

in exports, or a total decrease in the year of 26 per cent, or 2,400,000 tons.

"The Great Lakes traffic, with the closing of the season, declined about 48 per cent; from 1,409,190 tons in November, to 70,639 tons in December. November, with the influx of Canadian grain, marked the peak of the import movement, while August shows the peak of an export movement which included, during the year, more than two million tons of American grain. December imports were 610,456 tons, 37 per cent less than November, and exports were 120,183 tons, 72 per cent less than November. American vessels carried 96 per cent of the imports, 70 per cent of the exports and 92 per cent of the total cargo tonnage.

"Tanker cargoes in December aggregated 2,397,988 tons, an increase of 4 per cent over November. Imports were 1,883,316 tons, two thousand and sixty-five tons less than November and exports were 514,672 tons greater, an increase of nearly 22 per cent over November. American vessels carried 86 per cent of the imports, 34 per cent of the exports and 75 per cent of the total tanker cargo tonnage.

"The important portion of our foreign commerce, that carried in overseas cargo vessels, increased from 2,900,000 tons in November to 3,500,000 tons in December, and marks the first gain in our overseas commerce since the flurry of May and June caused by the miners' strike in England. Further, this gain was entirely in the exports as the imports fell off slightly. The total exports overseas, exclusive of oil, amounted to 2,521,132 tons, or an increase of 32 per cent over the previous month, although still 45 per cent less than the export trade of the same month a year ago. Including both exports and imports, our overseas dry cargo trade in December was 21 per cent above the previous month and 41 per cent less than of December, 1920. In this trade American ships carried 27 per cent of the exports, 34 per cent of the imports, and 29 per cent of the total trade."

VESSELS FOR RUSSIAN GRAIN

The Traffic World Washington Bureau

Allocation of eleven additional vessels to Shipping Board managing agents for the transportation of grain to Russia, under the supervision of Secretary of Commerce Hoover, was announced by the Emergency Fleet Corporation, January 31. The board to date has allocated 26 vessels for the Russian relief work. It is understood that if other vessels are needed, they will be obtained from private owners. The names of the eleven vessels allocated, the deadweight tonnage and the names of the managing agents follow:

Tenafly, 7433 tons, assigned C. H. Sprague & Son, Boston, managing agent, to lift Russian Relief cargo to the Baltic; Westmead, 8541 tons, assigned C. H. Sprague & Son, Boston, managing agent, to lift Russian Relief cargo to the Baltic; Hinckley, 7433 tons, assigned Rogers & Webb, Boston, managing agent, to lift Russian Relief cargo to the Baltic; Braddock, 9741 tons, assigned A. H. Bull & Co., New York, managing agent, lift Russian Relief cargo to the Black Sea; West Munham, 8635 tons, assigned Barber S. S. Lines, New York, managing agent, to lift Russian Relief cargo to the Baltic; Meanticut, 9632 tons, assigned Export Transp. Co., Baltimore, managing agent, to lift Russian Relief cargo to the Baltic; Eastern Crown, 8360 tons, assigned Susquehanna S. S. Co., New York, managing agent, to lift Russian Relief cargo to the Baltic; Eastern Admiral, 10000 tons, assigned Moore & McCormack, New York, managing agent, to lift Russian Relief cargo to the Baltic; Duquesne, 9750 tons, assigned Mallory Transp. Lines, Inc., Baltimore, managing agent, to lift Russian Relief cargo to the Black Sea; Narbo, 9402 tons, assigned Export S. S. Co., New York, managing agent, to lift Russian Relief cargo to the Black Sea; Narcissus, 9435 tons, assigned A. H. Bull & Co., New York, managing agent, to lift Russian Relief cargo to the Black Sea.

The Shipping Board announced that the eleven vessels allocated for the Russian relief would sail from the following ports within the next ten days: Tenafly, Hinckley and Braddock, port of Boston; Westmead, port of Portland, Me.; Meanticut, Duquesne and Narcissus, port of Baltimore; Eastern Crown, Eastern Admiral and Narbo, port of Philadelphia; West Munham, port of Newport News.

REDUCTIONS IN EXPORT RATES

In rate advice No. 984, made public January 28, the Transcontinental Freight Bureau announced reductions in the export rates to Hawaii on a number of commodities. The proposed reductions are to apply from rate basis No. 1 and rate basis No. 2 territories, as defined in transcontinental tariff No. 29-I, No. 1 being the territory east of Chicago and No. 2 Chicago and the territory west thereof. As regards the rates from No. 1 territory, the announcement said the reductions would be made subject to the concurrence of eastern and southern railroads. No effective date for the new rates was given; it was understood, however, that they would be put into effect as soon as the tariffs could be lawfully published.

The reductions apply to the Pacific coast ports and are the same in measure as those proposed on domestic rates in the bureau's fourth section application No. 19, hearings on which have just been completed. No fourth section permission is required in order to put the export rates into effect. The list of commodities in the rate advice, however, is not nearly so extensive as those contained in the domestic application. It comprises carpets and

linoleum, dry goods, window glass, iron and steel articles of various kinds, railway supplies, soaps, rubber tires, twine and cordage, wire and wire goods, machinery, and tinplate. The domestic rates, the advice said, are in all cases to be observed as maxima.

SOO CANAL TRAFFIC

The Department of Commerce has issued a statement showing that traffic through the Soo Canals during the 1921 season amounted to 48,259,254 short tons. This volume was 39 per cent lower than for the 1920 season, when 79,282,496 short tons were reported, and is the smallest amount since 1908.

This decline is to be attributed almost entirely to the diminished volume of the 1921 traffic in iron ore, which normally constitutes the bulk of cargo moving through the canals, accounting in 1920 for 71 per cent of the total. Owing to the slump in the steel industry, shipments of iron ore dropped from 56,780,498 tons in 1920 to 22,595,323 tons in 1921.

SALE OF FLOATING DRY DOCKS

The Shipping Board has decided to offer for sale in the immediate future a number of floating dry docks. The first sale will include three docks, each of 10,000 tons lifting capacity, recently delivered to the Shipping Board at Tiverton, R. I., and Mill Basin, Brooklyn. The sale is to be on the basis of a substantial cash payment, with the remainder of payments to be made over a period of years.

LAKE ERIE-HUDSON RIVER CANAL

Representative Reed, of New York, has introduced a bill (H. R. 10145 providing for incorporation of the "Lakes to Hudson Ship Canal Company" for the purpose of constructing an all-American canal, from Lake Erie to the Atlantic, through the state of New York. The bill provides for a canal system linking Lake Erie with the Hudson River.

STEAMSHIP ATHENIA LAUNCHED

The steamship Athenia, of the Anchor-Donaldson Line, was launched at Glasgow, Scotland, January 28.

RAILROAD-STEAMSHIP CONTRACTS

The Traffic World Washington Bureau

An informal conference, closed to representatives of the press, was held at the Shipping Board February 2 on the railroad-steamship contracts between the Great Northern and the Chicago, Milwaukee & St. Paul and the Japanese lines. Chairman McChord and Commissioners Campbell and Potter participated, with Chairman Lasker and Commissioners Lissner, Plummer and Thompson. Mr. Lasker said after the conference that it was closed because it was felt that more progress toward abrogation of the agreements could be made by that method.

The railroads were represented by President Byram of the Milwaukee, President Budd of the Great Northern and Vice-President Calkins of the Milwaukee. A number of representatives of the Port of Seattle were present.

Mr. Budd, speaking for the railroads, offered to modify the agreements so as to assure American lines one-half of the unrouted traffic, but Shipping Board officials said the agreements must be abrogated entirely and the field left open for American ships to get the business in open competition with the Japanese vessels. Seattle spokesmen said their position was that nothing should be done that would injure the Port of Seattle.

As the result of the conference, the board announced it was agreed that, on March 1, the representatives of the railroads would meet with the board and give their answer to the board's request for abrogation.

BILLS OF LADING EFFECTIVE MARCH 15

The Traffic World Washington Bureau

The carriers, unless prevented by some action of the Commission, will put into operation the domestic and export bills of lading and the live stock contract forms March 15, it is stated by R. N. Collyer. He and the members of his committee having in charge the work for the carriers have been working with the staff of the Commission having the matter in charge for the regulating body. March 15 is the day the Commission, in its most recent order on the subject, issued this week, said the carriers should make the export bill operative. No order has been issued as to the domestic bill and live stock contract.

Whether all the bills can be made operative on that day will be known early in the coming week. The National Industrial Traffic League has pending an application for changes in the export bill, which is equivalent to an application for rehearing. Should the Commission grant its request, the effect would be the postponement of the operative date. At the time this was written the thought was that the Commission would deny the application, thereby forcing the League to file a formal complaint if it desired to pursue the matter farther.

But for that application there would be no element of un-