

THE MOST SUITABLE TYPE OF SHIP for this trade is the wooden Barquentine with a cargo capacity of 2,400 tons dead-weight or 1,500,000 ft. B.M. lumber. For a long time to come, and perhaps indefinitely, there will exist certain fields of operation, where sailing ships of this type will be able to successfully compete with power-driven vessels.

CIRCUMSTANCES FAVOURING SAILING VESSELS

IN THE FIRST PLACE there is the lower initial cost. This not only means less interest on capital outlay, but it involves a lesser amount of Marine Risk Insurance to be carried, and a smaller Sinking Fund for annual depreciation.

The net cargo capacity of a sailing ship is greater than that of any other ship of the same size.

As a very small crew is required and no fuel is used, the current operating expenses are reduced to a minimum.

British Columbia lumber, on account of its varied dimensions and sometimes extremely great lengths, cannot be loaded or unloaded as expeditiously as say a cargo of wheat (which may be loaded by gravity from an elevator), consequently a lumber cargo delays a vessel longer in port. The sailing ship, with the smaller overhead expense, has a big advantage over a steamer at these periods, as well as during the voyage. A longer voyage does not militate seriously against a sailing vessel in the case of cargoes of low first cost, as the interest is proportionate to the low value and is counterbalanced by the advantage of a lower freight rate which a sailing ship can give, and yet make a good profit for its owners.

Whereas a steamer is bound by expense and bunkering needs to stick to defined routes, a sailing vessel can in many instances afford to return in ballast to its home port. The foregoing point is an important one to bear in mind, as owing to the present undeveloped state of British Columbia's Foreign Trade, we have an abundance of lumber for export and are not yet prepared to absorb a similar bulk of return freight. However, once bottoms are provided and maintained in constant service, mixed return cargoes will be forthcoming and lessen the cost of outward lumber transportation. The sequence to inexpensive transportation will be an increase in the volume of trade, thereby establishing also a permanent shipping business.