

DENMARK OPPOSES SHIP CONTROL.**England's Experience Held up as a Warning.**

Some weeks ago a considerable amount of discussion was caused in Danish shipping circles by the fact that the Minister of Commerce had ordered from the Burmeister and Wain Shipbuilding Yard ten steamers on account of the Government. About the same time it was announced that the Minister had laid before the Folketing a bill giving power to the Government to order, buy, sell or charter steamships, and generally to carry on the business of a shipowner. The committee of the Folketing which was appointed to discuss and consider the bill has just presented its report, which has modified the opposition which was at first shown toward the bill. The general attitude of Danish shipping circles toward the bill may be gathered from the comments which have recently occupied a considerable amount of space in the press.

The Copenhagen correspondent of the "Norges Handels og Sjøfartstidende," for example, says that one of the points to which much attention was given was whether it would pay for the State to run a ship-owning business. In the course of the controversy which has taken place, reference, the correspondent says, has been made to the results which the governments of other countries have achieved, and it is declared that the experience of England in this matter shows that her example is not one to be followed.

"Shipping people here," the correspondent continues, "express their conviction that the State is absolutely destitute of the qualities which are requisite for the conduct of such an enterprise. The energy, promptitude and boldness which are the distinctive characteristics of 'private initiative' cannot be replaced by ministerial red tape. Possibly a State enterprise in this direction might be successful if the economical situation were always the same, and not as is actually the case, subject to continual changes from one day to another."

"A chance which can be seized and utilized to-day may possibly be lost to-morrow, and it is in such cases that personal initiative is absolutely necessary. In this matter there is no room for the deliberations lasting days, and even weeks, of a Government department, which naturally cannot come to immediate decisions, seeing that it is impossible to expose the State to risks, whether they be direct or indirect. The prudence and circumspection by which a business managed by the State must necessarily be characterized is in the long run detrimental, because it is very easily transformed into slowness, so that such an enterprise stands in danger of being left behind by its competitors, who are more promptly in emergencies."

"When it is maintained, in order to justify the scheme of the 'State as shipowner,' that an enterprise might be made remunerative in the same way, for example, as State railways, it is entirely forgotten that these two businesses—shipping and railways—are diametrically opposed to each other in kind and cannot be mentioned in the same connection. So far as State railways are concerned it will always be possible to count upon traffic for them either in passengers or goods, and at the same time they are not subject to violent fluctuations, as is the case with overseas trade. With regard to shipping, however, the case is different. Here direct competition places a very considerable and important role and numerous difficulties have to be overcome."

"Neither must it be forgotten that for the State to come forward as a shipowner would cause unnecessary competition against the private owner, and on that ground alone," the correspondent adds, "considerable satisfaction has been given in Denmark by the statements just made public to the effect that probably Burmeister and Wain will not be able for a very considerable time to deliver the ten ships ordered by the Danish Ministry of Commerce."

"The fact of the matter is that certain difficulties have arisen owing to the shortage of material, and their effect is that there will be at least considerable delay in the completion of the vessels. In the meantime it is hoped that the Government will be prevailed upon to abandon the idea of acting as a shipowner."

In its report upon the bill, the committee of the Folketing unanimously suggests that the measure shall be passed, but in a somewhat modified form. With a view to facilitating the acceptance of the bill by Parliament, the report says that it should be made clear that the object of the proposal is not to place the Ministry of Commerce in a position to encourage the development of Danish tonnage and the use of Danish shipbuilding yards for foreign account except to such an extent as is demanded by the actual needs

U. S. SHIPMENTS TO NEUTRAL EUROPE.**War Trade Board Announces Rules for First Time.**

Although the public was informed that exports had been restricted according to classes, and further that trade agreements were being negotiated with the various neutral countries of Europe, it remained for the Tanners' Council through its headquarters in Washington to announce definitely how these restrictions in exports are going to work. The headquarters of the Tanners' Council has sent out to their members, under the signature of V. A. Wallin, its president, a circular explaining the operation of the restriction of exports, as follows:

"A number of inquiries have been received concerning the present conditions surrounding the granting of licenses for exportations to neutral countries of Europe, and it is thought that the following information in regard thereto will be of interest and value to the members of the council."

"Sweden and Holland—Licenses for shipments to these countries will only be granted on a restricted list of commodities—fifty in number—which have been prescribed. The list, however, does not include any articles or products connected with the tanning industry."

"Norway and Denmark—At present no licenses are being granted for shipments to these countries, although negotiations are in progress that will permit such shipments. While no information can be obtained as to when these negotiations will be completed, it is thought that within a few weeks shipments to these countries will be licensed."

"Greece—All applications for licenses to ship to Greece are cabled to the representative of the War Trade Board in that country, and if, upon investigation, it is found that Greece is really in need of the commodity covered by the application, the license is granted; otherwise the necessary permission is not given."

"Switzerland—Before a license can be issued for shipment to Switzerland arrangements must be made by the purchaser in Switzerland to procure a permit from the Societe Suisse de Surveillance Economique. Information regarding this permit, when it is secured, should be cabled by the purchaser in Switzerland to the Swiss Legation in Washington. The purchaser will presumably also advise the vendor when the permit is secured, and he can then make out his application for a license, filing same with the Swiss Legation should show the name of the ultimate purchaser, but the consignee in all cases must be the S. S. S."

"Spain—The United States recently entered into a trade agreement with Spain whereby that country should extend credits to France and furnish certain commodities to the Allied nations, and, in consideration of this, shipments of railroad materials, cotton, oil and such other supplies not required for use in this country should be licensed for exportation from the United States to Spain. As a result of this agreement, the Bureau of Exports, War Trade Board, is considering all applications for licenses and where the interests of this country will not be adversely affected by the exportation, licenses are being granted."

of the situation and the general interest of the country.

In the course of the deliberations of the committee the question was raised whether the import of foreign shipbuilding materials could not be expanded, if the State gave orders for its own account for new ships of a specified type. Inquiries in this respect have so far not been completed, but will presumably be continued, since the representatives of the Government party on the committee declare that there is a strong desire that the State should assure for itself a tonnage of the kind indicated, but purely for government purposes, and not to compete with the private shipowner."

On behalf of the minority of the committee with regard to their final attitude on the question of shipbuilding for State account, it is declared that they regarded as highly desirable that every possibility should be utilized during the war for supplementing the Danish mercantile fleet, and for this purpose the Government is recommended to pursue its inquiries as to the conditions on which it is possible to procure materials for shipbuilding, either for State or for private account. Thus the minority cannot be regarded as opposed to the principle of State ownership, but makes its opposition dependent upon facility being given to procuring shipbuilding materials and providing for the effective control of the uses to which the Danish mercantile marine is applied."

SHIPPING LOSSES.**Admiralty Announces Cessation of Weekly Report.**

The Admiralty has announced the cessation of the weekly return of shipping losses and the substitution of a monthly report on the Thursday following the 21st of each month. The monthly statement will give the gross tonnage lost and the tonnage of sailings to and from ports in the United Kingdom.

A table issued gives the losses of British, Allied and neutral merchant tonnage due to enemy action and marine risk since the beginning of 1917. The losses for the quarter ending in March, 1917, were: British, 911,840, and Allied and neutral, 1,619,373. For the quarter ending in June: British, 1,361,370, and Allied and neutral, 2,236,934. For the quarter ending September: British, 942,938, and Allied and neutral, 1,494,473. For the quarter ending in December: British, 782,880, and Allied and neutral, 1,272,843. The losses for the quarter ending in March, 1918, were:

British, 687,576, and Allied and neutral, 1,123,510. Clearances in and out of the ports of the United Kingdom were very steady. The total for last March was 7,295,620 tons.

ITALY LOST TWO SHIPS.

Rome, April 24.

One steamer of more than 1,500 tons and one steamer of less tonnage were sunk during the week ended April 20, according to the official statement on losses by mine or submarine, issued to-night.

RAILWAY EARNINGS.

The traffic earnings of the three principal Canadian railroads for the third week of April aggregated \$5,304,472, an increase over the corresponding week a year ago of \$745,841, or 16.4 per cent. Of the three roads, the Grand Trunk again showed the largest gain, one of 25.2 per cent., which compares with its gain of 28.2 per cent. for the previous week. The C. P. R.'s gain of 11.4 per cent. is the highest since the first week in January.

Following are the earnings for the past week, with changes from a year ago:

	1918.	Increase.	P. C.
C. P. R.	\$3,016,000	\$308,000	11.4
G. T. R.	1,358,972	273,941	25.2
C. N. R.	929,500	163,900	21.4
Totals	\$5,304,472	\$745,841	16.4

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