

## Ships and Shipping in Canada

# Changes in Shipping Routes

Exchange Tying Up Atlantic Trade in Non-Essentials, So Essentials Are Being Shipped Across Continent To Utilise Available Space

An interesting temporary change in the shipping business is being brought about by the increase surplus of export trade over shipping capacity on the Pacific, and the falling in American exports on the Atlantic. This takes the form of extensive overland shipments of Pacific Coast products for transmission to Europe at the more advantageous rates now prevailing on the Atlantic. These products are mainly articles of which Europe stands in urgent need, notably lumber and fruit. The falling-off in the export to Europe of Eastern products is in the line of less indispensable articles.

Sales of American commodities to foreign countries will be slow as long as the present high rate of exchange continues. This is the opinion of shippers generally of America. It is impossible to do business while the monetary situation throughout the world is subjected to violent changes, as buyers and sellers are unable to get together on terms that will work out amicably. Very satisfactory business is in sight, but it must be held in abeyance until exporters can receive actual cash in return for their commodities. No one is able to anticipate with certainty when this will be, hence the market is at a standstill in respect to the movement of many classes of export stuffs.

It is reported that Japan has appeared in the American market as an active purchaser of wheat and flour, and while such purchases have not yet assumed concrete form, there is reason to believe that cargo trade in these foodstuffs with the Orient will be transacted during the coming months. Of course, the business would be carried on through the Pacific Coast ports, before there was a thrifty trade before the war with China and Japan. For the past two or three years these Oriental nations have been purchasing their wheat and flour from

Australia, but the lifting of the export embargo on wheat has caused the Japanese to investigate the situation before there is an advance.

One of the latest departures in the field of export is the scheme inaugurated by the Kerr Steamship Company for moving freights in large volume from the Pacific Coast to Europe by overland shipments on through bills of lading. It is claimed that this is the first American Atlantic steamship line to undertake this plan of shipment, through the C. P. R. has of course been able to offer such arrangements for many years. For the present it is said that there will be no extension of the lines of the Kerr Company, via the canal to the Pacific, and it is believed that the fast overland service from the Pacific to the Atlantic will meet with the favor of Western shippers. Rates will be quoted and space assigned on the steamer direct to Western shippers at San Francisco. Regular sailings are now being made from New York by steamers of the Kerr line, carrying freight that has come overland from the Pacific Coast, the rate being sufficiently advantageously to appeal to shippers.

A shortage of ocean tonnage has caused lumber charter rates from Seattle and Vancouver, B. C., to Cape Town, South Africa, to jump from \$53 to \$5.50 a thousand board feet. A decided sharpening of the tonnage shortage the last few weeks has resulted from the chartering of the Chilberg ships, the Gram ships and other new fleets. With the completion of the two McLean ships now under construction in Lake Washington, Seattle's wooden shipbuilding programme will be completed, with the promise of a keen demand for more wooden bottoms.

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New York	.....Vauban	.....Jan. 24
New York	.....Carmania	.....Jan. 29
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### \*Via Plymouth and Cherbourg

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New York	.....Royal George	.....Feb. 19

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New York	.....Imperator	.....Feb. 21
New York	.....Mauretania	.....Mar. 10

### TO PLYMOUTH, HAVRE, LONDON.

New York	.....Saxonia	.....Dec. 31
New York	.....Saxonia	.....Feb. 7

### To Piraeus & Trieste

New York	.....Pannonia	.....Jan. 20
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### Hamilton Harbor Report

The Hamilton Harbor Commission has presented the first report ever made on the development of Hamilton harbor, to the Board of Control and members of the City Council. The engineer in charge was J. M. Wilson, M.E.I.C., and his report was supplemented by that of Consulting Engineer E. L. Cousins, B.A.Sc. The scheme would take fifteen years for completion, if the necessary financial resources were available. An estimate of the total cost is \$20,000,000 at the least.

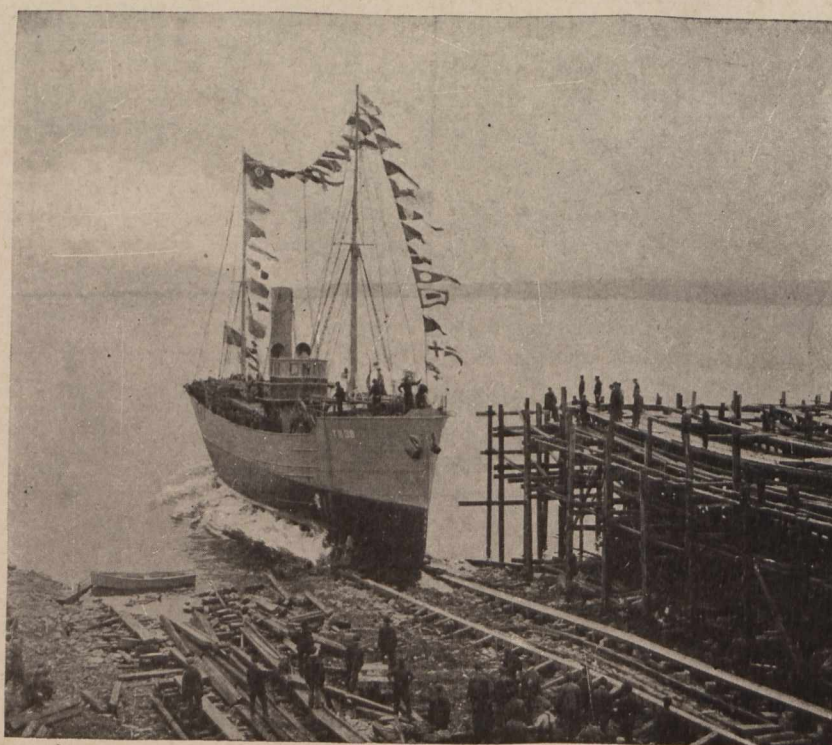
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