

SHIPPING LOSSES.

British shipping losses during the past week showed an increase over the previous period reported. The number of ships of over 1,600 tons that fell victims to submarines or mines was twenty-one, an increase of three, while the number under 1,600 tons was two, which is one less than in the previous report. No fishing vessels were lost, and thirteen merchantmen were unsuccessfully attacked by submarines.

The Times' naval correspondent writes: "The losses by submarines and mines the first week of August are not very different from those sustained during the four weeks of July. When the necessary restrictions are made, it is found that British vessels over 1,600 tons sunk numbered 19, one more than the previous week. Compared with the average for July, the losses are slightly higher.

"A phase of the U-boat war outside of any figures is that indicated by the Admiralty announcement of the loss of the Belgian Prince. The cruel circumstances under which her seamen were murdered is remarkable even in the grim record of submarine outrages. The popular appeal for the figures of tonnage destroyed shows no falling off, but the officials still refuse to supply such information. There is one comparison which the present method of issuing figures admits, namely, between the number of vessels attacked and the number which escaped. Adding together the losses of ships both over and under 1,600 tons and those unsuccessfully attacked, in the four weeks of March, out of 151 attacks, the escapes numbered 53, or 8 per cent.; in April, 36 per cent.; in May and June, respectively, 41 and 44. In July the proportion went back to 39. In other words, well over half the vessels attacked are sunk. The ratio of escapes remains about the same, notwithstanding the increase in the number of armed vessels.

BERLIN'S CHANGE OF TUNE.

"These figures make it more interesting to note that while in this country the official view of the submarine menace appears to have taken on more sanguinary coloring, there is manifest in the German press a perceptible cooling of the expectations which were encouraged earlier in the year. The reason is probably the same in both cases. Fears or hope around the big toll taken in April may have proved illusory. This is far from saying the danger has passed. It is fair to draw the conclusion that after two years of preparation for a short, glorious campaign, Germany again failed to execute her plans. This result is admitted in Berlin, and is shown by the change in method. Attack on merchant shipping in bulks have been abandoned for specialized attacks on selected vessels. Fewer torpedoes are wasted and larger cargoes sunk. How the campaign on these lines progresses, the figures in the official tables shed no light.

"It may also be assumed that if the campaign is no more successful the next six months than the last, this country ought to be able to survive it. To make this certain there must be progressive effectiveness in an offensive war. The increasing value of aircraft in this war has already been pointed out here. The great bar to the destruction of the submarine is the difficulty experienced in locating it under water. Inventors of all the Allied nations should concentrate in an endeavor to discover an instrument which will surmount this difficulty."

LOSSES SUSTAINED BY BRITISH SHIPPING.

Week ended	Ships Over Under		Total
	1,600 Tons.	1,600 Tons.	
March 4	14	9	23
March 11	13	4	17
March 18	16	8	24
March 25	18	7	25
April 1	18	13	31
April 8	17	2	19
April 15	19	9	28
April 22	40	15	55
April 29	38	13	51
May 6	24	22	46
May 13	18	5	23
May 20	18	9	27
May 27	18	1	19
June 3	15	3	18
June 10	22	10	32
June 20	27	5	32
June 27	21	7	28
July 4	15	5	20
July 11	14	3	17
July 16	14	4	18
July 25	21	3	24
August 1	18	3	21
August 8	21	2	23
Total	459	162	621



MR. MORLEY DONALDSON,
Who has retired from the Vice-Presidency and General Management of the Grand Trunk Pacific.

AMSTERDAM SHIPPING PLANS.

Getting ready for after-war trade.

Amsterdam's shipping and shipbuilding activities in preparation for trade after the war are described in an article in the Liverpool "Journal of Commerce," which states:

"Watch Amsterdam" has often been quoted of late. The idea that Rotterdam is going to be the leading port on the Continent, outrivalling Antwerp, and even Hamburg and Bremen is not without foundation, but little attention has been paid to the possibilities of Amsterdam owing to its distances from the North Sea. During the war its citizens have not been idle, and active preparations for the post-war trade have been made and are still being made.

Construction of a new group of docks between the petroleum harbor and the wood harbor of Amsterdam, at the city entrance of the North-Sea Canal, was begun in 1916. The great need of additional space was shown by the overcrowding of all the docks and quays with ships and goods detained by the difficulties arising from the war, and improved docking facilities are required for the increasing size of the ships using this port. Another reason for the undertaking is the expectation that after the war Holland will become a more important distributing centre than ever. In connection with this the improvement of the North Sea Canal and its locks was begun during the year.

OLD VESSELS IN SERVICE.

The shortage of steamships, higher freights, and the scarcity of coal have caused old sailing vessels long out of commission to be repaired and returned to profitable service.

The Rhine shipping declined from 1,565 vessels of 1,114,452 cubic meters capacity in 1914 and 1,130 of 848,375 cubic metres in 1915 to 1,018 of 719,313 cubic meters in 1916 on account of less freight traffic between Amsterdam and Germany.

The decline in ocean shipping was due to the loss of some vessels and the docking of others to prevent their being sunk. Increased dangers and restrictions at sea caused delays and detentions, which reduced the number of arrivals.

Shipping was even more profitable in 1916 than in 1915. Coal, wages and other expenses increased, but freight rates were still higher. The advance of rates on the regular lines was from 25 to 50 per cent. over 1915. Some tramp steamers raised their charges as much as 400 per cent.

WAGES UP 50 PER CENT.

The dividends of the shipping industry for 1916, not yet made public, are believed to be larger than those of 1915, which ranged from 10 to 200 per cent. One Amsterdam steamship company raises its office employees' wages with the increase of profits.

SHIP LOSSES IN SWEDEN.

Swedish mercantile losses during the past three years are 99 steamships and 47 sailing vessels. The total, 146, is 12 per cent. of Sweden's entire tonnage.

ITALY'S SHIP LOSSES.

During the week ended August 5, says the official shipping report, Italian shipping losses comprised two steamers and one small sailing vessel.

In the weekly period, 487 vessels of a gross tonnage of 355,175, entered Italian ports, and 442 vessels, of 237,130 tons, sailed.

A BREEZE FROM THE BROAD ST. LAWRENCE.

Riviere du Loup is a summer resort of long established reputation. Incorporated as the town of Fraserville, it extends to the mighty St. Lawrence, here like the broad sea, with excellent opportunities for boating and bathing. The air is delightful and the salt breezes from the ocean are both perceptible and invigorating. Upon the shore a glorious prospect is open to view. Here the estuary widens in its journey to the sea, and the mountains on the northern shore, a score of miles distant, stand out in bold relief against the clear blue sky.

Upon the waters, just far enough away to lend enchantment to the view, are the white-winged argosies of commerce. At times a long, low shape on the waves and a dark slender cloud floating lazily away mark the path of the ocean steamship. Nearer the shore are smaller craft of all sizes and shapes, manned by fishers, traders and seekers after pleasure. No more pleasant way of reaching Tadousac and the world famous Saguenay river can be imagined than that enjoyed by taking a steamer from Riviere du Loup. It is a delightful trip of about two hours and a half, and it is doubtful if any other way of approaching the Saguenay gives the pleasure and breadth of prospects that this commands.

There is excellent train service via the Government lines from Montreal. Passengers by the Maritime Express leaving at 9.25 a.m. arrive Riviere du Loup at 6.30 p.m. that evening, and by the Ocean Limited leaving at 7.00 p.m., arrive Riviere du Loup at 3.30 a.m. The St. Lawrence Special leaving at 8.10 p.m. Monday, Wednesday and Friday, carries a through sleeper to Riviere du Loup.

In 1915 wages were raised 50 per cent., and in 1916 the advance expected was 75 per cent., indicating an increased dividend of 50 per cent. over 1915.

Still greater profits would have accrued in 1916 had not the Government required much cargo space at reduced rates for transporting foodstuffs.

The principal steamship companies with regular lines between Amsterdam and other ports operated, lost and added ships as follows in 1916:

Nederlan Co. (to Dutch East Indies).—Fleet 36 ships of 231,791 gross tons; built 2 ships of 6,550 gross tons; sold 1 ship.

Royal Dutch West Indies Mail Service.—Fleet 7 ships of 18,561 gross tons; 1 ship lost, 3 ships sold, none built.

Royal Packet Steamship Co. (to Indian Archipelago).—Fleet 93 ships of 165,398 gross tons; none built or lost.

Royal Holland Lloyd (to South America Ports).—Fleet 15 ships of 84,665 gross tons; none built; 1 (the Tubantia) lost, of 13,911 gross tons.

Holland Steamship Co. (to British Ports).—Fleet 8 ships of 7,895 gross tons; 2 lost, none built.

Royal Netherland's Steamship Co. (to Mediterranean and other Ports).—Fleet 46 ships of 146,510 gross tons; 3 built of 5,950 gross tons; 3 lost, 1 sold.

SHIPYARDS RUSHED.

Local shipyards had more orders in 1916 than they could fill. Materials were expensive and difficult to obtain, and capacity was overtaxed. Of the 17 shipyards in Amsterdam and vicinity, 14 were engaged on repair work and only three turned out some new ships. The first yard completed two freight steamers of 5,658 and 6,550 gross tons, and one Government steamer of 500 tons; the second, one freight steamer of 5,658 and 6,550 gross tons, and one Government 1,312 tons; the third, six motor freight boats of 60 to 100 tons each, tow motor lighters of 75 tons each, and one private motor boat. These three yards have other ships now under construction. The principal company has contracts for 50,000 tons of shipping.

With all this activity, shipbuilding has not been relatively profitable. The largest company declared a dividend of 10 per cent for 1916—satisfactory before the war, but now small in comparison with dividends in some other industries. This was due to the uncertainty of obtaining materials and their high prices, which made it impossible to estimate costs accurately enough always to assure a fair profit.

The Amsterdam dry docks were unusually busy in 1916. There have been years when more ships entered them, but not when ships remained so long. Those damaged by mines required much more time and labor than ordinary repairs.