

CANADIAN MAIL SUBSIDIES.

The total amount of mail subsidies and steamship subventions to Canadian shipping asked for for the fiscal year ending March 1, 1918, is \$2,630,734, according to the report of the Department of Trade and Commerce, just received. In addition to this two payments, aggregating \$321,666, for services between Canada and China and Japan and between Canada and France are authorized by statute. Of the amount asked, \$1,844,166 is for Atlantic services, and \$487,142 is for Pacific services, leaving something less than \$300,000 to be distributed among companies operating various local services.

The payments, which are on the same basis as those authorized during the fiscal year ended March 31, 1917, are apportioned by trades as follows:

Atlantic Ocean.	
Annapolis, London or Hull	\$ 5,000
Canadian Atlantic ports and Australia and New Zealand	140,000
Canada and Great Britain	1,000,000
Canada and Cuba	25,000
Canada and Newfoundland	70,000
Canada, the West Indies and South America	340,666
Canada and South Africa	146,000
Halifax, St. John's, Nfld., and Liverpool	20,000
Montreal, Quebec and Manchester (in summer) and St. John, Halifax and Manchester (in winter)	35,000
St. John, Dublin and Belfast (winter)	7,500
St. John and Glasgow (winter)	15,000
St. John, Halifax and London	25,000
Pacific Ocean.	
Canada, Australia or New Zealand, or both (Pacific)	180,509
Canada, China and Japan	253,333
Prince Rupert and Queen Charlotte Islands	16,000
Victoria and San Francisco	3,000
Victoria, Vancouver and Skagway	12,500
Victoria and West Coast Vancouver Island	5,000
Vancouver and Northern ports of British Columbia	16,800

The contracts for the various services are distributed as follows:

From Canadian Atlantic ports to Australia and New Zealand, for which the subsidy asked is \$140,000, the service is in the hands of the New Zealand Shipping Company, Ltd. Monthly sailings of steamers of 7,000 tons cargo capacity, carrying mails, are required to earn the full amount of subsidy. Since 1915 the service has been irregularly maintained under orders in Council.

The Canadian Pacific Ocean Services, Limited, has the contract for the service between Canada and Great Britain, subsidy of \$1,000,000. It may be

T. S. Ry. STRIKE SETTLED.

The Toronto Street Railway strike was declared off on Thursday night. The employees accepted an offer of 6 cents an hour increase and a board of conciliation, instead of arbitration under the Lemieux Act, to pass upon the entire agreement desired by the men. Service commenced at noon Friday after two days of complete tie-up.

BUDGET OF SOUTH AFRICAN RAILWAYS.

The estimates of the expenditures of the main services of the South African railways during the year ended March 31, 1918, are given at \$50,815,000 and the revenues at \$66,927,000. The expenditures of the subsidiary services are estimated at \$2,431,000 and the revenues at \$2,361,000. In the main services the revenue from freight and minerals other than coal is estimated at \$29,177,000; from coal, \$15,574,000; from live stock, \$2,372,000; and from the passenger service, \$16,310,000.

\$15,000 RETURNED TO THE GOVERNMENT.

Sir Henry Drayton, chairman of the Dominion Railway Board, has returned to the Government a cheque for \$15,000, which was sent to him in payment for his services as a member of the Drayton-Acworth-Smith Commission, which investigated the Canadian railway situation.

In the letter which accompanied the cheque Sir Henry said he could not accept such a payment in the present time of stress and war. He asked that his services as a member of the Royal Commission be regarded as a contribution to the country.

pointed out that the full subsidy has not been earned, and that during the war the amount paid has fallen off considerably.

The contract for mail services between Canada, the West Indies and South America, subsidy authorized \$340,666.66, is held by the Royal Mail Steam Packet Company, which earned the full amount in 1916.

Between Canada and South Africa the contract for monthly mail steamers is in the hands of Elder Dempster Shipping Company, Ltd. Since the beginning of the war the full amount of subsidy has not been earned, \$121,600 being paid last year.

WEEKLY SHIPPING LOSSES.

The sinking of fourteen British merchantmen of more than 1,600 tons is reported in the weekly summary of shipping losses, issued last week. Three merchantmen of less than 1,600 tons, and seven fishing vessels also were sunk. The official summary follows:

- "Arrivals, 2,898; sailings, 2,798.
- "British merchant ships sunk by mine or submarine, over 1,600 tons, including one previously, fourteen, under 1,600 tons, 3.
- "British merchant ships unsuccessfully attacked, including four previously, seventeen.
- "British fishing vessels sunk, including one previously, seven."

The preceding report gave the sinking of fifteen vessels over 1,600 tons, and five under that size. In the two earlier periods the totals were respectively 28 and 32. This compares with the sinking of 40 large merchantmen in one week, and 38 in another at the height of the campaign in April. In the week ended April 21, 55 vessels in all were sunk.

The naval editor of the Times, commenting on the summary of last week's shipping losses, writes:

"On the whole, this return in some ways is more satisfactory than many that have been issued, for it shows that the struggle between the U-boats and the mercantile marine has not become more intense. For two months the total reached is in the neighborhood of 60 vessels. These are vessels of all classes, excluding fishing craft. If we reckon the average tonnage of such vessels to be somewhere between 3,000 and 3,500 tons, the approximate amount of British shipping destroyed in the campaign comes to little less than 2,000,000 gross tonnage. This is about 10 per cent. of the total tonnage of the mercantile marine of this country. This may be an over-estimate, but we cannot be very far from the mark. What it seems to show is that the task the Germans have undertaken is beyond their power to accomplish. We were told a total of 1,000,000 tons of shipping would be destroyed monthly, and this is necessary for the achievement of their ends. The loss is serious enough, but nothing like the total claimed by the Germans to have been reached the first six months.

"Unless, therefore, the weekly figures are misleading, the problem does not appear such as cannot be solved. Looking things all round, we may take hope.

"It must be recalled the campaign must always be of an intermittent character. The decrease in energy of the last few weeks may not continue. Clearly, offence is the best reply to the submarines. On the whole, the hunt for them appears to be making fair progress."

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