

SHIPPING STATISTICS.

Total casualties since the war began up to January 1 about 10,775,000 tons—Pre-war tonnage still afloat 31,225,000—Construction by allied and neutral shipping 4,585,700.

In his address to the U. S. Senate last week Senator McCumber said the condition in which the merchant shipping of the United States found itself was distressing. He declared that to combat successfully the submarine menace the United States must construct 17,000,000 tons of ships in the current calendar year. He presented to the Senate what is considered one of the most complete reports on tonnage in existence, tonnage sunk and new tonnage that has so far been made public.

Senator McCumber said:

"Destruction since the war began and up to January 1, 1918, by submarine and mine, is about 9,500,000 tons; other maritime casualties about 1,275,000 tons; total casualties, 10,775,000 tons, leaving a balance of pre-war tonnage still afloat of 31,225,000 tons.

There has been added to this tonnage, constructed since the beginning of the war, by—

Great Britain in 1915	668,000
Great Britain in 1916	538,000
Great Britain in 1917, estimated	1,400,000

Total by Great Britain

United States, 1915, ocean going	141,864
United States, 1916, ocean going	237,836
United States 1917, ocean going about	1,000,000

Total by United States

All other construction

Total construction allied and neutral shipping

Total construction afloat January 1, 1918

"The shipping of all the countries, exclusive of the Central Powers and Turkey, at the beginning of the war was 42,000,000 tons. Therefore the shipping of our Allies, ourselves and the neutral countries has decreased since 1914 about 6,193,300 tons.

"As we can only call upon our own shipping in case of an emergency, it may be well to consider the shipping of these countries engaged in war against the Central Powers independently of other world shipping.

"The tonnage of Great Britain at the beginning of the war is given as 19,779,119, as follows:

Round numbers	20,000,000
France	2,300,000
Italy	1,700,000
United States	8,000,000

Total

"I have not included Japan for the reason that she is in this war only in Asia and is using very few ships within the war zone.

"The losses of these countries since the war began have been about 9,500,000 tons.

"Balance of pre-war shipping and put afloat, 22,500,000 tons.

"Constructed by the United States and Great Britain, including all vessels commandeered, which are ocean-going, about 2,400,000 tons.

"Amount now afloat, 24,900,000 tons.

"Loss to the Allies, including the United States, since 1914, about 7,100,000 tons.

"Thus when we are in need of an enormous increase in shipping facilities to carry on this war we find ourselves at the beginning of 1918 with 7,100,000 tons less than we had in 1914.

"But this comparison does not measure the full deficiency. To keep pace with the growing population and commerce in peace times demands an increased tonnage of about 5 per cent annually. To meet peace requirements these countries should have had, therefore, at the beginning of 1918 38,400,000 tons.

"So if we had no war on our hands to-day we and our Allies would be short of our combined needs in times of peace 13,500,000 tons.

"These calculations would be more valuable if we could narrow them down to the available transatlantic tonnage. The present emergency calls for ships to be used exclusively between the United States and Canada and Argentina on one side and Europe on the other. In talking of total world tonnage we are liable to deceive ourselves, as this tonnage consists of all kinds of boats and sailing vessels and ships that cannot be used for ocean traffic. For instance, while in 1914 the entire tonnage of the United States was about 8,000,000 less than 2,000,000

was engaged in foreign commerce. The lakes, rivers and coastwise commerce account for most of that tonnage. So, too, less than one-fourth of the tonnage of the world was engaged in transatlantic service prior to the war. And when we recall that nearly all the U-boat victims have been transatlantic ships, we begin to realize the tremendous blow at the commerce upon which we must now depend.

"On July 23, 1917, the Emergency Fleet Corporation prepared a chart showing that out of the total transatlantic shipping of 10,000,000 tons the submarine destruction was accounting for 7,500,000 tons per annum, leaving only 2,500,000 of the original tonnage.

"This mighty loss has to be made good by diverting all possible tonnage from other routes and by new construction. But, Mr. President, the sources of supply are grossly inadequate to fill the gap.

"So, in a nutshell, the situation to-day calls from us in men 5,000,000. To supply these men constantly an additional tonnage of 30,000,000 is required. And if we are to keep the commerce of ourselves and our Allies up to normal condition we should require a further construction of 13,500,000, in all 43,500,000.

"We should need that much additional tonnage to be able to throw the maximum strength to our Allies, and even half of our maximum strength into this war.

"But coming right down to the unquestionable necessities of the shipping trade, we have in Europe to-day, say, 200,000 soldiers. I have shown that before we can make any real headway, before our Allies can make any real advance against the increasing numbers of the Central Powers transported to the Western front since the surrender of Russia, we should have not less than 5,000,000 soldiers in France. We should have ships enough to supply those soldiers and keep them supplied with ammunition. Considering the longer passage, the longer period of time consumed in such passage, from the best information I can obtain, I am of the opinion that it will require not less than six tons per man to transfer these men and equipment of all character; and thereafter to supply losses and keep the number up to that standard it will continually require six tons per soldier. That would mean that there must be diverted for army purposes alone to supply an army of 5,000,000 men, 30,000,000 tons. As heretofore shown, we and our Allies now short of normal needs by 13,500,000 tons.

"Great Britain advised us at the time we entered this conflict that the Allies, to maintain their present striking force, must have from this country at the very least 6,000,000 tons of shipping. We must remember that Great Britain has loaned much of her available tonnage to her Allies. France, for instance, has 2,000,000 tons of British shipping under her control. In addition to this, Great Britain is supplying the major part of the shipping for all of her Allies requirements.

"It is a fair estimate to say that the British and other Allies' losses for the year 1917 from all causes was at least 9,000,000 tons. Estimating the losses for 1918 on the basis of the last nine months, which excluded the very heaviest sinkings in the winter of 1917, it is safe to predict that the Allies will lose in 1918 at least 7,500,000 tons. Great Britain will produce in 1918 hardly more than 1,500,000 tons. That would leave for us to construct to keep even the present tonnage afloat, 5,500,000 tons. But the amount afloat at the present time is not sufficient to take care of the needs of Italy and France. There should be at least another five or six million tons for that purpose, in all say, 11,000,000 tons. If we attempt to put 1,000,000 men in the field in 1918 it would re-fore show, we and our Allies are now short of normal need by 13,500,000 tons.

HALF OF WORLD'S SHIPPING IS ON WAR BUSINESS.

War business is taking up 50 per cent of available shipping. W. J. Hanna, Canadian Food Controller, stated in an address he delivered at Toronto recently on the desperate nature of the food shortage in Europe.

"Allied Europe is short 500,000,000 bushels of wheat," said the Food Controller. "On December 1 we estimated that Canada had 110,000,000 bushels available for export. On the same date Mr. Hoover found that over the normal supply for domestic consumption the United States had not one bushel for export. He has planned that by substituting other foods the United States will send 20 per cent of its own supply, or about 100,000,000 bushels, to the Allies. We are endeavoring to send 20 per cent of our normal supply also, making a total of about 220,-

SHIPPING NOTES.

During 1917 the Canadian twin ports of Port Arthur and Fort William, at the head of the Canadian Lakes, shipped a grand total of 207,721,000 bushels of grain. This was the second best year in their history, the record going to 1916, when 253,969,000 bushels passed through the ports.

An action for \$2,000,000 damages has been begun in the Admiralty Court at Halifax, N. S., by the owners of the munition steamer Mont Blanc against the Norwegian relief steamer Imo, which rammed the Mont Blanc in Halifax harbor December 6, causing the explosion that wrecked part of the city.

A new record was recently reached in the Alaskan ore trade when four vessels from Prince William Sound were unloading simultaneously a few days ago at Tacoma, Washington. The cargo of these four vessels amounted to 8,300 tons. Three more vessels, bringing 6,700 tons of ore from Alaska, were due at Tacoma within twelve days.

The current issue of the "Panama Canal Record" states that owing to the reduction of the dredging force no more assignments of gold quarters are to be made at Paraiso, and the village will be abandoned as a gold settlement. About sixty-five apartments will be available, after the transfer of present occupants to other towns, for rental to silver employees.

The tonnage returns for the port of Vancouver for the year show an increase in coastwise trade, but a decrease in deep-sea tonnage. In the coastwise traffic the inward tonnage for 1917 was 3,313,243 and outward tonnage 3,790,670. The deep-sea tonnage for 1917 was 1,929,231 and outward 1,599,777.

The Songhees is the name of the first wooden steamer to be launched in British Columbia by the Foundation Company, New York. The keel of the Songhees was laid at Victoria on August 14 last and the vessel was launched on December 27. Immediately after the Songhees was launched Manager W. I. Bishop left for New York to take up the post of manager of the Foundation Company's shipbuilding programme on the Atlantic Coast.

The Mitre Shipping Company made a net profit for the year ending June 30, 1917, of \$205,000. A 10 per cent dividend was paid. After two and a half years immunity from submarines this British company lost in 1917 the Headley, Farley, Caspian, Purley and Prophet. The Loderer was also torpedoed but has been partially salvaged.

For the year ending July 31, 1917, the London-American Maritime Company made a trading profit of \$105,000, as compared with \$590,000 for the previous year. Increased government control is given as the reason for the decrease. The usual 7 per cent dividend was paid.

London cables state that the following members of the committee of "Lloyd's Register of Shipping Society" have been honored by the King: Frederick W. Lewis, Baronetcy; T. J. Storey, Alexander Gracie, M. V. O.; Fred N. Henderson, George H. Hunter, D.Sc., and Herbert B. Rowell Knight, Commanders of the British Empire; Thomas Putman, Knighthood; James Marr and James Brown, Companions of the British Empire.

000,000 bushels. This will not save Europe from hunger, but it will save her from starvation."

Mr. Hanna emphatically declared that his first duty was to aid the food situation in Europe and to feed the armies.

FOOD SUPPLY PROBLEMS.

"Instead of food control in Canada being a problem of fixing prices, it has rapidly developed into one of furnishing food for the men at the front and the peoples of Great Britain and our allies," said Mr. Hanna. "That is a duty that must be done irrespective of what it costs us and a duty that must be done even if some other duties have to be disregarded."

"Fifty per cent of the available shipping," he said, "is taken up with war business. The submarines have taken a weekly toll of the 50 per cent of the tonnage left for commercial purposes throughout 1917. Ships cannot be spared for the long voyages to Australia and Argentina. Canada and the United States are left to face the situation in Europe, and it is a desperate one."