

Steamship Building in Canada for British Government and for Norwegian Orders.

Canadian Railway and Marine World has been favored with the following official information as to orders for steamships to be built in Canada placed by the Imperial Munitions Board at Ottawa for the British Government.

Up to Dec. 3, 1917, the Board has ordered 44 steel steamships, of which 4 had been delivered. The individual carrying capacity of these vessels is from 1,800 tons to 8,800 tons d.w. each. The total carrying capacity of the 44 is 213,000 tons.

The total number of wooden steamships ordered by the board up to Dec. 3, 1917, was 46, of which 27 are being built in British Columbia, and 19 in Eastern Canada. The individual carrying capacity of these wooden steamships is 2,500 tons d. w. each. The total carrying capacity of 46 is 115,000 tons.

The total number of steamships of all classes ordered by the board is 90, and the grand total carrying capacity of all steamships ordered is 328,600 tons.

The steel steamships are being built at New Glasgow, N.S.; Montreal, Que.; Toronto, Welland, Midland, Collingwood and Port Arthur, Ont.; Vancouver and North Vancouver, B.C.

The wooden steamships are being built at Liverpool, N.S.; St. John, N.B.; Isle of Orleans, Quebec, Three Rivers and Cote St. Paul (Montreal), Que.; Toronto, and Fort William, Ont.; Coquitlam, New Westminster, Vancouver North Vancouver and Victoria, B.C.

In addition to the above mentioned steamships ordered by the Imperial Munitions Board, 22 steel steamships, of 3,500 ton d.w. capacity each, have been ordered by outside companies for Norwegian account, with a total tonnage of 77,000 tons, which, in addition to the 328,600 tons ordered by the board, makes a grand total under contract in Canada of 405,600 tons. The money value of this total tonnage exceeds \$80,000,000.

A full description and plans of the hulls of the standard wooden steamships are given on another page of this issue.

Water Transport for United States Mails:—The U. S. Post Office Department has established coastwise parcel post water routes, primarily to facilitate service for the various army cantonments, which will operate to relieve the war time railway congestion and expedite service for the general public. In the present congested condition of transportation, practically as prompt service is to be obtained by water routes to certain points as by rail, and the railways may by that means be considerably relieved. Steamship routes for parcel post have been established from Boston to Norfolk, and Savannah; New York to Norfolk, Charleston, Jacksonville, Savannah, New Orleans and Galveston; Philadelphia to Savannah and Jacksonville, Baltimore to Savannah and Jacksonville.

Improvement in sea transportation was discussed at the London, Eng., Chamber of Commerce, Dec. 5, when Lord Daberon emphasized the need of bigger ships of great speed after the war. He suggested the government should start the provision of big harbors. About \$20,000,000 would provide for vessels of 38 ft. draft at practically all the leading harbors from Great Britain to the furthest dominions.

Shipbuilding in the United Kingdom.

Recent statements in the British House of Commons show that the number and gross tonnage of vessels built in the United Kingdom for British firms during the years from 1913 to, and including, the first half of 1917, are as follows: 1913, 678 vessels, 1,406,415 tons; 1914, 682 vessels, 1,326,589 tons; 1915, 377 vessels, 76,530 tons; 1916, 312 vessels, 527,824 tons; 1917 (6 months), 211 vessels, 629,850 tons.

Up to Oct. 25, 1917, five of the standardized type of steamships had been put into service, and one had been lost. It was expected that 18 more of these vessels would be in service between Oct. 25 and Dec. 31. On the former date there were 1,000,000 tons of this type of vessel under construction in the United Kingdom.

Three new national shipyards are under construction on the Severn River, and it is expected that the first keels will be laid there early this year, and that the vessels so built will be more highly stan-

dardized than any attempted hitherto. A great deal of the steel work will be done in bridge yards, and a considerable part of the labor will be performed by prisoners of war and unskilled help. These yards will provide 34 shipbuilding berths and the approximate cost will be £3,887,000.

The First Lord of the Admiralty stated recently that in 1913, Great Britain launched 2,282,000 tons of shipping of which 1,920,000 tons was merchant shipping. This was the highest output in any one year, and, he continued, if the output for December was as good as that in November, the tonnage launched in 1917 would reach that of 1913.

Regarding the salvaging and repairing of torpedoed vessels, it was announced that since June, only three vessels torpedoed in home waters had been abandoned, and there was only one which it had been decided not to repair for the present. In June, 27% of the total salvaged tonnage was under repair, and early in December, 80% were being put into condition for further service. Since August repairs in dry docks had increased 48%, and repairs afloat 45%.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during December, 1917.

ARTICLES.	Eastbound		
	Can. Canal.	U.S. Canal.	Total.
Flour	116,800	763,890	880,690
Wheat	4,439,102	13,985,084	18,424,186
Grain	1,362,550	5,646,536	7,009,086
Copper . . . . .	.....	2,585	2,585
Iron Ore	45,696	1,141,291	1,186,987
Pig Iron . . . . .	.....	.....	.....
Lumber . . . . .	.....	2,271	2,271
General Merchandise	10,213	3,675	13,888
Passengers	19	3	22
Westbound.			
Flour . . . . .	.....	.....	.....
Grain . . . . .	.....	.....	.....
Coal, hard . . . . .	.....	51,741	51,741
Coal, soft . . . . .	.....	495,685	495,685
Iron Ore . . . . .	.....	.....	.....
Manufactured Iron	400	.....	400
Salt . . . . .	.....	.....	.....
General Merchandise	10,163	9,767	19,930
Passengers	8	.....	8
Summary.			
Vessel passages	120	460	580
Registered Tonnage	217,500	1,365,260	1,582,760
Freight—			
Eastbound	224,854	1,767,528	1,992,382
Westbound	10,563	557,193	567,756
Total Freight	235,417	2,324,721	2,560,138

STATEMENT FOR 1917.

ARTICLES.	Eastbound.		
	Can. Canal.	U.S. Canal.	Total.
Flour	3,344,438	5,105,511	8,449,949
Wheat	65,148,093	120,751,356	185,899,449
Grain	18,369,851	49,045,944	67,415,795
Copper	8,624	110,188	118,812
Iron Ore	11,107,205	50,201,456	61,308,661
Pig Iron . . . . .	.....	10,624	10,624
Lumber	8,558	342,051	350,609
General merchandise	68,635	196,203	264,838
Passengers	12,541	6,339	18,880
Westbound.			
Flour	10	80	90
Grain . . . . .	.....	8,185	8,185
Coal, hard	172,750	2,389,449	2,562,199
Coal, soft	1,088,087	14,648,567	15,736,654
Iron Ore	18,563	46,866	65,429
Manufactured Iron	13,145	78,313	91,458
Salt	117,229	452,727	569,956
General Merchandise	300,789	926,087	1,226,876
Passengers	13,808	5,651	19,459
Summary.			
Vessel passages	5,349	17,536	22,885
Registered Tonnage	11,893,426	53,413,807	65,307,233
Freight—			
Eastbound	13,841,966	56,204,519	70,046,485
Westbound	1,610,082	18,157,331	19,767,413
Total Freight	15,452,048	74,361,850	89,813,898

The Canadian canal was opened April 25 and closed Dec. 17, 1917, season 237 days.
The U.S. canal was opened April 24 and closed Dec. 17, 1917, season 238 days.