

Shipping News

MERCHANT SHIPPING LOSSES.

Admiral Sir Cyprian Bridge, in a report on merchant shipping losses, gives the following statement of total losses to shipping from the beginning of the war to March 23:

Losses to Belligerents.		
Steamers.		
		Tonnage.
British	379	1,320,000
French	41	140,000
Belgian	10	30,000
Russian	27	42,000
Italian	21	70,000
Japanese	3	19,000
Sailing Vessels.		
British	31	19,000
French	12	18,000
Russian	8	7,000
Italian	6	3,000

Trawlers.
British, 237; French, 7; Belgian, 2.

Losses to Neutrals.		
Steamers.		
		Tonnage.
Norway	50	96,000
Denmark	18	33,000
Sweden	33	42,000
Holland	22	74,000
United States	6	16,000
Greece	11	22,000
Spain	4	9,000
Persia	1	750
Portugal	1	625
Sailing Vessels.		
Norway	22	20,000
Denmark	10	1,600
Sweden	7	2,000
Holland	2	225
United States	1	176
Trawlers.		
Denmark, 1; Holland, 7.		

Less Than 4 Per Cent.

The loss to British steam shipping, says the report, is less than 4 per cent of the total number of vessels under the British flag, and slightly over six per cent of their total tonnage.

In further comment, Admiral Bridge details the amount of merchant shipping built in France and Great Britain since the beginning of the war, and shows that the war losses have virtually been made good thereby.

"In 1915," says the report, "after more than a year of the war, the steam shipping of Great Britain increased 88 vessels and 344,000 tons."

Italy and Russia also show an increase, while France is short only 12,500 tons.

"It is therefore clear," says the report, "that the present shortage of tonnage is due, not to the action of submarines, but to the great requirements of the military and naval forces. The latest published statement of these show that they are demanding 3,100 merchant vessels."

BRITISH MARINE LOSSES.

Presiding at the annual meeting of the Liverpool and London War Risks Insurance Association at Liverpool last month, Bruce Ismay said that through war perils the association had lost 62 vessels of 357,838 tons gross, and through marine perils 21 vessels of 103,979 tons gross; but 75 new vessels of 538,043 tons gross had entered in the period. Thus, after 18 months of war there had been a decrease of only eight in the number of vessels afloat belonging to members of the association, while the tonnage had increased by 76,231 tons gross.

A UNITED STATES COMPILATION.

Senator Nelson of Minnesota, submitted memorandum to Senate showing that 203 Swedish, Danish, Norwegian and Dutch vessels have been sunk since war broke out. Submarines sunk 136, mines 66 and warships 1. Germany has seized or detained 226 and Great Britain 236 Swedish vessels. Norway lost 97 ships, Sweden 50, Denmark 28 and Holland 28.

IN PRIVATE SHIPYARDS.

Since July 1, 1915, thirty-nine merchant vessels of 91,113 gross tons have been completed in private shipyards in the United States.



HON. FRANK COCHRANE.
Minister of Railways and Canals. The Annual Report on Railways Has Just Been Issued.

Railway News

CANADA'S RAILWAY MILEAGE.

Canada now possesses and operates 35,582 miles of railway. The operating mileage of Canadian railways during the statistical year ended June 30 last, increased by 4,787 miles, although eleven months of the year were included in the war period.

The report of the Department of Railways shows increases in all provinces except Prince Edward Island, the heaviest increase being 1,500 miles in Ontario, where the mileage is now 10,703. Approximately 1,600 miles were under construction, apart from surveys and projections, when the year ended. Including double tracks, yard tracks, sidings, etc., the total of all tracks in Canada comes to 45,885.

Railway capitalization increased by \$66,990,127, bringing the total up to \$1,875,810,888, including stocks, \$847,801,101; consolidated debenture stock (C.P.R.) \$176,284,882; bonds, \$851,724,905. There are also outstanding against lines under construction, stocks amounting to \$29,257,500 and bonds of \$52,224,004. Stock dividends in 1915 were \$32,341,337, an increase of nineteen millions.

Lines owned and operated by the Government, and which are not capitalized, are covered in the report under a statement of cost amounting to \$293,542,201.

Cash subsidies given during the year amounted to \$5,059,284, of which the Dominion contributed \$4,644,664, bringing the total up to \$238,831,924. Total authorized guarantees by the Dominion amounted to \$188,965,063, and from all sources to \$409,869,165.

There was a decrease of 380,245 in the number of passengers and 14,189,151 in the tons of freight carried. The average haul was 212 miles, which is the longest in any country. Mine products led in the various classes of freight, with agricultural products second.

Gross earnings fell from \$243,083,539 to \$199,843,072, a decline of 17.8 per cent, due to the dividend conditions created by the war and following a sustained upward movement in traffic and revenue.

Operating expenses also decreased by \$31,244,159. The number of employees was reduced by 35,000, while, though there was no reduction in the average rates of remuneration, the total salaries and wages bill declined from \$111,762,972 to \$90,215,727.

CANADIAN PACIFIC

TICKET OFFICES:

141-143 St. James Street. Phone Main 8125.
Windsor Hotel, Place Viger and Windsor St. Stations.

WAR'S MOST FAVORED INDUSTRY.

With ocean freight rates now ten times those before the war owners of any old kind of a "tub" can make enormous profits. To-day vessels change hands at an enhancement of 500 per cent.

When war broke, the world's shipping paused. Germany and Austria by wireless sent 80 per cent of their merchant fleet to neutral ports. The rest fell prizes to the allies. This took a tonnage of 6,515,000 from the world's supply.

According to Lloyd's Registry at outbreak of the war the world's steam and sail tonnage was 49,089,552, composed of 30,836 vessels of 100 tons and upwards. Of this United Kingdom had 11,328 ships of 21,045,049 tons; France 1,576 ships of 2,317,438 tons; Italy 1,160 ships of 1,668,296 tons; Russia 1,354 ships of 1,053,818 tons; Belgium 182 ships of 352,124 tons; Portugal 201 ships of 120,931 tons; Japan 1,103 ships of 1,708,836 tons. Total for the Allies, 15,701 ships of 26,554,647 tons; Germany 2,388 ships of 5,459,296 tons; Austria 445 ships of 1,055,719 tons; Turkey 202 ships of 6,648,173 tons. This leaves for all neutral nations 10,997 ships of 15,178,346 tons. Of this United States is credited with 3,174 vessels of 5,368,194 tons, over half of which was lake and river tonnage and harbor service boats.

Lloyd's list of January 22 gives the vessels "detained, captured or destroyed" at 2,193 ships of 3,774,319 tons.

Again according to Lloyd's merchant tonnage launched in 1915 by all nations was 1,104,696. This does not equal losses, and shipbuilding cannot relieve the situation.

Ocean tonnage is growing more difficult to secure and rates continue to advance. There is no source for relief while war lasts, unless ships are speeded up. This can only be done by relieving port congestions allowing for faster loading and discharge.

When peace is signed, whenever that may be, it will mark the beginning of the battle of unarmed ships. Neutral countries will strive to hold the new trade; the warring nations to regain lost patronage. The advantage will lie with control of ships. England's merchant marine, though reduced, will still be in command of the seas. Should the Allies win, Germany will not be a serious factor in the world's shipping trade for years to come, for England has her eyes fixed upon Germany's great fleet of interned ships as part of war's indemnity.

QUEBEC RAILWAY.

Sir Robert Borden told Hon. R. Lemieux in the House of Commons that the Government's decision as to guaranteeing the bonds of the Quebec and Saguenay Railway Company, or to taking it over as a part of the Government railway system, would be "announced in due course." This situation was stated to be the basis for the recent marked strength in Quebec Railway shares and bonds.

GRAND TRUNK INCREASE.

Grand Trunk Railway System traffic earnings from March 22 to 31, 1916, \$1,592,442; increase \$145,473.

CANADIAN NORTHERN QUEBEC

Daily except Sunday 9.30 A. M. Buffet Parlor Cars.

SHAWINIGAN FALLS GRAND MERE

Via the Short Line

9.30 A. M. Daily except Sunday. 4.45 P. M. Daily except Sunday.

L'ÉPIPHANIE JOLIETTE

Via the Short Line

9.30 A. M. Daily. 4.45 P. M. Daily except Sunday.

5.30 P. M. Daily except Sunday.

For tickets, parlor car reservations, etc., apply to City Passenger Agent, 230 St. James St., Tel. Main 6570 or Depot Ticket Agent, St. Catherine St. East Station, Tel. Lasalle 141.