

PORTLAND'S SHIPBUILDING RECORD

Pacific Port Has Become Centre for Large Wood and Steel Shipbuilding Industry

The history of shipbuilding in Portland for the past thirty months is one of remarkable achievement. Almost unknown as a shipbuilding centre in 1916, the city to-day occupies a pre-eminent position as a producer of both wood and steel vessels. Shortly after war was declared a few scattering contracts were placed with Portland constructors. So splendid was the Portland record that more and more contracts became available, with the result that to-day four immense plants are building steel vessels, while in the district seventeen yards are building ships of wood.

On July 11th, according to statistics compiled by the Chamber of Commerce, Oregon had produced twenty-six steel cargo vessels and ninety-six wood ships had been launched. Ships on the ways, under construction and awaiting launching, numbered ninety-four, of which eleven are steel ships. Unfulfilled contracts on hand in the Portland district totalled the immense sum of \$200,000,000.

The development of the steel ship industry in Portland is worthy of special note. In Oregon, and directly tributary to Portland, the greatest lumber manufacturing city in the world, is a stand of commercial timber officially estimated in excess of 560,000,000,000 feet, and yet Portland has in less than three years become one of the great steel shipbuilding centres of America. This remarkable development partly is attributed to the climatic conditions which prevail. Workmen in Portland can work every day in the year. There are no extremes of heat or cold, and workers, not only in the steel and wood shipbuilding industries, but in all lines of industrial activity, produce more work in a given time than in climates not so favorable.

The statistical bureau of the Chamber of Commerce has compiled the following table, which tells in figures just what has been accomplished in the shipbuilding industry in Oregon.

Increase of Nine Hundred Per Cent. in Two Years.

Oregon Shipbuilding.

	December 10, 1916.	July 9, 1918.	
Plants building steel ships	3	5	
Plants building wooden ships ..	6	17*	
Number of employees	4,200	41,400**	
Monthly pay roll	\$302,400	\$3,974,400	
Total cargo ships launched.....	0	26	
Tonnage of steel ships launched.	0	202,400	
Wooden ships launched	4	96	
Tonnage of wooden ships launch- ed	18,500	349,800	
Cargo ships in ways—not launch- ed	11	94	
Tonnage of ships in ways—not launched	48,000	370,400***	
Total amount of contracts—un- fulfilled	\$22,250,000	\$200,000,000	
*3 under construction.			
**Portland	35,200		
Outside of Portland	6,200		
Total	41,400		
***Steel	76,800	ton	
Wood	293,600	“	
Total	370,400	“	
No. of Vessels Launched:—	1916.	1917.	1918.
Wood	4	31	61
Steel	0	8	18
Tonnage:—			
Wood	18,500	117,800	213,500
Steel	0	61,600	140,000
Total tonnage ..	18,500	179,400	353,500

The increase in rates on Canadian railways operating in New England, which was permitted by the railroad administration, has been postponed.

ONTARIO FARM CONDITIONS

Fair Hay Crop Has Been Harvested—Weather of Past Few Days Has Improved Prospects

The following is a summary of reports made by agricultural representatives to the Ontario Department of Agriculture:—

Hay is practically all cut and housed. The crop is barely an average one, but the quality is generally good, as the weather was favorable for curing. The second crop of clover has started well, but the fields now need rain. Alsike is reported to be yielding plenty of seed. Many farmers have already cut their second crop of alfalfa.

Fall wheat is turning out rather better than was expected, both as to yield and quality, although Essex reports that early threshing has found some rather soft grain. The intense heat of the past week or two has hastened the ripening of spring grains—perhaps too quickly in some instances. Considerable barley has been cut in a number of counties and is yielding heavily, although there are some complaints of loose smut. Spring wheat is coloring rapidly, and also gives good promise despite the great heat and drouth which has recently prevailed. Oats are also turning—perhaps too soon—and there is a danger of the heads being light. Buckwheat is growing very fast, and looks uncommonly well.

Peas are podding and filling. Early sown promise unusually well, but the later fields are being forced too rapidly for best results. Corn has come to its own weather, and is leaping into growth, although rain is needed for even this crop. Tomatoes also have made remarkable growth during the hot spell, and those raised for the canneries are expected to give satisfactory yields.

Late potatoes have so far been less affected by disease than was feared a few weeks ago, but the hot weather and drouth have resulted in much blight in early potatoes causing greatly decreased yields. On the whole, however, the prospects are still good for a fair yield of clean tubers.

Roots of all kinds are looking well. Beets are especially promising. A number of farmers in the county of Durham are experimenting with the production of mangel seed this year, some of which is proving to be exceedingly good.

Cherries have been a comparatively light yield. Raspberries have yielded well, but the very hot weather is shortening the season. The northern counties report a generous yield of huckleberries.

Between the hot weather, failing pastures, and the scarcity of mill feeds, live stock are hardly keeping up to condition. Cattle, generally speaking, are going on the market slowly, although Lambton reports a free movement of beef animals during the week. Between the flies and drying pastures the milk flow is decreasing. Milch cows continue in demand at from \$100 to \$140 each.

Many hogs are running on pasture, as feed is so scarce and dear. Prices for bacon animals range from \$17.75 to \$18.40 a cwt.

Requests from farmers for help have been fewer than was expected. The harvest season has been almost ideal so far and very little time has been lost. Some after-harvest plowing has been done already in Essex, although the ground was found to be rather dry and stiff for the work. A large number of threshing machines are reported to be in operation.

RAILROAD PROGRESS IN BRITISH COLUMBIA

Railroad construction is to be proceeded with immediately in two sections of British Columbia. Upon the representations of Premier Oliver to the Dominion government, the latter has decided to add 70 miles to the railroad on Vancouver Island. The British Columbia government is also proceeding with the construction of 42 miles on the main line of the Pacific Great Eastern near Clinton. This road was recently taken over by the province. It is expected that trains will be operating on the new addition before winter, as the government has the necessary material and does not anticipate any serious difficulty in securing the labor required.

On account of the shortage of orders, the Edmonton Coal Mines have been working on short time. The shortage of orders is attributed to the increasing supply of anthracite and bituminous coal arriving in Winnipeg from the United States.