

Three Biggest Ships in World Are for Sale

Shipping Men Question the Utility of the Leviathan, Imperator and Bismarck Under Conditions Today

Emigration Trade Likely Field for the Ex-Vaterland Is Seen in the Handling of the Traffic From Italy

Can the giant liner—the ship of 30,000 gross tons and over—be made a paying proposition? Is a question that is arousing much interest in shipping circles at present.

In all the world there are only three vessels of this type and all of them are the product of German shipyards.

Even at the pre-war cost of construction and under pre-war rates of operation the Leviathan was never regarded a paying proposition.

A brighter side to the situation, it is claimed in some quarters, is shown by the fact that the prices fixed by the Board of vessels at the prices fixed by the board, which the majority of ship owners say are well above the present market value of tonnage.

Imperator Offered for Sale The only one of the three liners now in operation is the Imperator, which is being run in the transatlantic service by the Cunard Line.

Shipping interests in this country are conjecturing as to whether the Cunard Line will seek to purchase the vessel. Opinions vary, but there is no lack of those who believe that the company's experience in the operation of the ship has not been such as to dispose of the line to add the Imperator permanently to its transatlantic fleet.

For the emigrant traffic, it is pointed out, the Leviathan could be reconducted comparatively cheaply and could easily be fitted to carry 6,000 steerage passengers.

The need of aid for the new merchant marine is emphasized, shipping men point out, by the recently published figures showing the proportion of American shipping engaged in the country's foreign trade.

Other figures that indicate that the American maritime situation is not all optimistic are those relating to the tonnage under construction in American shipyards.

American, however, is having no monopoly on shipping difficulties. Great Britain is also feeling the pinch.

There is now no getting away from the fact that the crest of the shipping boom has been passed and that the descent into the trough is a very sharp one.

Several groups of interests are reported to be still anxious to acquire the liner, but the price is a heavy one.

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in the industry and will not hesitate to spread their panic to as many of their friends as will listen to them. This state of affairs is most unfortunate for the industry.

It simply means that in Great Britain, at least, the merchant marine is in a state of collapse.

Such a case in point that is cited is that of an American steamer which was damaged by a storm on account of a claim of nearly \$30,000 put forward by the German owners of the sailing vessel.

AMERICAN PORTS Baltimore, Sept. 26—Arrived: Mrs. Pochet, from Portsmouth, S. H. (Br.).

ARRIVED YESTERDAY West Oil, from Genoa, docked at Stapleton, S. 1 Rotterdam, from Rotterdam, docked at Stapleton, S. 1

OUTGOING STEAMSHIPS Due to-day: West Oil, to Genoa, 12:00 M. Rotterdam, to Rotterdam, 12:00 M.

Reports by Wireless From United States Naval Communication Service [Distance is given in miles; reports are given in full unless otherwise indicated.]

The Week in Business

Readjustment to a lower level was hastened last week by the focussing of popular attention upon the recent cuts in cotton goods and upon the announcement of lower prices by three automobile makers.

From statements issued by retail merchants during the last week, and especially by the secretary of a national organization of retailers, it appears likely that another wave of price cutting at retail is about to set in.

Further price yielding in cotton goods was conspicuous last week. Amory, Brown & Co. made new prices on gingham averaging around 25 per cent below the former list.

Although raw silk maintained its gain of approximately a dollar a pound throughout the week, and some producers and wholesalers advanced prices of finished goods slightly, it was only in a few houses that any large volume of business was done.

Raw wool and cloths may be said to have weakened perceptibly during the week. The British wool sales were weak and prices reverted to about the level of the July slump.

The spurt in the buying of leather reported early in the week died down toward the end, and the trade reverted to inactivity.

Although prices are remaining firm in the jewelry trade, the volume of business continues to shrink. Most retailers are reporting that they are buying sparingly now and are waiting in the orders being placed with wholesalers and manufacturers.

The fur market lacked any distinctive development last week. The strike among the fur manufacturing furriers continues to hold production down to about 25 per cent of normal.

In women's apparel, in which price reductions by both manufacturers and retailers have been extensive for some time, there is a fair volume of business.

BUYERS' WANTS. 50/100 cents per line each insertion. OFFERS TO BUYERS. 50/100 cents per line each insertion. OFFERINGS TO BUYERS. 50/100 cents per line each insertion.

ST. LOUIS—Carroll-Silverman Garment Co. R. Carroll, merchandise manager; Pennsylvania.

Buyers Coming BOSTON—Gilchrist Co. C. W. Downs, woolsen piece goods, silks, etc. in New York September 25; Mrs. Allard, dress, etc., and Mrs. Withers, etc.; due to New York September 25; care 205 Fifth Ave., New York.

S.S. France TRAVEL on this large, fast quadruple-deck steamship. Superior accommodations for all classes of transatlantic travelers.

USMAIL STEAMSHIP COMPANY S.S. PANHANDLE STATE Sailing October 27. NEW YORK TO QUEENSTOWN—BOULOGNE—LONDON.

S. S. SUSQUEHANNA Sailing November 17. Cabin and Third Class Only. FROM NEW YORK: BREMEN AND DIRECT.

SOUTH AMERICA BRAZIL-URUGUAY-ARGENTINE United States Shipping Board's Passenger Service. New York to Rio de Janeiro, Montevideo and Buenos Aires.

INTERNATIONAL MERCANTILE MARINE COMPANY AMERICAN LINE WHITE STAR LINE N. Y.—CHERBOURG—SOUTHAMPTON.

OLYMPIA LARGEST BRITISH STEAMER LONDON PARIS OCT. 9 - NOV. 6 Accommodations available in all classes.

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