

SHIPBUILDING COSTS IN GREAT BRITAIN.

Evidences of how increased costs are affecting shipping companies were given at the recent annual meeting of the Houlder Line, London.

Viscount Furness said that a matter which had just been brought to his notice was rather interesting, in view of the criticisms which had been leveled against shipowners as to the large profits they had been making; but the great increase in the cost of building steamers to replace after the war those which had been lost had not been taken into account. No one could tell what this increase would be, he continued, but he could give some information on this point in connection with two sister ships, one of which was contracted for in the early stages of the war, and completed in February, 1917, the other being completed in May, 1918. The increased cost on the hull was 58 per cent for the 1918 steamer, as compared with the 1917 vessel, while there was an increase of 206 per cent on the machinery.

Viscount Furness said he thought that when criticizing shipowners' profits items of that kind should be taken into consideration.

Referring to the great increase shown in the general maintenance charges, which totaled £71,000, as compared with £30,000 for the previous year, Frank H. Houlder, who presided at the meeting, said:

"This enormous increase is entirely due to the advances that have taken place in the cost of labor and materials of all kinds. We can, I am afraid, hope for no improvement in these matters during the war period, but I do earnestly hope that on the conclusion of hostilities this question will receive most careful and sympathetic consideration by the authorities, so as to insure this country being able to maintain its premier position in the world markets when these are again open for free competition.

"During the past year we have had to contend with special difficulties in adjusting accounts, owing to the inauguration of the liner requisition arrangements referred to in the report, which came into operation during 1917. Under those arrangements the actual operations of the steamers are left in the company's hands, but the profits are entirely for Government account, the company receiving only a very modest rate of hire for the use of the vessels. These rearrangements naturally result in a considerable duplication and complication of accounts.

"The gross profits on steamers' trading show the considerable reduction of some £50,000, while the net profits are about £62,000 less than for the previous year. This reduction of profit is attributable to the general requisitioning of the company's property previously referred to, and while we naturally regret that the company is not allowed to reap the full benefits of the enterprise and energy in building up and developing the company's fleet, I can only suggest that we must endeavor to rest satisfied with the knowledge that we are, both directly and indirectly, helping forward, in a not inconsiderable degree, the general operations of the war in these days of severe trial and stress."

TO CONSERVE COAL.

A number of new regulations regarding the sale and consumption of coal are made in a statement issued by Mr. Hebert Marler, fuel administrator for the Province of Quebec. Consumers will not be allowed to buy more than 70 per cent of the supply of anthracite coal which they used from April 1, 1917, to March 31, 1918, and in the case where the 70 per cent is less than 6 net tons of anthracite, coal consumers will be permitted to buy more coal to make up for the deficiency. If still more is needed during the winter, it will be necessary to use bituminous coal.

Mr. Marler, in his notice, advises the people to immediately obtain their supply of fuel required for the entire coming winter, but to also bear the above-mentioned regulations in mind. He points out that the amount of anthracite coal allocated for the province will not be sufficient to supply all consumers with the same amount as during the previous year. He declares, however, that there is no occasion for panic, while there is every reason for careful and economical conservation.

Consumers in Montreal are advised to immediately make application for next winter's supply of coal to their regular dealer, while in other sections of the province people should communicate with their local fuel administrator or the mayor of the place. The fuel administrator, too, states that the notice is being issued at present in order to ensure an equitable

distribution of anthracite coal to all consumers, large and small.

The use of coal is to be regulated. No domestic anthracite, which includes anthracite and peat, shall be used by or delivered to any industrial consumer for heating industrial or power purposes without the written authority of the fuel administrator. This is expected to result in a big saving of coal, as it has been found in the past that much coal is consumed unnecessarily for these purposes. Another large saving of coal will probably be effected by the regulation which states that no building of a public or semi-public nature shall have delivered to it domestic anthracite without the written consent of the fuel administrator.

One of the most drastic regulations regarding the conservation of coal is that which states that no dealer shall sell or deliver, and no consumer shall receive any quantity of domestic anthracite which, added to the quantity which the consumer had on hand on April 1, 1918, will constitute more than 70 per cent of the amount actually consumed from April 1, 1917, to March 31, 1918. This rule is modified to some extent, however, when the 70 per cent is less than six tons net, in which case the dealer may deliver and the consumer may receive an amount sufficient to give the latter six tons, after which the 70 per cent restrictions apply. Where the amount provided is insufficient for the needs of the consumer the latter is advised to make arrangements with the dealer to secure bituminous coal or other fuel to supply the deficiency.

Any person who fails to observe these regulations renders himself liable to a heavy fine and to possible imprisonment.

WHAT TONNAGE MEANS.

In a letter to the editor of the New York Sun, D. T. Warden says: "Without going into all the voluminous details of the rules governing ship measurement, about which there is considerable misunderstanding on the part of the public, the general rule is that the gross registered tonnage of a ship is her total cubic contents expressed in tons of 100 cubic feet.

"The net registered tonnage of the same ship is arrived at by deducting from the gross registered tonnage the cubic space occupied by the engines, boilers, fuel space and crew's quarters, also expressed in tons of 100 cubic feet.

"The deadweight tonnage of a ship is an altogether different matter, and is the number of tons of 2,240 pounds weight which the ship can carry on her official load line, and this tonnage includes cargo, fuel, boiler water, stores, equipment, etc.

"The displacement tonnage is still another feature, and represents the weight of water which the ship displaces, and which, of course, varies as to whether she is in light condition or in loaded condition.

"As a practical example, take the case of a steamship of 5,000 tons gross registered tonnage.

"This means that the cubical contents of this steamship, including machinery space, boiler space, fuel space, crew's quarters, etc., will measure 500,000 cubic feet. Her net registered tonnage will probably be in the neighborhood of 3,300 tons, which means that 170,000 cubic feet is deducted from her gross registered tonnage as the space occupied by machinery, boiler space, fuel space, crew's quarters, etc., leaving available for cargo approximately 330,000 cubic feet.

"The deadweight capacity of this steamship would be about 8,000 tons, which means that it will take a load of 8,000 tons of 2,240 lbs. of cargo, fuel, boiler water, stores, etc., to put her down to her official load line.

"The displacement of this steamship, that is to say, the weight of water which she would displace in her light condition, would be approximately 4,000 tons; while in her loaded condition at full draft the displacement would be approximately 12,000 tons, that is, the weight of water displaced when light, plus the weight of the cargo, fuel, etc., of 8,000 tons would make a total water displacement of 12,000 tons.

"Of course, practically every steamship varies, and the illustration I have given above represents about the situation on a modern cargo steamship not built for speed; and practically every steamship works out differently, depending on the fineness or shape of the hull in its relation to the load that she will carry in weight, as naturally a steamship with fine lines will not carry anything like the load that a steamship with coarse lines will carry, for the former, because of her fine lines, will submerge with a given weight faster than the latter."

UTILIZE GARBAGE TO HELP WIN THE WAR.

One ton of garbage contains—
Sufficient glycerine for the explosive charge of fourteen 75-millimeter shells.

Sufficient "fatty acid" for the manufacture of one hundred 12-ounce cakes of soap.

Sufficient fertilizer elements to grow 8 bushels of wheat.

A score of other materials valuable in munition making.

If used as hog feed it will produce—

One hundred pounds of good, firm, first quality pork.

In twenty-nine cities in the United States, with an aggregate population of 18,000,000 people, garbage utilization plants are in operation and products to the value of more than \$11,000,000 annually are being produced from garbage. A large percentage of this saving is being directly used by the Government in munition making.

Plants are under way in several cities for the manufacture of alcohol, on a large scale from garbage, and from experience it has been shown that the grade of alcohol produced equals a high grade grain product.

In 300 cities in the United States of over 10,000 population, all garbage is being used for feeding hogs. From these cities, 50,000,000 pounds of garbage-fed pork with a value of \$8,000,000 is marketed every year.

Of all the methods of waste, the garbage of cities and towns is perhaps the biggest factor. Hundreds of thousands of tons of food that would produce pork are destroyed annually in the cities and towns of Canada. From investigations that have been made, it is evident that the feeding of garbage is an eminently practical method of increasing pork production in Canada.

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