

News of the Week

TUESDAY, AUGUST 26

British forces launch an attack east and southeast of Langemarck, northeast of Ypres.
 Italians are pressing forward on the Goritz front on the north of the Isonzo line.
 French retain all gains made on Sunday in the Verdun area, in spite of violent attempts of Germans to retake lost territory.
 There has been more or less fighting by the Russians.
 Strong positions in front of Lens are being consolidated by the Canadians.
 There has been a tremendous increase in Russia's war expenditure.
 Notable mineral finds were made by the MacMillan expedition in the Arctic Circle.

WEDNESDAY, AUG. 29.

President Wilson replies to Pope.
 Italian troops continue to make progress at many sections of the Isonzo front.
 Heavy rains on the Western front prevent further infantry attacks by the British.
 French and German troops on the Aisne front engage in hot artillery duels.
 Greece's Government was upheld in a vote following a long speech by Premier Venizelos.
 Two pay messengers in Chicago carrying \$8,100 were killed by five bandits.
 The Canadian Northern Railway purchase measure was put through the Commons under closure.
 Wreckage, apparently from some barge, was seen by a steamer captain in Lake Erie, thirty miles west of Erie.
 Sulphur shipments en route to Canada from points in the United States on or before August 27, are authorized by Washington to be passed through Customs.

THURSDAY, AUGUST 30.

Italian troops on the Isonzo front have pushed forward on the Bainsizza Plateau and are attacking a powerful Austrian line.
 Heavy rain and gales on the Western front continue to hamper activity on a large scale.
 News from Russia is still very dispiriting.
 Austria is reported to be faced by a serious coal famine.
 A Russian division left its position on the Roumanian front without fighting.
 The vote on the C.N.R. purchase bill in committee, taken at 2 a.m. yesterday, stood 63 to 36.
 Sir Wilfrid Laurier accepted the Premier's invitation to name half of the Board of Selection to appoint one of the members on each of the local tribunals under the Military Service Act.

FRIDAY, AUGUST 31.

Italians force Austrian forces to a further withdrawal on the Bainsizza Plateau. General Cadorna's troops have reclaimed 300 square kilometers of the Irrendenta.
 Rain and high wind continue to make fighting in France and Flanders almost impossible.
 Great deeds of heroism were done by the Canadian soldiers in the battle for Hill 70.

SATURDAY, SEPT. 1.

Forty German airplanes flew over the gulf of Riga dropping bombs on Russian warships and on islands in the gulf.
 Italians are still making gains on Bainsizza Plateau north of Gorizia and have renewed their offensive on the south of the Carso Plateau.
 French and British troops are engaged in minor operations in Belgium.
 French repulse Bulgarian attacks in Macedonia in region of Sikadi region and west of Monastir.

MONDAY, SEPT. 3.

Four German mine sweepers were destroyed off the coast of Jutland by British light forces.
 German air ships raid coast of east Kent.
 Italian troops take over 40 villages and hamlets from Austrians in battle of Isonzo, 100,000 prisoners are also taken.
 Active warfare in Flanders much impeded by bad weather.

AMERICAN SHIPYARDS BUSY.

Reports from many American shipyards show unprecedented activity. Men in the yards near Baltimore are working both day and night on 45 vessels, several of which are nearly finished. Savannah companies are building \$20,000,000 worth of ocean carriers. Houston yards expect to make 60 wooden hulls in the coming 12 months. Tampa companies have undertaken to build 12 ships. Similar activity on the Pacific coast has been affected by strikes. Contracts have been placed by the Shipping Board for 453 ships, and orders for 689 more will soon be given. The first of the new carriers ordered by the Shipping Board will be available within a few months.

CONCRETE SHIP LAUNCHED.

Norwegian boat goes into water upside down.

CHRISTIANIA, August 23.

The first Norwegian iron and concrete boat has been launched at the Porsgrund Cement Works in the presence of Prime Minister Knudsen. The boat is built entirely on a new system, with the bottom up, from which extraordinary position the launching took place. The underlying sledges glided out with the ship. When the water was reached the hull was detached from the sledges. It gradually sank to a certain point and slowly righted itself.

The Prime Minister, who himself was formerly a civil engineer, emphasized the importance of the new invention by which it is possible to build ships in a remarkably short time, thereby meeting the urgent demands for increased tonnage. This ship of 200 tons was built in three weeks, but the next will require only about half that time.

The frame can be used with each subsequent ship of the same size. It is intended to start wholesale building of iron and concrete boats of from 200 to 500 and 1,000 tons. The last can be completed in six weeks.

REINFORCED CONCRETE MOTOR SHIPS.

Owing to the impossibility of being able to build steel or wood coasting vessels for their fleet of Miramar motor coasters, and to the fact that both vessels they have completed have been requisitioned by the Government, Messrs. James Pollock, Sons and Co., Ltd., London, the owners, have decided to construct reinforced concrete vessels. They have completed the plans and details, and, with the necessary sanction, will be able to start immediately. The first vessel to be laid down is practically a sister ship of the Leelee, with a length of 92 ft. 4 in., a breadth of 19 ft., and a depth of 10 ft. This concrete vessel will have a motor winch, the usual raised quarter-deck and forecastle, a large hold, hatchway and engine aft. The latter will consist of a Bolinder "M" type engine of 120 b.h.p., which does away entirely with water drip, and has an invisible exhaust, a feature of considerable advantage in these days when submarines can pick up steam vessels a long distance off, when they are emitting smoke. The same firm have also completed designs, and are about to construct a swim barge of 130 tons capacity for the Thames. This will have new features, and will be entirely of reinforced concrete. By the materials used, all these vessels will be perfectly tight in a few weeks after construction, and are calculated to be slightly stronger than a steel vessel six weeks after construction. Thereafter the strength of the reinforced concrete would gradually increase, the maximum strength not being attained until the vessels are fifteen years old. It is a little difficult to say at the present moment what the life of these barges will be, but, even allowing for a slight "fatigue" of the steel and concrete, there is no reason why each vessel should not be extremely useful when several hundred years old. They will be able to resist a local 20-ton blow by collision with another vessel, or otherwise, at one point, and the weakest point at that, without damage. The contract also provides extreme tests, such as when the vessel is light and without cargo, holding her up at each end whilst the centre is totally unsupported. When the vessel is uniformly loaded she will be left on a bank in the river or a camp-shed, with one-third of the stem or stern overhanging without any support whatever. A further test will be by supporting the whole of the vessel when light on a transverse block amidships, the ends being totally unsupported.—London Shipping World.

U. S. SHIPBUILDING PLANS.

The United States Government's shipbuilding programme calls for a total of 1,270 ships of 7,968,000 tonnage, it was revealed to-day in estimates the Shipping Board has sent to Secretary McAdoo on which to base a request for a new billion dollar appropriation.

This is in addition to nearly two million tons of shipping now building in American yards, which has been commandeered by the Emergency Fleet Corporation. A large part of the Government fleet and of the commandeered fleet will have been completed by the end of the fiscal year, June 30, 1918. Building, commandeering and purchases of vessels will total about two billion dollars.

Estimates of the entire cost of construction are given as follows:

Contracts already let, 433 ships of 1,919,200 tons, \$285,000,000.
 Contracts ready to let, 452 ships of 2,968,000 tons, \$455,500,000.
 Under negotiations, 237 ships of 1,281,000 tons, \$194,000,000.
 One hundred and fifty miscellaneous vessels of 1,800,000 tons, \$300,000,000.
 Construction of Government owned fabricating yards, \$35,000,000.

SHIPPING LOSSES.

According to the British Admiralty report, eighteen vessels of more than 1,600 tons were sent to the bottom, as compared with fifteen the previous week, and five vessels of less than 1,600 tons, as against three the previous week. No fishing vessels were sunk.

A summary of the statement follows:
 Arrivals, 2,629; sailings, 2,680.
 British merchant vessels sunk by mine or submarine over 1,600 tons, 18; under 1,600 tons, including one previously, 5.
 British merchant vessels unsuccessfully attacked, including two previously, 6.
 British fishing vessels sunk, none.

Most of the sinkings reported in to-day's totals occurred during the latter part of the week. The first part of the week was very favorable, but later British shipping had a streak of bad luck. To-day's report runs only to the afternoon of Sunday.

ITALIAN LOSSES.

Italian merchant marine losses for the week ending August 26 comprised one large steamer, two small steamers and two small sailing vessels. One steamer was unsuccessfully attacked.

Five hundred and eighty-eight vessels of all nationalities and of a tonnage of 388,565 arrived, and 557 vessels of a tonnage of 363,765 left Italian ports.

FRENCH LOSSES.

Out of the 920 ships which entered and the 1,013 which cleared from French ports during the week ending August 28, three ships of more than 1,600 tons and one vessel of less than 1,600 tons were sunk by submarines or mines. Four vessels were attacked unsuccessfully by submarines in the same period.

LOSSES SUSTAINED BY BRITISH SHIPPING.

Week ended,	Ships over Under		Total
	1,600	1,600	
March 4	14	9	23
March 11	13	4	17
March 18	16	8	24
March 25	18	7	25
April 1	18	13	31
April 8	17	2	19
April 15	19	9	28
April 22	40	15	55
April 29	38	13	51
May 6	24	22	46
May 13	18	5	23
May 20	18	9	27
May 27	18	1	19
June 3	15	3	18
June 10	22	10	32
June 17	27	5	32
June 24	21	7	28
July 1	15	5	20
July 8	14	3	17
July 15	14	4	18
July 22	21	3	24
July 29	18	3	21
August 5	21	2	23
August 12	14	2	16
August 19	15	3	18
August 26	18	5	23
Total	506	172	678