

J. I. Ewing, Superintendent Engineer of the Pickford and Black Steamship Line, and formerly in the Cunard Co.'s service, died at Halifax, N.S., Jan. 7, aged 70.

During the 1907 season the Reid-Newfoundland Co.'s steamship Bruce made 140 round trips between Port aux Basques, Nfld., and Sydney, N.S., carrying about 16,000 passengers.

The Pickford and Black Steamship Line