

THE CONCRETE SHIP.

Limit Predicted to Its Use.

That the concrete ship's usefulness is limited to the present period of abnormal shipping conditions, unless radical and unexpected improvements in design produce a much more efficient vessel than can now be constructed, is the conclusion reached by the Liverpool "Journal of Commerce." It is difficult to foresee the time when the concrete vessel will be a real competitor of the steel vessel, says the paper.

In an article discussing the situation it is stated:

"It is a well-known fact that orders have been placed in this country for thousands of tons of concrete vessels, principally non-propelling barges and tugs. Other countries, notably Sweden and Norway, have also paid considerable attention to concrete ship construction. Consequently many people talk glibly of after the war competition between the steel and the reinforced concrete ship, arguing that the present rapid growth of the concrete shipbuilding industry proves its general utility. To such persons the following points may be of some interest:

"Concrete is being used for ships solely because it is vitally necessary that every desirable means of increasing our tonnage shall be fully developed. During a period of scarcity of steel and skilled workers in steel concrete enables the ship designer to obtain a greater deadweight per ton of steel worked into the structure, and it also renders possible the employment of a new class of labor. So far as ship construction is concerned concrete is practically an untried material, and the risks involved in its use are only justified by the present tonnage situation.

"On the other hand, it can be said quite deliberately and without fear of contradiction, that concrete is not being used because it is more economical and efficient than steel, or on account of its greater life and reliability. Commercial considerations are not even of secondary importance. The need for tonnage overpowers all other factors in the situation. A few years after the war is over a new level of commercial competition will probably be fairly well established, and if the concrete ship is to become a permanent marketable article it will have to demonstrate its efficiency in the harsh, unyielding light of open competition, unaided by artificial circumstances.

"As at present designed the lightweight of the best of the reinforced concrete vessels is considerably greater than that of a steel vessel of the same dimensions. Consequently the deadweight carrying capacity is less, and as there is practically no difference in the present first cost of the two types, the unit cost of transportation per ton deadweight is greater for the concrete vessel than for a similar size steel vessel. Hence the concrete vessel is not at present a likely competitor with the steel vessel under normal conditions.

"The question of reliability is also important, although it is somewhat difficult to discuss, as the comparison is between the known and the practically unknown. True it is that Lloyds Register of Shipping has seen fit to give these vessels, built to their requirements, the recognition of an experimental

class; but, as one of the ignorant but interested, speaking to others in similar situations, the opinion may be expressed that the vibration of machinery in a concrete vessel will tend to displace pieces of gravel in the concrete, and pitting will result. If this actually occurs, then further research will be necessary, with the view either of producing a more homogeneous and less easily disintegrated material, or of discovering some means of binding the concrete. Time alone will reveal the true state of affairs in this particular direction.

"It may be urged for the concrete ship that the whole subject is in the embryonic state, and that experience will undoubtedly result in improvements both in the design of these vessels and in the nature and properties of the material employed.

"This is extremely likely, but it is difficult to foresee the time when the concrete ship will be capable of carrying the same amount of cargo as a steel ship of the same dimensions, or alternatively will embody such advantages as will compensate for some necessary loss of deadweight.

"Therefore, the only conclusion which can at present be drawn is that the commercial life of the concrete vessel is likely to be limited to the period of abnormal freights, unless drastic and unanticipated improvements in design produce a much more efficient vessel than can be constructed at present.

"It is worthy of note that the introduction of concrete-built ships is a reversal of the normal process of evolution in industry. The stone age is so remote that it is probably the earliest of which any record exists, yet here we are in the scientific twentieth century utilizing stone for shipbuilding for the first time."

DEALERS IN FOOD BEING BROUGHT UNDER LICENSE.

The license system of the Canada Food Board is being rapidly extended to all dealers in foodstuffs. It will be illegal to transact business in any of the following trades after the dates given below, except under license from the Food Board:

	Licenses become Operative
Produce Wholesalers	
Produce Commission Merchant	March 15, 1918
Produce Brokers	
Wholesale Grocer	
Wholesale Grocery Jobber	
Wholesale Grocery Commission Agent	April 1, 1918
Wholesale Grocery Broker	
Retail Grocer	May 1, 1918
Retail Butcher, Retail Baker, Retail Dealer, Retail Flour and Feed Dealer, Retail Fruit and Vegetable Dealer, Retail Fish Dealer.	May 15, 1918

Every effort is being made to furnish all wholesale and retail Dealers in food and food products, with forms of application by mail, but any failure to receive such notice will not be deemed a good and sufficient reason for neglect to obtain the necessary license by the dates given above.

The following licenses became operative on the dates given:—

Wholesale Fish Dealers License	January 1, 1918
Wholesale Fruit and Vegetable Dealers License	February 1, 1918
License to sell cereal products	January 1, 1918
License to operate a mill for grinding Wheat and other grains	December 1, 1918
Baker's License	March 1, 1918

SUPPLY OF OLEOMARGARINE.

Ottawa, March 15.

The Food Board has been successful in securing the consent of the United States Food Administration to allow the export to Canada of 1,000,000 pounds of oleomargarine per month. The Washington authorities will issue export licenses to United States shippers to ship only to consignees approved by the Canada Food Board, and in such quantities up to the aggregate of 1,000,000 pounds per month as are approved by the Food Board.

While the allotment to Canada was much smaller than the total amount represented by application from Canadian importers, the apportionment has been carefully considered, with particular attention to the quantities needed in the various parts of the Dominion.

ANCHOR-DONALDSON LINE

PASSENGER SERVICE

BETWEEN

PORTLAND, ME. and GLASGOW

Apply to Local Agents or the Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.

CUNARD LINE

PASSENGER SERVICE

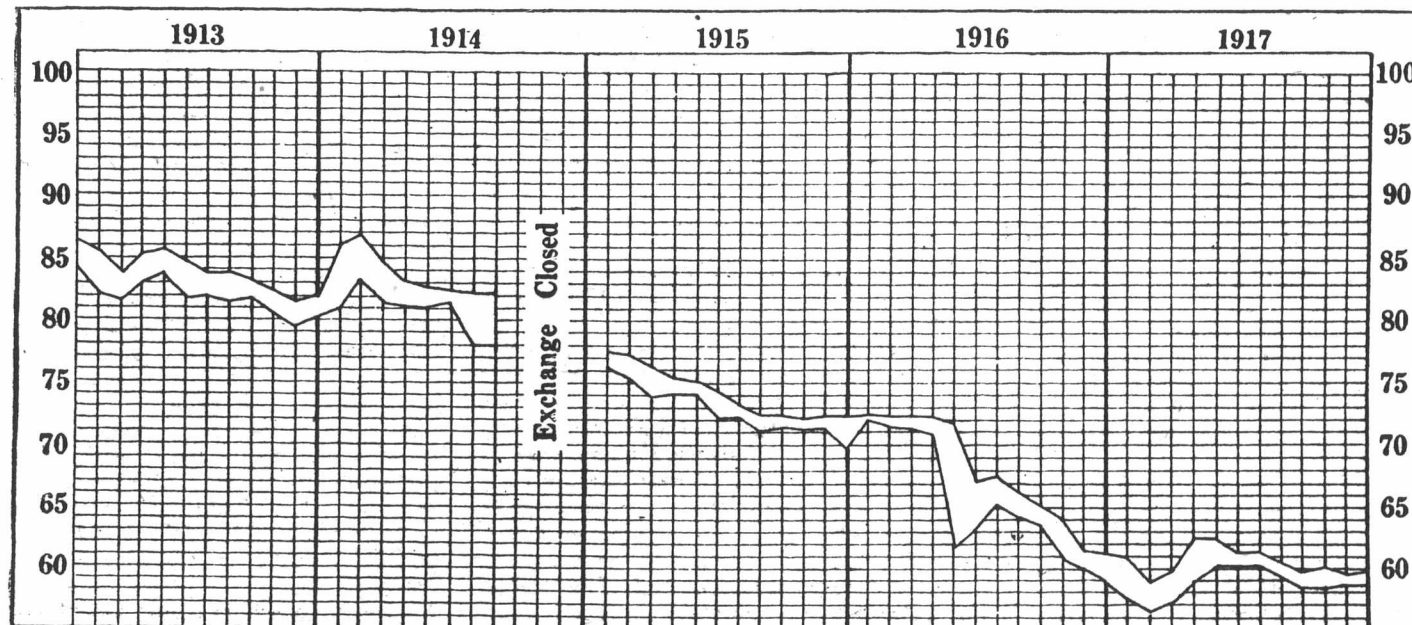
BETWEEN

HALIFAX and BRISTOL

Money Remittances made by Mail or Cable. Apply to Local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.



British Railways Under Government Control



The chart above shows the price-movement through the last five years of the average quotation of forty-eight securities issued by sixteen of the leading railway systems of Great Britain, the white area showing the high and low average prices — The Analyst, New York.