SHIP BUILDING IN CANADA.

Following up the Government announcement of its shipbuilding policy, the following list of ships now under construction in Canadian shipyards has been issued by the authorities. These ships are being built for British authorities and private interests:

STEAMSHIPS—ATLANTIC COAST.

Canadian Vickers, Montreal—Two cargo steamers 9,400, steel; one dredge 2,360, steel; twelve trawlers, 3,050, steel; twenty-three drifters, 3,450, wood.

Davie Shipbuilding and Repairing Co, Levis, Quebec—One car ferry, 5,000, steel.

Grant and Horne, St. John, N.B.—One cargo steamer, 2,800, wood.

Marine Construction Co. of Canada, Limited, St. John, N.B.—One auxiliary schooner, 750 wood.

Nova Scotia Steel and Coal Co., Trenton, N.S.—Two cargo steamers, 3,000, steel.

Quebec Shipbuilding and Repairing Co., St. Laurent, Quebec—Two cargo steamers, 2,600, wood.

Quinlan and Robertson, Quebec, Que.—One cargo steamer, 2,700, wood.

Southern Salvage Co., Liverpool, N. S.—One cargo steamer, 2,500, wood.

STEAMSHIPS—GREAT LAKES.

British-American Shipbuilding Co., Welland, Ont.—Two cargo steamers, 4,700, steel.

Collingwood Shipbuilding Co., Collingwood, Ont.—Three cargo steamers, 7,200, steel.

Great Lakes Dredging Co., Fort William, Ont. — One cargo steamer, 1,700 wood.

Midland Shipbuilding Co., Midland, Ont. — Three cargo steamers, 6,000, steel.

Polson Iron Works, Toronto, Ont.—Six, 2,640, steel.

Port Arthur Shipbuilding Co., Port Arthur, Ont. — Six cargo steamers, 12,091, steel; six trawlers, 1,530, steel.

Thor Iron Works, Toronto—One cargo steamer, 2,437, steel; two trawlers, 540, steel.

Toronto Shipbuilding Co., Toronto — Two cargo steamers, 6,000, wood.

STEAMSHIPS—PACIFIC COAST.

Cameron-Genora Mills Shipbuilders, Limited, Victoria—Four 6,500 cargo steamers, wood.

J. Coughlan and Sons, Vancouver — Six cargo steamers, 17,190, steel

Foundation Co., Victoria. — Five cargo steamers, 6,500, wood.

Wm. Lyall Shipbuilding Co., Vancouver — Six cargo steamers, 6,500, wood.

New Westminster Construction Co., New Westminster, B. C.—Four cargo steamers, 6,500, wood.

Pacific Construction Co., Port Coquitlam, B. C. — Two cargo steamers, 6,500, wood.

Wallace Shipyards, Limited, North Vancouver — Four cargo steamers, 17,500, steel; two freight steamers, 11,000, steel.

Western Canada Shipyards, Limited, Vancouver—Six cargo steamers, 6,500, wood.

SAILING SCHOONERS—ATLANTIC COAST.

Chester Basin Shipbuilders, Chester Basin, N.S.—One schooner, 135, wood.

Clare Shipbuilding Co., Meteghan, N. S. — One schooner, 350, wood.

G. M. Cochrane, Fox River, N.S. — One schooner, 450, wood.

Dowling and Stoddart, Port Clyde, N. S. — One schooner, 175, wood.

Ernst Shipbuilding Co., Mahone Bay, N. S. — One schooner, 162, wood.

Falmouth Shipbuilding and Transportation Co., Windsor, N. S. — One schooner, 405, wood.

L. F. Graham, Port Greville, N. S.—One schooner, 360, wood.

W. R. Huntley, Parrsboro', N.S.—Two schooners, 620, wood.

Dr. McDonald, Meteghan, N.S.—One schooner, 544, wood.

W. C. McKay, Shelbourne, N.S.—Three schooners, 480, wood.

W. K. McKean and Co., Liverpool, N.S. — One schooner, 400, wood.

Nova Scotia Shipbuilding and Transportation Co., Liverpool, N.S.—Two schooners, 875, wood.

J. N. Rafuse, Conquerall Bank, N.S.—One schooner, 400, wood.

Robar Bros., Dayspring, N.S.—One schooner, 140, wood.

Smith and Rhuland, Exrenburg, N.S.—Two schooners, 225, wood.

Southern Salvage Co., Liverpool, N.S.—One schooner, 185, wood.

P. A. Theriault, Belliveaux Cove, N.S.—One schooner, 339, wood.

Wagstaff and Hatfield, Port Greville, N.S. — One schooner, 400, wood.

Yarmouth Shipbuilding Co., Yarmouth, N.S. — One schooner, 175, wood.

Turkey Hopes for Shipping Revival

Would admit foreign ships to coastwise trade for period after conclusion of peace—Turkish shipping only ranked fourth in 1911 in Constantinople clearances.

Turkey, according to German accounts, is one of the countries which expects a renaissance of its shipping as a result of the war. The "Tanin," of Constantinople, has recently been discussing the subject and predicts great possibilities if a peace favorable to the Central Powers is secured. A committee appointed to advise on the situation recommended that foreign ships be admitted to the coastwise trade of certain districts for a period of years after the conclusion of peace.

The next step proposed is the subsidizing of shipbuilding yards and of ships purchased from abroad. It is stated that since peace was signed with the Ukraine feverish activity has prevailed in Constantinople shipping circles, where preparations are being made to import from Russia the many commodities which Turkey and the Central Powers are in need, especially grain, macaroni, meat, cotton, sugar, leather and petroleum. Recently the latter has cost £T25 per barrel of 14 litres. The following exports from Turkey are stated to be awaiting shipment; Nuts, 6,000,000 kilos; tobacco, 25,000,000 kilos; figs 7,000,000 kilos. It is announced that the Turks at Brest-Litovsk agreed to the free passage of merchant ships through the Bosphorus except during war-time.

In a recent issue of the "Syren and Shipping," London, gave the following account of the Turkish mercantile marine:

HISTORY OF TURKISH SHIPPING.

"The first Turkish steamship company was formed in 1850, and was the result of a wave of patriotism which led to a real attempt to oust the Greek shipping companies from the monopoly which they enjoyed of the Turkish coastwise trade. It was called La Societe de Navigation Turque. For many years the company was a success, the local trade producing profits of such amount as not only to pay for the heavy losses which often resulted from the longer voyages, but very substantial dividends as well. Gradually, however, as the founders died or dropped out of the business, abuses and corruption crept in, until by 1885 the whole of the capital and reserves had been frittered away, and there was in addition a heavy deficit to be met. The State then intervened, liquidated the old company and transferred all its concern, the Idare-i-Mahsousse, on which was conferred a monopoly of the most profitable maritime traffic there was to offer, the services between the capital and the Asiatic littoral of the Sea of Marmora.

"In return for this concession and the subsidy paid by the Government, the company had to resume certain of the long-distance services, to the Black Sea, to the Aegean and the Red Sea— and provide itself with suitable ships, which in case of war should be available for military transport. As a matter of fact, crises involving military action or the threat of the same were so frequent during the reign of Abdul the Damned, that many of the vessels were consistently under requisition, and hardly ever made a commercial voyage, causing the owners a deficiency of cargo space which seriously affected their revenues.

"The other great local company was the Chirketi Hairiei-Hamidie, in which, if report does not lie, the Sultan himself was financially interested. This company received an exclusive concession of the Bosphorus trade. From the very beginning the Chirketi was a success, for it provided itself with some seventy excellent boats of high speed; most of them built in England.

TAKES AMERICAN PARENTAGE.

"The management of this concern contrasted well with that of the official company. It certainly enjoyed the advantage of independence, nor was it handicapped by any obligation to maintain distant and unprofitable enterprises. It paid regular and high dividends, and in 1914 its shares were quoted and dealt in at a premium which varied from 4-500 per cent. The only other Turkish companies of any importance previous to the outbreak of war were La Societe de Navigation du Golfe de Smyrna and La Societe de Navigation de la Corne d'Or. Both of these companies were well managed and profitable concerns, largely due to the fact that they, like the Chirketi, were free from official interference, and had a monopoly of certain lucrative trades.

"The above are the only Turkish companies which the foreigner can ordinarily be said to be acquainted with, and none of them are of any real importance in any consideration of the country's maritime affairs. The only concerns that were ever likely to meet foreign competition changed their flags after the revolution, which unseated Abdul Hamid and showed the world what the 'Young Turk' really was. The chief of these was the Hadji Douad of Smyrna. This had a fleet of some 3-4,000 tons gross and did an important trade between Asia Minor and the Islands of the Aegean. It has now taken American parentage and is known as the Archipelago-American Steamship Company. At about the same time, as the result of the territorial changes following on the Balkan war, a number of private owners adopted Greek registration. After the revolution the more patriotic among the 'Young Turks' made an attempt to improve the conditions of the country, and from time to time these attempts took the form of thstoring the Turkish mercantile marine.

FIFTY PER CENT BRITISH.

"Mahmoud Chevket Pasha made one really important effort. He obtained a credit from the Chamber and purchased two British boats and six old Norddeutscher liners, which were attached to the Mahsousse fleet, and two of them, the Midhat Pasha and Rechid Pasha, were put on the Black Sea route. They were a great success but only a short time. The substitution of Enver Bey for Abdul meant no change in the methods of Turkish administration, and before many months the Mahsousse was again the subject of well deserved derision and abuse. Various other changes were tried later, and finally the Mahsousse was dissolved and the fleet transferred to the War Office, a step undoubtedly taken on German advice. It appears, indeed, that during the war the budget of this office has shown very satisfactory results, for it has paid off out of profits £T300,000 debts of the old company, spent £T380,000 on new steamers and built up a reserve of £T400,000. The only other company worthy of notice — not for its fleet, for we have reason to believe that that is non-existent but for its origin — is the Ittihad, a company founded by the 'Young Turks' in Salonika before the resolution with a capital of £T250,000. It never possessed more than a few coasters.

"This company has now fallen under control of the Germans. For 1911, the last year for which exact statistics have been available, the Turkish mercantile marine numbered 120 steamers, aggregating 66,868 tons net, and 963 sailers of 205,640 tons net. How little part this fleet plays in the commercial life of the country may be gathered from the fact that Turkey only ranked fourth in the entrances and clearances from Constantinople; eighth in those to and from Smyrna; fifth at Beyrout, and not one Turkish steamer entered Trebizond during 1911. Before the war British ships accounted for 50 per cent. of the tonnage entering Constantinople."

NEW BRITISH COMPANIES.

Three new companies are being organized in Great Britain; The General Marine Underwriters' Association, Ltd., capital £50,000; the British and Australasian Insurance Company, Ltd., to transact marine insurance, capital £100,000; and the Trade Indemnity Company, Ltd., capital, £100,000.

BRITISH TRADE RETURNS.

London, April 18.

The Board of Trade figures for March show an increase in imports of £26,090,000 over last year, and a decrease in exports of £8,109,000. The principal increases in imports were: Food, £7,000,000; raw materials, £11,000,000; of which cotton accounted for £7,000,000. The chief decreases in exports were in manufactured articles.

SHIPPING LOSSES.

London, April 17.

The losses to British shipping by mine or submarine in the past week totalled fifteen, according to the Admiralty report to-night. Eleven of the merchantmen sunk were 1,600 tons or over and four under that tonnage. One fishing vessel also was sunk. Twelve vessels were unsuccessfully attacked. The arrivals numbered 2,211; sailings, 2,456.

In the previous week only six merchantmen were sunk by mine or submarine, four of them of more than 1,600 tons.