

WAR'S EFFECT ON WORLD'S SHIP TONNAGE.

Loss Up Till April 30 Was About 5,811,000 Tons.

An estimate of the world's shipping losses during the war has been made by the San Francisco Chamber of Commerce. In the course of its computation some figures are given bearing on the progress of the world's shipbuilding industry.

In 1900 the total world's merchant marine amounted to 29,043,728 gross tons, of which 6,674,370, or 23 per cent, consisting of sailing ships. In 1915 it had increased to 49,261,769, an increase of 20,218,041, or 70 per cent. The sailing ships in 1915 amounted to 3,532,561, or only 7 per cent, and showed a decrease since 1900 of 3,141,809, or 47 per cent. In 1900 4,009,622 tons, or 13 per cent, were wooden vessels; 7,398,102, or 26 per cent, were iron, and 17,508,704, or 61 per cent, were steel. In 1915 the wooden vessels represented 4 per cent, the iron 7 per cent and the steel 89 per cent, indicating the rapid development of the steel construction and the rapid disappearance of the "wind jammer."

The following table, showing the total tonnage of the leading maritime nations in 1900 and 1915, indicates distinctly those who were the most active in building up a foreign commerce:

	1900.	1915.	Inc. %
British	14,261,254	21,274,068	49
United States	2,750,271	5,892,639	114
Austrian	416,084	1,018,210	145
Danish	519,011	854,996	65
Dutch	530,277	1,522,547	187
French	1,350,562	2,285,728	69
German	2,650,033	4,706,027	78
Italian	983,655	1,736,545	77
Japanese	574,557	1,826,068	218
Norwegian	1,640,812	2,529,188	54
Swedish	637,272	1,122,883	76

NO AUTHENTIC RECORD.

In 1916 British, Austrian, Dutch, French, German and Swedish show a decrease from 1915, reflecting the effect of the ruthless submarine policy of Germany, while the United States, Denmark, Italy, Japan and Norway show an increase. It must be remembered, however, that German interned ships have been seized amounting to over 1,000,000 tons—the United States alone having taken 636,036 tons. While these will probably be paid for at the end of the war, it is unlikely that the actual ships will be returned, so that Germany and Austria together will have lost about one-fifth of the vessels they owned prior to the war and the nations absorbing them will show a corresponding increase.

There are no authentic records of either the loss due to the war or the actual records of present construction. The New York Journal of Commerce for March 2 places the total loss since the opening of hostilities to February 28, 1917, at 4,811,100 gross tons. The British Admiralty reports losses of ships over 1,600 tons from March 1 to April 25 of 155 vessels. Allowing 3,000 tons to each vessel would give 465,000 tons March 1 to April 25. But this is undoubtedly much too low, and 1,000,000 tons would be much nearer the correct figure, as the Germans claim to have destroyed about 1,600,000 tons for the first two months of unrestricted warfare (February and March, 1917, and assert that the losses during April were much heavier.

OFFICIAL FIGURES CONFIRMED.

Taking these figures, then, as being as nearly correct as obtainable, it gives a total of 5,811,000 tons destroyed from the beginning of the war to April 30. The total gross tonnage on June 30, 1914, was 49,089,552 and June 30, 1916, it was 48,683,136, which shows a net loss of 406,416, not taking into account the average normal increase, which is about 5 per cent.

As but small loss occurred in 1914 the 1915 total may be taken, and adding 5 per cent it gives 51,721,857. Adding 5 per cent to this it makes a total for 1916 of 54,311,099, which might reasonably have been expected as the total 1916 tonnage had the war not broken out. Deducting the 1916 figures given by Lloyd's—viz., 48,683,136—from this, it leaves 5,627,963 difference, which represents the loss and practically confirms the estimated loss of 5,811,000. In normal times new tonnage runs very close to 3,000,000 tons a year, or somewhere around 200,000 tons more than the average loss by war, but the increase has been considerably reduced, owing to the greater activity in naval construction.

Should the present ratio of construction and destruction continue for another year, say till June 30,

BRITISH SHIPPING LOSSES.

The ship report issued by the British Admiralty states that twenty-two British merchant men of more than 1,600 tons were sunk during the past week. Ten merchantmen of less than that tonnage also were sunk, together with six other fishing vessels.

A summary of the report follows:

Arrivals, 2,767; sailings, 2,822.

British merchant ships over 1,600 tons sunk by mine or submarine, including one previously, 22; under 1,600 tons, including one previously, 10.

British merchant ships unsuccessfully attacked, including seven previously, 23.

British fishing vessels sunk, 6.

This week's figures show a considerable increase in submarine activity as compared with recent weeks. Last Wednesday's statement reported a total of only 23 vessels sunk, against the 33 now announced. The aggregate is the largest of any for a month past. Last week only 15 vessels of more than 1,600 tons were sunk and three of less than that tonnage.

The figures of submarine sinkings began to show a falling off early in May from the heavy totals of April, when during one week, that which ended on April 22, forty vessels of more than 1,600 tons were sunk and 15 of smaller tonnage.

During the week ended May 6, the total of the larger merchantmen sent to the bottom fell to 24. For each of the three following weeks the total of vessels of the largest class stood at 18, while the number of smaller craft sunk each week was covered by single figures. Last week the minimum for the entire period since February was struck.

ITALIAN LOSSES.

According to the official statement on Italian shipping losses by mine or submarine, the number of steamers sunk in the week ending June 10 was five. Five sailing vessels were also sunk in the same period.

SUEZ TRAFFIC CUT IN HALF BY WAR.

In the report of the Suez Canal Company, published in the London Times of June 12, it is stated that the traffic of the canal, in 1914, dropped about seven and a half million tons since 1913, but, "thanks to increases in rates, the receipts had not fallen in the same proportion." The council proposes the distribution of a dividend of ninety francs; this means 18 per cent, as the shares are 500 francs. The dividend in 1913 was 164, and in 1914, 165 francs.

General shipping through the canal in 1916 was 3,110 ships of a net tonnage of nearly twelve and a half millions. The proportion which was purely commercial was 2,240 ships of a tonnage of eight and a half millions, the decrease being 56 per cent compared with 1913.

The report goes on: "State commerce is taking the place of private trade, so that the decrease in commercial traffic in 1916 may therefore not be really so marked as the above figures would lead one to suppose."

Of the 400,000 Suez shares, the British Government in 1875 bought 172,602, which in 1915 was valued at thirty million pounds, or seven and a half times the purchase price.

1918, we might figure a reduction in the world's total tonnage of about 2 per cent, making it approximately 47,709,474, or slightly more than it was when the war broke out. However, it must be remembered that many vessels have been commandeered by the belligerents, which are receiving very hard usage and lack of renewal and proper maintenance, consequently much of this tonnage will be practically worthless or laid up for repairs for long periods. On the other hand, owing to the unprecedented prices being offered for charter and sale there has been a very large increase in the building capacity, and this increase—constantly growing—will soon overcome the war losses, providing they become no greater.

FUTURE PROBABILITIES.

Therefore, from all indications should the war last until next year peace should see the merchant marine of the world greater than it was before the war, although possibly not quite as great as had no war occurred. It must be borne in mind, however, that the demand for tonnage will apparently be much greater after than before the war. The countries of Europe must be reconstructed and all the warring nations will undoubtedly, make supreme efforts to manufacture and market their goods, which means the importation of vast quantities of raw materials and export of finished products, all of which will require a much greater tonnage than ever before.

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WHITE STAR LINE HAS GOOD PROFITS.

The profits of the White Star Line for year 1916, amount to \$12,000,000, being an increase of \$2,100,000 over the profits of 1915. Net profits, after taxes, depreciation, etc., were \$8,000,000, an increase of \$3,000,000 over 1915. General reserve is raised from \$1,250,000 to \$2,750,000, and dividends of 20 per cent were paid from the year's profits.

HOLLAND SENDS SHIPS TO U.S. AGAIN.

The steamships Amsteldyk and Beukeldyk of the Holland-America Line have left the Hague for America. These vessels were the first ships to leave with cargoes in the last four months, or since the commencement of the ruthless submarining. They are also the first cargoes to sail under the new arrangements made by the British Government and concessions granted by the Dutch Government. England has now arranged that outward bound Dutch ships, leaving under oversea trust conditions, can call at Halifax or alternative ships will not be interfered with, provided the manifests are approved by the Allies.

NEW BRITISH SHIP.

Justicia Is the Largest Ship To Enter the New York Port, Since the Olympic Left in 1914.

An associated press despatch, dated June 12, from "An Atlantic Port," says: "Eleven large steamships, aggregating 169,000 tons, six of them being under the American flag, with a total tonnage of 77,274, have reached here within the last day or two, it was announced by the International Mercantile Marine, owners of the vessels.

"Among them was the Minnesota, 26,718 tons, being the largest merchant ship afloat under the Stars and Stripes. The other American ships were the St. Louis, St. Paul, Philadelphia, Manchuria and Finland. The largest of the eleven arrivals was the British ship Justicia, a new vessel of 32,234 tons. She is the biggest steamer to come into a port of this country, it was stated, since the Olympic left in 1914.

"The other British ships belonging to the company to arrive were the Adriatic, Celtic, Raphael Gleniffer."