

Shipbuilding Contracts for 12 months

Contracts to the value of \$64,500,000 were placed in Canada by the Imperial Munitions Board in the twelve months between March 1, 1916, and March 1917. The vessels ordered consisted of 46 wooden ships with a total tonnage of 128,000 representing \$24,500,000, and for 43 steel ships totalling 211,300 tons, worth \$40,000,000, or a total value of \$64,500,000.

Four steel ships aggregating 13,900 tons, the individual boats having a tonnage of 4,200, 3,400, 4,500 and 1,800 have been completed. Four wooden ships have already been launched, and several others are ready to take the water. New yards were opened during the year at Welland, Vancouver and Toronto. All yards for the construction of wooden ships are new or have been added.

The value of the contracts let in the different provinces is as follows: Nova Scotia, \$1,340,000; New Brunswick, \$1,000,000; Quebec, \$11,600,000; Ontario, \$19,240,000; British Columbia, \$31,434,000.

In British Columbia nine steel ships, each of 8,800 tons, worth \$14,750,000, two of 4,600 tons, worth \$1,679,000, and one of 4,500 tons, worth \$95,651, or a total of \$17,334,651, have been contracted for, along with 27 wooden ships, worth \$14,100,000.

CONSTRUCTION IN ONTARIO.

In Ontario 25 steel ships were contracted for. These comprise 13 of 3,500 tons, 9 of 3,400 tons, 1 of 4,300 tons and 2 of 2,900 tons, a total tonnage of 86,200, representing \$17,240,000. In addition to this, four wooden ships totalling 11,200 tons, worth \$2,000,000, have been contracted for.

In Quebec, four steel ships of 7,000 tons valued at \$5,600,000, and twelve wooden ships, of 2,800 tons, worth \$6,000,000, representing a total value of \$11,600,000, have been contracted for.

In New Brunswick two wooden ships each of 2,800 tons, worth \$1,000,000, are contracted for.

In Nova Scotia two steel ships of 1,800 and 2,400 tons, worth \$840,000, and one wooden ship at \$500,000 are contracted for.

According to a report of the Imperial Munitions Board, it is reasonable to suppose that the approximate total tonnage for 1918 will be about 400,000. The approximate tonnage of wooden vessels being built

by the Imperial Board on the two coasts, the Great Lakes and the St. Lawrence River is about 140,000. Figures as to the exact number of men employed in this programme are not available, but, assuming an average labor cost per ton, it is stated it will not be far from the equivalent of 25,000 men continually employed.

In view of the foregoing, the figures with respect to the tonnage constructed in Canada in past years are of interest. For instance, 190,756 tons were constructed in 1874 when wooden ship construction was at its height, and each year since then has shown less activity until the war years. In 1880 the tonnage constructed was 65,441; in 1885, 41,179; in 1890, 52,378; in 1895, 16,270; in 1900, 22,326; in 1905, 19,781; in 1910, 22,283, and in 1914, 43,346.

At present practically every shipbuilding plant in Canada that is equipped for building steel ships is making ships for the Imperial Munitions Board. Just as soon as each berth becomes vacant it is being taken up by the Dominion Government in connection with the large shipbuilding programme announced by Hon. C. C. Ballantyne, Minister of Marine and Fisheries, early in the year.

Following are the details of conditions in the different shipbuilding plants in Canada:

Two berths are vacant at Canadian Vickers, Limited, Montreal, with whom the Government has entered into contract to fill the berths at once. Arrangements have also been made to fill berths becoming vacant in May, August and September with 8,200-ton ships.

Arrangements have been made with the Collingwood Shipbuilding Company to fill one berth now vacant with a 3,800-ton ship as rapidly as men can be found. It is also expected two 3,000-ton ships will be started, one in April and one in May.

The Wallace Shipyard, Vancouver, will commence building a 4,350 ton ship early in May. They also propose building a 5,000 ton standard ship at an early date.

The Government has made arrangements with the Port Arthur Shipbuilding Company to fill two berths vacant before July with two 3,000-ton ships, canal size boats.

The Polson Iron Works, Toronto, will fill four berths vacant in October, with four 3,000-ton ships.

The Canadian Allis-Chalmers, Toronto, say they can build six ships before June, 1919, and will start as soon as berths become vacant.

Messrs. Coughlan and Sons, Vancouver, find it impossible to commence further work this year. They are building ships for the Imperial Munitions Board.

The Davie Shipbuilding Company, Quebec, will fill a berth as soon as vacant, with a 5,000-ton ship.

In the meantime the Department of Marine and Fisheries has made arrangements with the United States to secure the necessary steel to take care of shipbuilding, and at the same price as the plants across the border are paying. This steel is to be delivered to the various factories as required up to June, 1919.

It is pointed out that the establishment of new yards would only draw off men from other yards, because there are only a certain number of men available for this work. Therefore the more the men were spread the fewer ships would be put into the water. Under existing conditions it is more important to get a few ships into service than have a large number under contract and none available.

SHIPPING LOSSES.

London, March 6.

Eighteen British merchantmen were sunk by mine or submarine in the last week, says the Admiralty report issued tonight. Of these, twelve were vessels of 1,600 tons or over, six being under that tonnage. No fishing craft were sunk. The arrivals of British merchantmen at ports in the United Kingdom numbered 2,015, and the sailings, 2,209. Six merchantmen were unsuccessfully attacked.

The losses to British shipping in the last week were the same as in the previous week with respect to the number of merchantmen sunk. In the previous week, however, fourteen of the eighteen vessels destroyed were of more than 1,600 tons.

Another thing that will puzzle our soldiers is English money. One time an American who was the worse for drink was travelling in a railway carriage when the guard asked for his ticket.

"Got none! Lemme 'lone!" mandered the Yank. The guard took out his ticket schedule.

"Five and six, please," he said tersely.

"Whazat?" queried the tipsey one.

"Five and six, please," repeated the guard.

"Eleven," said the Yank. "Now move 'long to ze next boy."—Boston Transcript.

The Movement of Stock Market Averages

