

### CANADIAN SHIPPING AND MAIL SUBSIDIES.

#### \$2,630,734 Asked for Current Fiscal Year.

The total amount of mail subsidies and steamship subventions to Canadian shipping asked for the fiscal year ending March 31, 1918, is \$2,630,734, according to the report of the Department of Trade and Commerce of the Dominion, Part VI, just received. In addition to this two payments, aggregating \$321,666, for services between Canada and China and Japan and between Canada and France are authorized by statute. Of the amount asked, \$1,844,166 is for Atlantic services and \$487,142 is for Pacific services leaving something less than \$300,000 to be distributed among companies operating various local services.

The payments, which are on the same basis as those authorized during the fiscal year ended March 31, 1917, are apportioned by trades as follows:

#### ATLANTIC OCEAN.

Annapolis, London or Hull .....	5,000
Canadian Atlantic ports and Australia and New Zealand .....	140,000
Canada and Great Britain .....	1,000,000
Canada and Cuba .....	25,000
Canada and Newfoundland .....	70,000
Canada, the West Indies and South America .....	340,666
Canada and South Africa .....	146,000
Halifax, St. John's N. E., and Liverpool .....	20,000
Montreal, Quebec and Manchester (in summer) and St. John, Halifax and Manchester (in winter) .....	35,000
St. John, Dublin and Belfast (winter) .....	7,500
St. John and Glasgow (winter) .....	15,000
St. John, Halifax and London (winter) .....	15,000
St. John, Halifax and London .....	25,000

#### PACIFIC OCEAN.

Canada, Australia or New Zealand, or both (Pacific) .....	180,509
Canada, China and Japan .....	253,333
Prince Rupert and Queen Charlotte Islands .....	16,000
Victoria and San Francisco .....	2,000
Victoria, Vancouver and Skagway .....	12,500
Victoria and West Coast Vancouver Island .....	5,000
Vancouver and Northern ports of British Columbia .....	15,800

Among the requirements that are common to all contracts under which the subsidies are awarded to shipping companies is the stipulation that two-thirds of the total number of officers, engineers and all other employees on steamships engaged in the service shall be British subjects, although this clause may be suspended in individual cases by the Government. The companies are also expected to carry mails as required without payment additional to the amount of the subsidies. It is also provided that Government officials be transported free of charge. Other requirements deal with the rates to be charged on freight and passage, a prohibition against carrying dangerous articles, calling at Government wharfs, furnishing proof that the services have been performed and other features arising in connection with the companies' business.

The contracts for the various services are distributed as follows:

From Canadian Atlantic ports to Australia and New Zealand, for which the subsidy asked is \$140,000, the service is in the hands of the New Zealand Shipping Company, Limited. Monthly sailings of steamers of 7,000 tons cargo capacity, carrying mails, are required to earn the full amount of subsidy. Since 1915 the service has been irregularly maintained under Orders in Council.

The Canadian Pacific Ocean Services, Limited, has the contract for the service between Canada and Great Britain, subsidy of \$1,000,000. It may be pointed out that the full subsidy has not been earned, and that during the war the amount paid has fallen off considerably.

The contract for mail service between Canada, the West Indies and South America, subsidy authorized \$340,666.66, is held by the Royal Mail Steam Packet Company which earned the full amount in 1916.

Between Canada and South Africa the contract for monthly mail steamers is in the hands of Elder Dempster Shipping Company, Limited. Since the beginning of the war the full amount of subsidy has not been earned, \$121,600 being paid last year.

From Halifax and St. John's, Newfoundland, to Liverpool the contract is held by Furness, Withy & Co., Limited; between Montreal, Quebec, and Manchester by the Manchester Liners, Limited; between St. John and Glasgow by the Donaldson Line; between St. John, Halifax and London by Furness, Withy & Co., Limited. Contracts for other Atlantic services have expired and have not been renewed.



MR. ALFRED SMITHERS,  
Chairman Board of Directors G. T. R.

#### BOATS FROM GREAT LAKES.

Owing to great demand for ocean and coastwise tonnage, 71 vessels, with gross capacity of 683,770 tons, were purchased and taken out of Great Lakes trade last year. List included 12 ore carriers of 10,000-ton class.

#### AFTER THE WAR SHIPPING.

Lord Curzon said in House of Lords, recently, that result of British naval program will be that after the war Great Britain's naval tonnage will exceed naval tonnage of all other nations. 92% of total available tonnage has been placed at disposal of food controller, war office, admiralty and ministry of munitions. Program calls for completion each year of 3,000,000 tons gross of mercantile shipping, requiring 100,000 additional workmen and doubling of weekly supply of steel, without delaying admiralty's program. Of world's mercantile ships under 1,600 tons, England had 45.3% before war and 45.2% in December, 1916. Of ships over 1,600 tons, she had 3,900 aggregating 16,900,000 tons in June, 1914, and 3,500 ships aggregating nearly 16,000,000 tons in March, 1917.

#### WHAT WOODEN SHIPS CAN DO.

A thousand wooden ships will mean a continuous ferry-boat service across the North Atlantic to the eager ports of Britain, France, and Italy. Relatively light, low vessels, showing little top hamper, of smallest visibility, these wooden craft will not be conspicuous targets for lurking sub-marines, and will be astonishingly effective from sheer numbers.

One torpedo well aimed can sink a great steel ship of 10,000 tons—but as much effort and explosives are required to destroy the modest 3,000-ton wooden freighter. Size and draught of the wooden vessels will enable them to traverse narrow waters and make smaller ports—and yet everywhere a cargo of 3,000 tons of foodstuffs or munition will be valuable aid and welcome.

#### TRAFFIC FOR RAILROADS.

Canada had a weekly capacity of 340 18-pounder shrapnel shells in September, 1914. Today her factories turn out 400,000 shrapnel rounds a week and nearly as many high explosive shells ranging as big as 9.2 inches in size. To make these shells about 25,000 tons of steel—2,500 tons of brass—750 tons of copper—250 tons of zinc—1,500 tons of lead—200 tons of antimony—150 tons of resin—500 tons of potash—500 tons of TNT—300 tons of nitro-cellulose powder and several tons of ferro-molybdenum are required weekly. About 3,250,000 linear feet of wood are used in packing.

Several of the contracts listed were approaching expiration when the report was issued.

On the Pacific Ocean the two important services, from Canada to Australia or New Zealand and from Canada to China and Japan, are performed, respectively, by the Union Steamship Company of New Zealand, Ltd., and by the Canadian Pacific Railway.

## ANCHOR-LINE

PASSENGER SERVICE

Between

MONTREAL AND GLASGOW

For information as to rates and sailings 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

MONTREAL and LONDON

(Calling Falmouth to land Passengers)

AND

MONTREAL and BRISTOL

For particulars of sailings and rates apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.



#### THE NEED OF SHIPS.

Of more than 1,200 vessels accepted by the U. S. Government for Naval Coast Defence Reserve, only 12 are fit for immediate service, because of lack of men to man them and failure of government to provide modern guns.

#### ALLIED SHIPPING RELEASED.

Approximately 90,000 tons of allied shipping tied up in Gulf of Bothnia since beginning of war will be released as result of an agreement between Great Britain and Sweden. Sweden obtains as its part of the bargain the release of its ships, laden with foodstuffs and other necessities, which have been detained in British harbors.

#### THE SUBMARINE TOLL.

Three hundred and seventy-one British vessels have been sunk in the three months since the Admiralty began issuing statements without giving the tonnage of vessels. In that period over 65,000 vessels have entered or left British ports.

Of the ships sunk 250 have been of over 1,600 tons, 113 have been below that tonnage, and 108 have been fishing craft.

#### SCRAPING THE VATERLAND.

Because there is no dry dock large enough in the United States to accommodate her, the Vaterland is being scraped by the listing method. Water ballast tanks on opposite side and piles of steel weights on deck force a list and permit cleaning. Divers will be sent down to scrape steel plates of the bilge.

#### OPPOSED TO SMALL SHIPS.

Committee of Manchester, Eng., shipping men, in opposing building of small ships, says that comparing ships of 2,000 and 16,000 tons displacement, carrying 650 and 8,675 tons cargo respectively, and taking north Atlantic passage as a basis, there would have to be built each year 2,460 of smaller ships, and only 185 of the larger. Smaller ships would cost £111,000, 000 and larger only £46,000,000.