

harbors because of congestion at docks and labor shortage, and also the further delays caused by long, slow or circuitous trips necessitated by the war's exigencies. Another weighty factor is the falling off in tonnage from the point at which it would now be if the normal increase which was in evidence for many years had continued. This consecutive increase in the world's tonnage is shown by the fact that in the nine years from 1905 to 1914 the world's tonnage had increased from 36,000,893 to 49,089,552 tons. This increase was in steam vessels, while during the same period both the number and the tonnage of sailing vessels decreased.

"The statement that the world's sailing vessels (of which the great proportion were wooden) dropped in number from 21,190 in 1890 to 6,035 in 1916, with a corresponding decrease of nearly one-third in net tonnage, does not give a full conception of the present status of wooden-vessel tonnage. Many of these sailing vessels documented in the world's tonnage are old and deteriorated and, although serviceable in the shallow waters of coastwise or lake routes, are of minor or no use in transoceanic service, particularly in these stirring times when speed, deftness of movement and size count for so much.

"The average annual normal increase in the world's tonnage is about five per cent. If the war had not intervened, the total world's tonnage in 1916 should have been about 54,000,000 tons, and in 1917 it should be about 57,000,000 tons. At a conservative estimate, the world's tonnage is now about 12,000,000 short of what it should be if the normal increase had continued. (Where we do not specify the kind of tonnage we are at a loss to give the precise nature, and so apparently are our official sources of information.) This estimate makes allowance for the fact that such waters as the Baltic and the Black Sea are not now open for trade.

"But this estimate of 12,000,000 tons shortage is based upon the ordinary commerce of peace times. If we consider the extraordinary demands of the world war, calling as it does for an unprecedented increase in tonnage, the 12,000,000 tons shortage is a very modest figure.

"The estimate does not include the large tonnage of German vessels still remaining in disuse. Nor does it include the crippled vessels held for long periods in British and French harbors. The average time required to repair disabled British vessels cannot be learned, but a concrete idea of French ex-

perience can be given. M. de Monzie, Under Secretary of State for France, informed the Chamber of Deputies not long ago (July 30, 1917) that 46 big vessels were under repair in Mediterranean ports, 'with a time for repairs of an average of six months, if past methods are to be continued. . . . The average-sized and small repairs take double the time they should normally. The reasons for this delay were not stated.

"Neither does the estimate of 12,000,000 tons comprise the 1,000,000 tons or so of shipping required by the Allies to supply their army in Greece and other distant places, and to provide hospital ships for it. Also, the foregoing estimate does not include the considerable tonnage needed for the supplying of armies operating in Asia and Africa.

"Furthermore, the fact should be remembered that in peace times wastage and extension of life of merchant ships call for the equivalent of an annual world output of two or three million tons. Of this production about 50 per cent has hitherto come from British shipyards. In war times the wastage, because of unavoidable hard usage and inadequate opportunity for proper maintenance, is plainly much greater, and on this score alone demands a correspondingly greater production than in peace times.

"What is being definitely done to replace this great loss and to provide for urgent present needs, not to mention immediate future needs? By future needs is signified commercial, military and naval needs. To sustain its fighting power, Italy, for example, depends upon the importation of at least 250,000 tons of wheat each month until the next harvest. There is even now a surplus of wheat in Australia, Argentina, Manchuria and Siberia. Australia has in storage 138,000,000 bushels of exportable surplus wheat (October, 1917), and the new crop soon to be ready. Argentina has 27,000,000 bushels of exportable wheat (October, 1917), to be increased by 200,000,000 bushels when the new crop is gathered. No estimate is available of the stores of wheat in Manchuria and Siberia, but the Siberian supply is said to be sufficient to feed Europe. There is a surplus of one million tons of sugar in Java, which other parts of the world, needing, cannot get. Great heaps of coffee are spoiling on the East Indian quays, while in Holland, where coffee has always been the popular beverage of the laboring and farming classes, the supply of coffee is so limited that only one ounce a week is allowed to each person, and he or she must be more than fifteen years of age. Pyrites, which is badly needed, cannot

be brought from Spain for lack of transportation. Current needs, it is obvious, are not being met. At present it is the ships of the Allies which are assisting the United States in the transportation of naval supplies. This the Allies' ships are only able to do because they have been diverted from the carrying of supplies for the Allies' own troops or civilians. The magnitude of the task before us can be judged from the fact that when we send 1,000,000 troops to Europe it will take at least 2,500,000 tons, perhaps much more, to convey and supply them.

"The average annual ship production in Great Britain in peace times was a little under 2,000,000 gross tons. In 1915 it was 688,000 gross tons. In 1916 it was 538,000 gross tons. The production of mercantile tonnage in those years was less than one-third of Britain's pre-war capacity.

"In France shipbuilding has been stagnant. This was definitely stated by Under Secretary of State de Monzie of the Chamber of Deputies, July 30, 1917. 'In our seventeen important shipbuilding yards,' he declared, 'there are at present seventeen liners, or cargo vessels, commenced in 1914, which have remained at the same point of construction since.'

"The production in other countries did not make up for this decrease. Even though the production of some other countries in 1916 exceeded that for any one of the previous years except 1913, the world's output was more than 50 per cent short in 1915, and more than 30 per cent short in 1916, of the average of the previous eight years. According to a statement made in the House of Commons by Premier Lloyd George recently, Britain's production in the first six months of 1917 was 484,000 gross tons, and for the second six months it will be about 1,110,000 gross tons, making a total of new production for 1917 of 1,594,000 gross tons. Creditable as Britain's achievement has been in speeding production, the supply of ships is far below the needs—just how much under cannot be accurately stated. It may be pointed out, however, that this great increase in production this year has been largely accomplished because of the introduction of standardization in production and because the lessons of better organization have been learned and applied. The scheme of labor transfer control and the use of special skill and experience for particular types of construction have greatly increased output. Thousands of women, many of whom are volunteers, are working in British shipyards, especially as helpers in riveting. The establishment of new yards has it need hardly be said, also greatly helped."

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