

SHIPPING LOSSES.

London, January 22, 1918.

Again the sinkings of British merchantmen by mine or submarine have been held at a low point. Only six vessels of 1,600 tons or over and two under that tonnage were destroyed in the past week, says the Admiralty report to-night.

Arrivals, 2,255; sailing, 2,242.

British merchantmen unsuccessfully attacked, six; mine or submarine, 6; under 1,600 tons, two. Fishing vessels, none.

British merchantmen unsuccessfully attacked, six. The sinkings of British merchantmen for the past week duplicate the sinkings for the previous week—six large ships and two small ones. In the previous week two fishing vessels also were sunk; in the past week the fishing craft escaped entirely.

The Admiralty reports of January 2 and January 9 gave the sinkings as 21 merchantmen, of which eighteen were over 1,600 tons in each case.

U-BOAT VICTIMS.

| | Ships over 1,600 tons. | Ships over 1,600 tons. | Total |
|---|---------------------------------|---------------------------------|-------|
| Week ending January 20 | 6 | 2 | 8 |
| Week ending January 6 | 6 | 2 | 8 |
| Week ending January 6 | 18 | 3 | 21 |
| Weekly average for December | 14.6 | 3 | 17.6 |
| Weekly average for September | | | |
| October, November | 11.7 | 5.7 | 17.5 |
| Weekly average for June, July | | | |
| August | 18 | 4.2 | 22.2 |
| Weekly average for March, April | | | |
| May | 20.4 | 9.4 | 29.8 |

NEW SHIPS IN SOUTHERN STATES.

A dispatch to the "Manufacturers Record" from Baltimore states that an aggregate value of over \$400,000,000 of shipping is now building or under contract at Coast points from Maryland to Texas.

About \$175,000,000 is represented by work in hand at shipyards at Baltimore and Hampton Roads, or nearly one-half of the total, leaving \$225,000,000 as the sum representing practically new shipbuilding activities that have sprung up in the South since the war began.

There is not a port from Baltimore to Port Aransas, Tex., that has not one or more shipyards turning out wooden or steel vessels. At Baltimore ships are under way or planned that will cost approximately \$75,000,000, with an indication for a wider expansion at an early date, as some of the large shipyards have big contracts pending, which are likely to be closed at any moment. In Hampton Roads, where the Newport News shipyard and the Portsmouth Navy Yard are located, work in hand will aggregate over \$100,000,000 in value.

At Wilmington, North Carolina's main seaport, vessels valued at \$1,000,000 are under way. Charleston, S. C., comes to the front with enlargements of its present shipyards, the construction of a drydock, and establishment of a new plant that has a contract for steel fabricated ships valued at \$20,000,000.

Georgia furnishes its quota at the ports of Savannah and Brunswick, the former having three plants with contracts for thirty ships valued at \$30,000,000, and the latter six yard, five of which have been established during the past year.

In Florida both Jacksonville and Tampa have made great strides in shipbuilding from the small yards they had, and now they have an aggregate of work building or under contract that will total in value over \$50,000,000.

Mobile, Ala., with the big plant of the United States Steel Corporation, promises to become one of the greatest shipbuilding centres in the country. Here are five plants already in operation with contracts for over \$15,000,000 worth of vessels. These will be backed up by the shipyards of the Steel Corporation, which secured 10,000 acres for its plant and is spending over \$12,000,000 at this point and over \$15,000,000 at Fairfield to provide necessary equipment and materials.

Mississippi is represented by Gulfport, Pascagoula and Biloxi, all of which have made great strides, especially Pascagoula, which has contracts for forty-five ships—thirty wooden and fifteen steel. In Louisiana there is an important development in the New Orleans district, which all along the Texas coast great activities are being shown, conspicuously at Orange, Beaumont and Houston, where shipbuilding has become an industry of first account, with work under way or in hand that will aggregate many millions of dollars.

AN ESTIMATE OF SHIPPING LOSSES.

Washington, January 23.

William Denman, former chairman of the Shipping Board, gave 6,000,000 tons as "a hopeful estimate" of Allied shipping losses this year in testifying to-day before the Senate Commerce Committee. He said an estimate of seven million tons production during the year was a "scientific dream."

Mr. Denman said that nothing could be learned from British official reports of shipping sunk, because they included only British vessels, and only a part of the loss to shipping, was due to submarine or mines.

Joseph A. Sloane, President and majority stockholder of the Anacortes Shipbuilding Company, told the committee that changes in plans, indecision of government inspectors and lumber shortage were seriously delaying ship construction at this yard and in other Pacific coast plants.

CANADA'S AUTOMOBILE INDUSTRY.

The prosperity of Canada, particularly in the West, together with the adoption of the automobile as a necessity for efficient farming, is shown by the number of autos in the Dominion, which place her third in list of world's largest car owners. In 1915 Canada imported approximately \$7,000,000 of motor vehicles and parts; in 1916, over \$9,500,000, and in 1917, nearly \$15,800,000.

A conservative estimate places cars already owned in Canada at over 150,000. Ontario, with a population of slightly over 2,500,000, is using 75,000, or one to every 33 of population. The same ratio obtains in Toronto, one car to 33 people; one to every seven or eight families.

Canada has one automobile for every 57 people, 7,946 passenger automobiles, valued at \$4,712,433, were imported into Canada during the first six months of 1917. All but five came from the United States. During the same period, 138 commercial cars, valued at \$184,107, entered Canada. Imports of automobile parts were \$3,184,838. It is estimated that Canada will purchase 100,000 cars this year, an increase of 85 per cent over pre-war buying.

The Province of Ontario, which has been experimenting rather extensively with government owned and operated farm tractors to increase production, now owns 95 farm tractors engaged before the freeze-up in plowing in many districts. The Government charges the farmer 45 cents an hour, in addition to the cost of gasoline and oil, and the board of the tractor engineer. In case of rain, the farmer continues to board the tractor operator until the work is finished for which the machine was hired.

BRITAIN BUILDS THIRTEEN STANDARDIZED SHIPS IN YEAR.

Announcement has been made in the House of Commons that thirteen standardized merchant ships had been completed up to the end of last year, one of which was sunk.

Sir Geo. G. Chiozza Money, Parliamentary private secretary to the Minister of Munitions, replying to a question whether the proportion of ships completed to those sunk in November was maintained in December, informed the House that the results were not so good in December.

The keel of the first of the British Government's standardized merchant steamers was laid down in February of last year and the hull was launched in June. A dispatch from London said six different types of vessels, varying in size from eight thousand tons downward, were being built and that many hundreds of such ships would be constructed.

In a statement made in the House of Commons December 13 Sir Eric Geddes, First Lord of the Admiralty, said the submarine menace, in his opinion, "is being held, but not yet mastered." He added that Great Britain's shipbuilding was not yet replacing losses.

"Since November 1, when I made my last statement," Sir Eric continued, "the downward trend of mercantile marine losses has continued satisfactorily. The upward curve in merchant shipbuilding and the upward curve in the destruction of enemy submarines have been equally satisfactory. I have no reason to doubt that all three will continue satisfactorily."

Sir Eric continued that a vast extension of shipbuilding facilities was necessary if Great Britain was to successfully counter the enemy's submarine depredations.

"Our plans are laid," Sir Eric concluded. "We have got the steel and I want the men. Unless I have entirely mistaken the spirit of the country, we will have a response which will demonstrate to the world that our grip tightens as the great struggle continues."

LOSSES TO AMERICAN SHIPPING.

Below The New York Journal of Commerce prints what it believes is a full list of American war losses to date. The table has been compiled with much care and trouble and has not hitherto been published in this fullness. A summary of the losses by years gives the following figures:

| Year | Vessels lost. | Gross tonnage. | Lives lost. |
|------------------|------------------|-------------------|----------------|
| 1915 | 7 | 16,067 | 4 |
| 1916 | 3 | 12,426 | 0 |
| 1917 | 68 | 170,106 | 301 |
| 1918 | 1 | 2,798 | 8 |
| Totals | 79 | 201,397 | 313 |

An inspection of the detailed list of losses shows that since 1915 all sinkings have been caused by submarines with the exception of two schooners which last June were sunk in the Pacific by a German cruiser. In 1915 five American vessels were lost by striking mines and one was sunk by a raider. It will also be noted that sailing vessels formed a large proportion of the total loss, number 35 out of the 79 vessels sunk.

CANADIAN GOVERNMENT RAILWAYS.

Reductions and changes in train service.

The Canadian Government Railways announce that effective Sunday, January 27th, there will be reductions and change in their passenger train service.

The Local Express trains, Nos. 45 and 46 between Quebec and Montreal, via the Quebec Bridge, will be discontinued; as will the local express trains Nos. 31 and 32 between Rimouski and Levis.

Effective with the change, the Maritime Express, eastbound for Halifax, which now leaves at 9.25 a.m., will depart here at 8.20 a.m., and Levis at 2.40 p.m. Riviere du Loup at 7.00 p.m. and Mont Joli at 10.10 p.m. This train will maintain its present schedule between Mont Joli and Halifax.

The Maritime Express, westbound, which now arrives Montreal at 7.40 p.m., will, effective with the change, be due here at 8.20 p.m., leaving Mont Joli at 6.45 a.m.; Riviere du Loup 10.00 a.m., and Levis at 2.15 p.m.

The Ocean Limited train will continue to run on present schedule; leaving Montreal 6.40 p.m., daily, except Saturday, and arriving here at 9.45 a.m., daily, except Monday.

For a limited time and in order to permit the car ferry "Prince Edward Island" to perform the service in daylight, the boat train for Prince Edward Island will leave Sackville at 7.30 a.m. for Tormentine, due there at 9.25 a.m. For passengers from Montreal, the better connection is leaving by the Ocean Limited at 6.40 p.m. There will be no change in the car ferry service from Port Borden, P.E.I., to Tormentine, connection westbound being made with the Ocean Limited, No. 199 train, due Montreal at 9.45 a.m.

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