

general firmer than for some time past. The charter market displayed little activity, and while a few vessels were chartered at figures representing concessions below quotations in the previous month, there was nothing approaching a general decline during December. Taking the year as a whole, the shipping industry has been passing through a most difficult period, in which many of the weaker operators have been forced to go out of business, and in which, as a result of greatly reduced freight rates, smaller available cargoes, and continued high costs of operation, very few companies have been able to make a satisfactory showing. This condition has been world-wide, although American companies have felt in special degree the handicap of a higher scale of wages than their foreign competitors have been obliged to pay."

## SCRAPPING OF WOODEN SHIPS

*The Traffic World Washington Bureau*

J. W. Powell, president of the Emergency Fleet Corporation, has announced that the trustees of the Emergency Fleet Corporation have entered into contracts for the dismantling and scrapping of 12 wooden vessels now laid up in the James River. The following companies have been awarded two wooden vessels each: Chesapeake Construction and Engineering Company, Washington, D. C.; Henry A. Hitner's Sons' Company, Philadelphia, Pa.; William J. Breen & Co., Boston, Mass.; Charles A. Jording, Baltimore, Md.; Boston Iron and Metals Company, Baltimore, Md.; The Sales Corporation, Richmond, Va.

"By the terms of the contracts, prepared and approved by the general counsel for the Emergency Fleet Corporation, the above named firms agree to pay all expenses involved in the dismantling and scrapping of the vessels; to pay the Emergency Fleet Corporation \$1,000 per boat and to pay it 50 per cent of all net profits above \$1,000," Mr. Powell said.

"It is also understood that the contractors are to dispose of all hulls in such manner that they cannot be employed again for transportation purposes.

"The dismantling and scrapping of these vessels are solely for experimental purposes, and these contractors are to furnish a bond of \$10,000 within 10 days, to severally execute all necessary instruments that the general counsel of the Emergency Fleet Corporation may advise, and to perform all such other acts as are necessary and proper to carry into effect the intent of the resolution adopted by the board of trustees."

## REDUCTIONS TO WEST AFRICA

*The Traffic World Washington Bureau*

A. H. Bull and Company, of New York, have announced that extensive plans have been made for improving the Bull Line service between New York and West African ports, it having developed that rates for all classes of merchandise from Northern Europe and United Kingdom ports to West Africa were materially lower than those from New York to West Africa.

Therefore, in order to develop this trade and place American merchants on a better export basis, a material reduction in rates will be made by the Bull Line, the company said:

There will be at least one regular departure monthly from New York, calling at the principal West African ports. These steamers will depart on schedule dates, in accordance with the policy outlined some time ago by the Emergency Fleet Corporation.

W. J. Love, vice president of the Emergency Fleet Corporation, said he could not tell what the percentage amount of the reductions to be made by the Bull Line in ocean freight rates from New York to West African ports would be. He said the rates were being worked out and that the reductions probably would range around 20 or 25 per cent. He said the idea was to bring them substantially in line with the rates from Northern Europe and United Kingdom ports to West African ports, and thus enable the American line to compete with foreign lines in the service to the African ports.

## SERVICE, GULF TO LIVERPOOL

*The Traffic World Washington Bureau*

W. J. Love, vice-president in charge of traffic, Emergency Fleet Corporation, has announced that arrangements have been completed by which materially improved service will be given to cotton shippers and other exporters from Gulf ports to Liverpool, England.

"Commencing January 13, 1922, there will be a sailing every two weeks from Galveston, Texas, of Shipping Board vessels operated by Sgitovich & Co., and commencing January 30, 1922, there will be a sailing every two weeks from New Orleans of Shipping Board vessels operated by Trosdal, Plant & Lafonta," said he.

"These steamers will sail on schedule dates in accordance with best commercial practice, and ships best adapted for the trade will be placed in the service. This arrangement means the disappearance of the constant complaints of Southern shippers against delay in loading and irregularity of departures."

Operators of Shipping Board vessels have been authorized by the Emergency Fleet Corporation to book cotton cargoes from Gulf ports to Liverpool at 7½ cents per 100 pounds less than privately owned vessels rated as class I ships. The reason for this change was that Shipping Board vessels are rated as class II ships, which results in a higher charge for insurance. These vessels, therefore, were at a disadvantage in competing with class I ships. The lines in the Gulf conference agreed to the change made by the Fleet Corporation, according to W. J. Love, vice-president in charge of traffic.

## EGYPTIAN COTTON TRAFFIC

*The Traffic World Washington Bureau*

"Indications are that the first American steamer, under the new agreement between the Liverpool Liners and the Emergency Fleet Corporation, will shortly sail from Alexandria, Egypt, for Boston, with 10,000 bales of Egyptian cotton," said W. J. Love, vice-president of the Emergency Fleet Corporation in charge of traffic.

"This is the largest shipment of Egyptian cotton ever brought from Alexandria to the United States in an American bottom, and is ample evidence of the value of this important agreement."

The agreement with respect to the Egyptian cotton traffic being divided between the British liners and the Shipping Board was announced recently by Mr. Love after long negotiations on the subject.

## PACIFIC COAST COMPANY APPROVED

*The Traffic World Washington Bureau*

President Harding and the Shipping Board have approved a proposal of Pacific coast interests to form a large company to buy government vessels in operation from Pacific coast ports. A. D. Lasker, chairman of the board, set forth the views of the board on the subject in a telegram to the presidents of the Chambers of Commerce of the cities of San Francisco, Portland, Seattle, Tacoma, Los Angeles, San Diego and Oakland, and urged them to participate in a meeting to be called for consideration of the project. The telegram follows:

At a recent conference in Washington with operators of the government 5-35 type ships on Pacific coast, the idea was developed to form a large company on the Pacific coast, the stock of which should be as widely distributed as possible among the people of the Pacific coast states, which company in turn should acquire from the government such ships as it needed and as the government might properly be able to furnish to adequately care for the facilities of all the Pacific coast ports. The Shipping Board heartily favors the idea, believing that if the United States is to occupy its proper place on the Pacific, it is necessary, in addition to such government aid as is now provided by law or may be further provided, that success can only be insured through a popularly owned, popularly financed, privately operated, large corporation that shall represent all the interests and all the ports of the Pacific coast states, in order that co-operation between all the ports may be assured, so that the United States may present a united effort in the development of the Pacific. President Harding knows of and approves the tentative plan.

The companies consulted suggested that Mr. Herbert Fleischacker of San Francisco be requested to call a meeting of the respective chambers of commerce of all the Pacific ports, and in this the Shipping Board concurred and covered with Mr. Fleischacker what it had in view in order that he in turn might communicate on the ground with the various chambers so that the whole matter might be thoroughly discussed. It is not the Shipping Board's idea to favor one port as against another, but rather to use its assets and its good offices to bring all the ports of the Pacific coast together in a concerted effort to develop each port to its utmost possibilities in the interests of the whole. The Shipping Board feels that if all the people of the Pacific coast are united in one great company that can acquire not only the government's ships needed, but also build such new ships as are necessary and with ample capital to finance operations, the Pacific ports of the United States can be developed as in no other way. On behalf of the Shipping Board I urge that your chamber be represented at the meeting when called, in order that after general discussion the Shipping Board may get the benefit of the matched minds of all the Pacific coast on the board's ardent desire to develop the coast and its ports.

## RAILROAD-STEAMSHIP CONTRACTS

*The Traffic World Washington Bureau*

With the exception of the Great Northern and the Chicago, Milwaukee & St. Paul, the railroads having agreements or contracts with foreign steamship companies have advised the Shipping Board that it will be agreeable to them to abrogate the agreements. The representatives of the companies which have assented to abrogation of the agreements indicated that their companies would be willing to terminate them when the hearing on the railroad-steamship contracts was held before a division of the board recently. These lines serve Atlantic and Gulf ports.

The Shipping Board had asked for an expression, not later than December 31, from the companies as to their position with regard to the contracts. After that date, and in the absence of agreement with the board's desire that the agreements be abrogated, it was indicated by the board, action might be taken to compel the lines to cancel the contracts.

No statement has been obtained from the board thus far as to just what power it has under the shipping act and the merchant marine act to compel cancellation of such contracts.

The admiralty counsel for the board has been making a study of the subject.

The board has heard from interests in the port of Seattle which have protested against abrogation of the contracts or agreements the Great Northern and the Chicago, Milwaukee & St. Paul have with the principal Japanese lines operating in and out of Seattle, but the board, it is understood, has replied to the effect that American service out of the Puget Sound ports to the Orient can not be maintained in the face of contracts such as the two transcontinental have with the Japanese lines.

## CANADIAN MARKING REGULATIONS

The regulations of the Canadian department of customs and excise, covering the marking of goods imported into Canada (Traffic World December 24, p. 1324,) have received a second revision, under date of December 19. The revision of that date is identified as file 105,243. There has been no change in that part of the regulation allowing the use of either French or English. The change that probably will be of most interest to American exporters is that in section 13, which makes it sufficient for an American to give the name of the place and the state in which he does his producing or manufacturing. As amended, the regulation is as follows:

13. The name of a manufacturer or his trademark accompanied by the name of the country or a place in a province, state or other division of a country where the goods have been manufactured or produced will be accepted as sufficient indication of the country of origin.

### GOVERNMENT SHIP DAMAGE CASES

The United States Supreme Court has sustained the contention of the Department of Justice in several cases involving actions for damages caused by vessels owned by the government or under control of the government for war purposes that such vessels were in the same class as regular ships of the army and navy which carry with them immunity of sovereignty. The ruling was made in No. 21, Original, No. 22, Original, and No. 23, Original, the name of the steamships involved being Western Maid, Liberty, and Carolinian. The decision of the court will save the government many million dollars, Attorney-General Daugherty said. There were several hundred similar cases brought against the government.

### NEW YORK-PACIFIC COAST SERVICE

The Pacific Mail Steamship Company announces the inauguration of a regular freight and passenger service between New York and the Pacific Coast in addition to the service now maintained from Baltimore. The first steamer will be the S. S. Venezuela sailing from New York February 8, followed by S. S. Santa Ana, February 25, and S. S. Ecuador March 11, calling at Los Angeles Harbor and San Francisco. Shipments will also be accepted for Oakland, Cal., Portland, Ore., Seattle and Tacoma, Wash., and Vancouver, B. C., with trans-shipment at San Francisco but without additional cost to either shipper or consignee.

### AMERICAN-HAWAIIAN SERVICE

The American-Hawaiian Steamship Company, through its managing agents, the United American Lines, has issued a statement showing that out of a total of 78 ships scheduled to sail from New York, Boston, and Philadelphia to U. S. Pacific coast ports in 1921, 71 sailed on time and only 7 delayed; of the latter, 5 were delayed only one-day. Thirty sailings scheduled from Boston were carried out without a single delay. The Philadelphia service was inaugurated in September and up to the end of the year 9 sailings had taken place without a delay. There were 39 sailings from New York, in which case only 7 ships deviated from schedule, as above indicated. This record of regularity, the statement points out, is comparable with that of any passenger service. The average voyage time for the New York sailings above referred to was 19 days to Los Angeles, 22 days to San Francisco, 29 days to Seattle and 35 days to Portland, Oregon. In the last six months of the year the average voyage time to Los Angeles was 12 days.

### SUIT AGAINST SHIPPING BOARD

The Ship Construction & Trading Corporation, which bid \$2,100 a ship for the wooden fleet owned by the Shipping Board, has brought suit against the board in the Supreme Court of the District of Columbia for alleged failure to execute the terms of the contract entered into between the board and the corporation. The court ordered the board to show cause January 6 why it should not execute the contract. The legal department of the board has ruled that the bid could not be legally accepted.

### SHIPPERS' CONFERENCE EXPENSE

The Shipping Board, through W. J. Love, vice-president of the Emergency Fleet Corporation in charge of traffic, has ruled that steamship companies participating in the rate conferences, which are held from time to time in New York, must

bear their share of the cost of maintaining the conferences' offices and clerical help. Mr. Love said the order was made because the Shipping Board had been bearing the expense of the conferences, and that there was no reason why the participating lines should not share the expense. Mr. Love did not agree with reports from New York to the effect that the action of the board probably would result in the termination of the conferences.

### SALE OF HOG ISLAND EQUIPMENT

The Emergency Fleet Corporation will receive bids on a private competitive basis up to 5 p. m. January 12 on 309 flat cars, 35 gondola cars, 15 box cars and 7 locomotives at Hog Island and Bristol, Pa. The equipment was used by the government in the shipbuilding plants at the points named. It will be sold "as is and where is."

### CUT IN MEXICAN RATES

The Mexican Government, according to Consul John W. Dyer, has equalized freight rates from Juarez to Mexican points with rates in effect from other border points, thereby effecting a reduction of from 10 to 25 per cent, according to the class of merchandise shipped, and enabling shippers and merchants to send goods from the United States to Mexico through El Paso-Juarez at the same rates as through other ports.

### NEW WATER ROUTE PLANNED

Establishment of a direct water route between Chicago and Buffalo was indicated, December 30, by the announcement that the Great Lakes Transit Company had taken over dockage and warehouse facilities of the Lehigh Valley Line in the Chicago business district. The Great Lakes company plans a three-times-a-week service between the two cities, operating the 23 vessels it now possesses and 10 it plans to purchase before the opening of lake navigation. Efforts to make joint rate arrangements with the western and southwestern lines will be made.

## REVENUE FREIGHT LOADING

*The Traffic World Washington Bureau*

Class I roads in the quarter ended September 30, 1921, carried a total of 441,880,704 tons of carload and L. C. L. traffic, as compared with a total of 628,045,169 tons in the corresponding period of 1920, according to a summary of freight commodity statistics issued by the Commission.

In the third quarter of 1921 the number of carloads was 12,928,934 and the tonnage 424,454,800, and in the corresponding period of 1920 the number of carloads was 17,672,592 and the tonnage 603,770,625.

These figures reflect the marked drop in tonnage carried in the third quarter of 1921 as compared with the corresponding quarter for 1920.

By classes of commodities the total revenue freight carried in the third quarter of 1921 was as follows: Products of agriculture, 2,449,951 carloads of 59,612,632 tons; animals and products, 840,295 carloads of 10,378,917 tons; products of mines, 4,813,512 carloads of 233,031,729 tons; products of forests, 1,284,835 carloads of 33,845,769 tons; manufactured and miscellaneous, 3,540,701 carloads of 87,585,753 tons.

Revenue freight loading totaled 665,927 cars in the week ended December 24, as compared with 727,003 cars in the preceding week, according to the weekly report of the car service division of the American Railway Association. In the corresponding weeks of 1920 and 1919, the loadings were 648,406 and 647,840, respectively. Preparation of the detailed figures of the loading of commodities by districts was delayed this week on account of late reports by carriers.

## CAR SURPLUS AND SHORTAGE

*The Traffic World Washington Bureau*

The number of surplus cars on line daily increased to 404,214 cars in the period December 15-22 as compared with 371,221 in the period December 8-15, according to the weekly report of the car service division of the American Railway Association.

The surplus was made up as follows:

Box, 144,977; ventilated box, 3,998; auto and furniture, 8,720; total box, 157,695; flat, 11,876; gondola, 139,725; hopper, 57,507; total, all coal, 197,230; coke, 4,614; S. D. stock, 18,230; D. D. stock, 1,833; refrigerator, 5,022; tank, 675; miscellaneous, 7,037; total, 404,214.

The shortage of 222 cars was made up of 104 box, 64 flat, 17 gondola, 3 hopper, 24 D. D. stock and 10 miscellaneous.

**CARS IN BAD ORDER**  
Of 2,291,383 freight cars of the American Railway Association, 308,556, or 13.5 per cent, were in bad order December 1.  
Compared with 320,232, or 14 per cent.