

Shipbuilding Profits in Great Britain.

According to a statement published in England recently shipbuilding in the United Kingdom has made a very good financial record. Ships built there, it is stated, were turned out at a lower cost than those of other countries, and sold at higher prices. Of the 821 ships ordered by the Ministry, 129 were cancelled after the armistice was signed, 155 were transferred to private owners under the agreement with Lord Inchcape, 120 were transferred on similar terms to their builders, 104 were sold to foreign owners, 156 were sold to British owners direct; while of ships built abroad, 101 were sold to foreign owners and 18 to British owners, while of the total 20 were sunk and 18 are yet unsold. The 260 ships built in the United Kingdom were sold for £47,900,000—a profit of £11,600,000, as compared with their cost of £36,300,000; but the 119 vessels built abroad cost £26,400,000 and realized only £17,200,000—a loss of £9,200,000—leaving a net profit on the whole programme of £2,400,000. Put another way, it may be said that the United Kingdom ships cost an average of £139,615 each and sold for an average of £184,231—a profit of £44,616 a ship; while the ships built abroad cost £221,848 each and sold for £144,538—a loss of £87,310 a ship. This seems to prove pretty conclusively that the shipyards of the United Kingdom are as capable as ever they were of competing economically with those of Canada and the United States.

Shipbuilding in Australia.

The Assistant Canadian Trade Commissioner at Melbourne, Australia, writes:—Some interesting particulars of the cost of shipbuilding in Australia were made public recently by the minister in charge of shipbuilding, who stated that an attempt had been made by the Commonwealth Government to have six steel ships built in Australia of the same type as the five being built in the United Kingdom, but that the Government of New South Wales, after submitting an offer to build three at Walsh Island at £33 (\$160.60) a ton, declined to sign the contract.

These ships are 12,800 tons each, with 350,000 cu. ft. of refrigerator space, and are part of the government's proposals for a fleet of eleven 12,800 ton ships of the latest type which would maintain a two-weekly service between Australia and the United Kingdom. The New South Wales Government afterwards offered to build the six ships at the actual cost of labor and material, plus a percentage for overhead charges and profits, but this was not agreed to by the Commonwealth, which estimated the actual cost at £28 10s. (\$138.70) a ton, at which price the first ship constructed at the Government yards at Williamstown, Victoria, was recently turned out.

It was further stated by the minister, that under an agreement with two private firms in Australia, which are building two 6,000-ton vessels for the Commonwealth, the profit was to be on a graduated basis. If the ships cost £33 (\$160.60) a ton, the firms received no profit, but that the rate of profit increased with each £1 (\$4.87) a ton below £33 that the ships were built for.

It is said that the Commonwealth is prepared to negotiate further with the New South Wales Government in regard to the ships which it desires to have built

in Australia, as the government yards at Wash Island, at Newcastle, and Cockatoo Island, at Sydney, are the only yards in Australia with slips wide enough for the construction of ships of the size required, but any agreement arrived at would have to be on the basis of £33 a ton previously offered.

United States Shipping and Shipbuilding Notes.

Major General G. W. Goethals has resigned the presidency of the American Ship and Commerce Corporation.

The U.S. Shipping Board will, it is stated, obtain, from the charter of 15 ex-German steamships, to the U.S. Mail Steamship Co. for five years, a minimum hire of \$22,054,917.

The U.S. Shipping Board has issued the following statement of ships which it owned and controlled on June 5. Contract steel ships, 956; requisition steel ships, 205; wooden composite ships, 271; concrete ships, 4; bought ships, 24; seized German and Austrian ships, 31; ships chartered from Peru, 2.

The Atlantic Coast Shipbuilders' Association states that U.S. shipyards had orders on hand May 1 for 296 ships of 1,404,698 gross tons, on private account, an increase of 67,253 gross tons, compared with average gain of 198,000 for preceding six months. This is the smallest net increase in steel steam tonnage orders since U.S. shipyards began to take contracts for private account in any quantity.

Lighthouse and Buoy Service Estimates for 1920-1921.

The estimates for the year ending Mar. 31, 1921, submitted to the House of Commons recently contain the following items:—

Agencies, rents and contingencies	\$198,000
Salaries and allowances to lightkeepers	650,000
Maintenance and repairs to lighthouses	750,000
Construction of lights and aids to navigation, including regulation of traffic in Detroit river and such other places as may be found necessary	400,000
Signal Service	65,000
Administration of pilotage	400,000
Maintenance and repairs to wharves..	10,000
Breaking ice in Thunder Bay, Lake Superior and other points deemed advisable for good of navigation	40,000
Pensions to retired pilots	9,900
Telephones at different points in connection with aids to navigation	500
Allowance to Harbor Master, Amherstburg, for supervision of lights and buoys on St. Clair river and Lake Erie; and other services in connection with lighthouse service for season of 1920	600
Job Bros. for use of wharf at Greenly Island	375
	\$2,524,375

Sale of Montreal Transportation Co.

A special meeting of shareholders of Canada Steamship Lines Ltd. was held at Montreal, June 26, to ratify the purchase of the Montreal Transportation Co.'s property. The price to be paid is stated to be \$3,000,000, \$1,000,000 being paid in cash and the balance by July 1, 1921, at short intervals.

The Montreal Transportation Co. Ltd. is an old established business and until 1903 had an authorized capital of \$300,000. In that year the company reorganized, with an authorized capital of \$1,000,000, the paid up capital early in 1916 being \$913,300, with no bonds outstand-

ing. In addition to other property the company owns the entire capital stock of the Prescott Terminal Co., \$500,000. At the end of 1916 the company's property and assets were acquired by L. L. Henderson, Vice President and Managing Director, and his associates, Mr. Henderson becoming President and Managing Director. In 1918 a number of changes took place, R. M. Wolvin being elected President, L. L. Henderson, Vice President, and T. R. Enderby, Managing Director, and subsequently the authorized capital stock was increased to \$4,000,000, of which \$3,000,000 was issued and paid up. Holders of Montreal Transportation Co.'s stock are asked to deposit it with the Prudential Trust Co. as trustee, and they will receive in return negotiable certificates to the extent of their holdings until the property is fully paid for on July 1, 1921.

The company owns the following steamships: Advance, Alert, Arabian, Atikokan, Cataract, D. G. Thomson, Es-cort, Glenmount, H. F. Bronson, India, Joyland, Manola, Mary P. Hall, McNaughton, Nicaragua, Oatland, R. G. A. Weaver, Simla, Stormount, Valcartier, Vinmount, Westmount, and Windsor, in addition to a number of tugs, barges, etc.

Change in Wavelength at Canadian Direction Finding Stations.

The Director of the Radiotelegraph Branch, Naval Service Department, Ottawa, Lt. Commander C. P. Edwards, has issued the following notice:—The attention of masters of merchant ships fitted with radiotelegraph apparatus is called to the following notice of change in wavelength, at Canadian direction finding stations:—

On and after Aug. 1, 1920, the Canadian radiotelegraph direction finding stations at Chebucto Head, N.S.; Canso, N. S.; and Cape Race, Nfld., will use the wavelength of 800 meters exclusively for transmission and reception.

It will be necessary for all ships to have their transmitters adjusted to transmit on 800 meters if they desire to obtain bearings from the stations named.

All use of the wavelength of 600 meters by Canadian direction finding stations will be discontinued after Aug. 1, 1920.

Vancouver Dry Dock.—J. H. Sinclair, M.P. for Antigonish and Guysborough, N.S., asked in the House of Commons on June 16: "Has an agreement been made by the Government and J. Coughlan & Sons to build a dry dock in Vancouver, under the provisions of the statute relating to the construction of dry docks; what is the date of the agreement; has it been accepted by both parties thereto and if not what is the cause of delay?" The Minister of Railways replied that the form of agreement was submitted to J. Coughlan & Sons legal representatives on May 10, but has not as yet been signed, and returned to the department for completion. There is no information in the department as to the cause of the delay."

The Transportation & Shipping Co. Ltd. has been incorporated under the Quebec Companies Act, with \$48,000 authorized capital and office at Quebec, Que., to own and operate steam and sailing ships, wharves, docks, etc., and to carry on a general freighting business. The provisional directors are:—J. L., J. E., and B. C. Lachance, H. T. Beriau, Quebec, Que., and J. A. Cardinal, Limoilou, Que.