Reports of Shipping and News of Foreign Trade

Offset to Low Freights Seen In Motor Ships

Change of Machinery Urged on British Owners, Who Seek to Cancel Orders Given for Steam Vessels

Double-Acting Diesel Out

German Invention Found in Boat Turned Over to English: Motor Liners Due

That the sharp decline in ocean freights, coupled with the realization that no return to anything like the war level of rates can be looked for, are increasing the movement abroad for motor-ship building, is the argument now advanced by advocates of that type of construction. Economies possible through the use of motor ships, it is pointed out, will enable vessels of this kind to operate profitably at a level of freights which would mean losses to other kinds of tonnage.

Frank C. Munson, head of the Munson Steamship Company, recently urged that the Shipping Board should replace the machinery in a large number of its vessels with Diesel equipment and thereby make them both salable and profitable to American ship owners. The large cost of such a move, however, has been put forward as an argument against the plan.

A somewhat similar plan is now being advocated in England, and is being laid before ship owners with cargo steamers now on order. Many contracts have been canceled because of the general depression in shipping and the prospect that the ships would cost too much to insure any adequate return on the investment.

Change to Diesels Urged

"Instead of canceling these contracts," says a British report, "ship owners should, if the construction has not gone too far, cancel the machinery and arrange to install oil engines instead of steam plant. The extra cost would be small, since a ship of from 5 to 10 per cent extra cargo-carrying capacity would be maintained, and as the machinery costs perhaps 20 to 25 per cent more, the price per ton deadweight of the completed vessel is scarcely in excess of the corresponding steamer.

"There are hundreds of ships now on order which might be so converted. Completed as steamers, they will become obsolete nearly as soon as they leave the builder's yard, and will, in many cases, have to be laid up after their first voyage, or even before. In the coming times of stress probably not a single motor ship will be laid up among the dozens of steamers which must accept this fate, and even the question of the longer time needed for completion of the Diesel engine instead of the steam machinery is all in favor of the ship owner who is not in a great hurry for his new vessel."

High Freight Period Past

Pointing out that motor ships are being built to the almost entire exclusion of steam vessels in Sweden, Denmark and Norway, the British publication Motor Ship says that it seems clear that the day of excessively high freights such as were normal last year has disappeared for a very long period. "Ship owners," it is added, "are therefore no longer in the happy position which they occupied in 1920 of being able to ignore the heavy running costs, and they will now be forced to adopt every possible economy. Figures based on actual costs of operation show that an eleven-knot motor ship of about 10,000 tons will save anything between £20,000 and £30,000 per annum, as compared with a coal off oil fired steamer.

"With a fleet of these vessels it is easy to see how their owners can bear a fall in freights with much greater equanimity than their competitors relying wholly on steamers. There are now several such shipowning companies paying from four to ten motor vessels in regular service. It is sufficient to say that these firms, which alone know both sides of the question, are now adopting only motor vessels and have given up the construction of steamers."

German Policy Unknown

How far Germany is going into the construction of Diesel engined ships in the construction of her new merchant marine is not known, because no figures giving details of the shipbuilding in that country at present are available. Two new developments in this direction have come out of Germany, however. One is an oil turbine for marine use and the other a double acting Diesel engine. The latter is in British hands, having been discovered in one of the vessels turned over by Germany. Its operation is now being studied and it is pointed out that it opens up a vista of oil engine construction in very large powers, combining reduction of weight with diminution of initial cost, as compared with existing types.

The first motor passenger liner constructed on a large scale is nearing completion at a British shipyard, and she will shortly be followed by others. Italy is building several of these vessels. The British ship the Magvana will have accommodations for 150 passengers. She is the first of three being constructed on the Clyde for the British India Steam Navigation Company. The Italian motor liners will probably be placed in the trans-Atlantic trade.

Foreign Trade Notes

The government of British India has increased the duty on automobiles from 7½ per cent ad valorem to 20 per cent ad valorem.

Madrid advices to the Department of Commerce state that there is a strong probability that the new Spanish tariff will come into force by royal decree on March 20, or soon thereafter. All outstanding shipments, it is advised, should be made before that date, and orders for subsequent delivery should be accepted conditional to the new duty. There is likely to be an increase on steel products, railway and hardware supplies, machinery of all kinds and textiles.

Shipments of merchandise from the United States to Porto Rico increased 79 per cent in 1920, compared with 1919. Shipments from Porto Rico to the United States nearly doubled in value.

Great interest is being displayed by the Japanese in the development of commercial aviation. Substantial orders are reported to have been placed with the British for airplane engines and parts for flying boats of British construction.

Steps are being taken in Germany toward the establishment of a national museum of economics in Leipzig.

Marine Reports

THE TIDES

	High water. AM	PM	Low water. AM	PM
Sandy Hook	10:37	11:03	4:45	4:49
Governor's Island	10:24	11:02	4:36	4:58
Hell Gate	12:26	12:51	6:49	7:00

Arrived Yesterday

Str France (Fr), Havre, March 6; to the Compagnie Generale Transatlantique, with 207 first, 402 second cabin, 603 steerage pass, mails and mdse; Pier 57, N R.

Str General G W Goethals, Cristobal, March 7, Jacmel, 3, Port-au-Prince, 4, and Cape Haytien, 8; to the Panama Railroad Ss Line, with 63 pass, mails and mdse; Pier 1, Hoboken, N J.

Str Nuria (Sp), Bilboa, Feb 22; to Garcia & Diaz, in ballast; in Quarantine.

Str Volunteer, St Michaels, March 5; to the Cosmopolitan Shipping Co, in ballast; Pier 46, N R.

Str Cayo Mambi, Santo Domingo, March 3, and Macoris, 8; to the Atlantic Fruit Co, with sugar; Red Hook Flats, Bklyn.

Str Western Belle, Orani, Feb 14, and Bermuda, March 5; to J W Elwell & Co, in ballast; off Bay Ridge, Bklyn.

Str Eastern Moon, Rotterdam, Feb 24; to the Cosmopolitan Shipping Co, with mdse; off Weehawken, N J.

Str Clearwater, Soerabaya, Dec 30; Batavia, 29, Singapore, Jan 4, Colombo, 13; Port Said, 28; Bizerta, Feb 14, and Barcelona, 25; to the United American Lines, with mdse; off Liberty.

Str Chebaulip, Santos, Feb 10, and St Thomas, March 6; to the U S and Brazil Ss Line, with coffee; Pier 12, Bklyn.

Str Munargo, Guantanamo, Feb 27, and Cienfuegos, March 5; to the Munson Ss Line, with sugar; Nat Sugar Ref, L I City.

Str Ampetco, Hamburg, Feb 24; to the Standard Oil Co of New Jersey; in ballast; Robin's Dry Dock, Bklyn.

Str Olinda (Cub), Nuevitas, March 5; to the Munson S S Line; with mdse; Pier 9, E R.

Str Navarino (Br), Rotterdam, Feb 24; to the Cunard S S Co; with mdse; Pier 4, Ss Weehawken, N J.

Str Arcadia, West Hartlepool, Feb 27; to the Atlantic & Adriatic S S Co; in ballast; off Stapleton, S I.

Str Somme (transport), Antwerp, Feb 28; to the U S A T with 88 first, 46 second cabin pass and 651 troops; also brought 1,400 bodies of U S soldiers; in Quarantine.

Str Stephen R Jones, Porto Padre, March 8; to Crowell & Thurlow; with sugar; off Stapleton, S I.

Str Apache, Jacksonville and Charleston; to the Clyde S S Co; with pass and mdse; Pier 17, N R.

Str Hamilton, Norfolk; to the Old Dominion Trans Co; with mdse; Pier 26, N R.

Str Vesta, Port Arthur, March 2; off Tompkinsville, S I.

Str Lake Gallisteo, Philadelphia; Pier 17, Bklyn.

Str Dancholm (Dan), Havana for Perth Amboy; off Quarantine.

Str Socony 80, Port Arthur; off Tompkinsville, S I.

INCOMING STEAMSHIPS

Due To-day

Vessel.	Port.	Departure.
France	Havre	Mar 6
Rossilion	Havre	Mar 6
Gen G W Goethals	Jacmel	Mar 4
Ryndam	Rotterdam	Mar 4
Somme	Antwerp	Feb 27
Tobia	Cristobal	Mar 5
Zacapa	Cristobal	Mar 7
Ft Hamilton	Bermuda	Mar 12
Ponce	San Juan	Mar 9

Due To-morrow

Patria	Marseilles	Feb 26
Albania	London	Mar 3
Bretttingholm	Gothenburg	Mar 15
Morro Castle	Havana	Mar 10
Iroquois	Turks Isle	Mar 10
City of Savannah	Havana	Mar 8
Comanche	Jacksonville	Mar 12

Due Wednesday

Olympic	Southampton	Mar 9
Munamar	Antilla	Mar 11
Monterey	Havana	Mar 11

Due Thursday

Santa Leonora	Cristobal	Mar 10
Carrillo	Cristobal	Mar 10
Turrialba	Cristobal	Mar 10
Caracas	Curacao	Mar 9
Fort Victoria	Bermuda	Mar 15

Due Friday

Columbia	Glasgow	Mar 9
Argentina	Teleste	Mar 4
Panonia	Gibraltar	Mar 4
Megantic	La Guayra	Mar 7
North American	Cristobal	Mar 10
Madawaska	Cristobal	Mar 9
Arapahoe	Jacksonville	Mar 15
City of St Louis	Savannah	Mar 15

Due Saturday

Aquitania	Southampton	Mar 12
Nieuw Amsterdam	Rotterdam	Mar 4
Etowah	Galveston	Feb 28

Due Sunday

Panhandle State	London	Mar 10
Nassau	Rio de Janeiro	Mar 1
Lenape	Jacksonville	Mar 12

OUTGOING STEAMSHIPS

Sail To-day

	Mail closes.	Vessel sails.
Mormugao, Lisbon	7:00 AM	11:00 AM
Dunstan, Para	12:00 M	3:00 PM
City of Montgomery, Savannah	———	3:00 PM

Sail To-morrow

Panhandle State, London	8:30 AM	12:00 M
Celtic, Naples	7:00 AM	12:00 M
Jebba, Dublin	12:00 M	3:00 PM
E Alexander, Patras	12:00 M	3:00 PM
Wheeling Maid, Burgas	12:00 M	3:00 PM
Munsomo, Vera Cruz	12:00 M	3:00 PM
Yaque, San Domingo	8:30 AM	12:00 M
Santa Marta, Kingston	8:30 AM	12:00 M
Rose, Cape Haiti	10:00 AM	2:00 PM
Apache, Jacksonville	———	12:00 M

Sail Wednesday

Bresa, Marseilles	10:30 AM	3:00 PM
Estonia, Danzig	10:30 AM	2:00 PM
Porto Rico, San Juan	8:30 AM	12:00 M
Maracaibo, Curacao	9:30 AM	12:00 M
Vestris, Buenos Ayres	8:30 AM	12:00 M
Ft Hamilton, Bermuda	7:30 AM	11:00 AM
Agrinon, Guayaquil	———	12:00 M
Comal, Galveston	———	12:00 M

Sail Thursday

Mongolia, Hamburg	9:30 AM	12:00 M
Helig Olav, Christiania	11:00 AM	2:00 PM
East Wind, Genoa	10:30 AM	2:00 PM
Caronia, Liverpool	8:00 AM	12:00 M
France, Havre	8:30 AM	12:00 M
Morro Castle, Vera Cruz	8:30 AM	12:00 M
Carolyn, San Juan	———	12:00 M

Sail Friday

Gen G W Goethals, Cristobal	12:00 M	4:00 PM
Pleiades, Cristobal	9:00 AM	12:00 M
Tampico, Turks Isle	12:00 M	3:00 PM
Wells City, Bristol	———	12:00 M

Sail Saturday

Olympic, Southampton	10:00 AM	2:00 PM
Ryndam, Rotterdam	8:00 AM	12:00 M
Duca d'Abruzzi, Genoa	8:30 AM	12:00 M
Calabria, Patras	9:30 AM	12:00 M
Antigone, Danzig	10:00 AM	2:00 PM
Chetopa, Copenhagen	10:00 AM	2:00 PM
Gretchen, Cristobal	7:30 AM	3:00 PM
Zacapa, Puerto Barrios	8:30 AM	11:00 AM
H R Mallory, Havana	8:30 AM	12:00 M
Ponce, San Juan	8:30 AM	12:00 M

TRANSPACIFIC MAILS

The connecting mails close at the General Postoffice and City Hall Postoffice Station, New York, at 6:00 p. m., as follows:

Japan, Corea and China (specially addressed only), via Seattle steamship West Jaffer, March 16.

Hawaii and Philippine Islands via San Francisco, steamship Granite State, March 17.

Japan, Corea and China (specially addressed only) via Seattle, steamship West Jester, March 29.

Tahiti, Marquesas, Cook Islands and (specially addressed mail for New Zealand and Australia via San Francisco, steamship Marama, March 23.

Hawaii, Samoan Islands, Australia and specially addressed mail for New Zealand via San Francisco, steamship Sonoma, March 24.

Japan, Corea, China, Siberia, French Indo-China, Netherlands East Indies (except Sumatra) and Philippine Islands via Seattle, steamship Hawaii Maru, Mar 26.

Hawaii, Samoan Islands, Australia and New Zealand via San Francisco, steamship Makura, March 26.

Hawaii, via San Francisco, steamship Willamina, March 25.

Hawaii via San Francisco, steamship Manoa, March 25.

Reports by Wireless

From the U. S. Naval Communication Station

[Distance is given in miles. Reports are dated at noon unless otherwise specified.]

Abercos 711 W Columbia River 8 PM Mar 10.

Agwimoon 237 SW Sand Key Mar 12.

Agwiworld 126 S by W Hatteras Mar 12.

Algonquin 275 S Ambrose Mar 11.

Algonquin 2892 W San Francisco 8 PM Mar 11.

Alliance 218 S Ambrose Mar 12.

Annetta 276 S Ambrose Mar 13.

Anniston lat 24 17 lon 96 16 Mar 12.

Antietam lat 26 31 lon 72 20 Mar 12.

Arizonian 132 S San Pedro 8 PM Mar 12.

Aryan 11 W Sand Key Mar 12.

Babboosie 40 E Cape Henry Mar 13.

Baldbutte 58 N Hatteras Mar 12.

Barrenfork 5 S Lookout Mar 13.

Baton Rouge 60 S Hatteras Mar 13.

Baytown 124 W Key West Mar 11.

Beatrice passed Hatteras 7:30 AM Mar 12.

Bessemer 36 SW Hatteras Mar 12.

Blue Point passed Nantucket LV 11:30 AM Mar 12.

Dowes Castle lat 36 42 lon 75 45 Mar 12.

Buffalo Bridge 600 E Cape Henry Mar 13.

Canadian Volunteer 80 SW Cape Sable 4 PM Mar 12.

Carolyn 151 S Scotland LV Mar 12.

Cascade 300 E Delaware Breakwater Mar 11.

Chas H Cramp 963 S San Pedro 8 PM Mar 11.

Charles M Everest 270 SW Hatteras Mar 13.

Charles Pratt 100 WNW Tortugas Mar 12.

Chief 646 E Henlopen Mar 13.

Chickasaw 27 E Sand Key Mar 12.

Chicomico 815 W Honolulu 8 PM Mar 11.

Chifuku Maru 20 from Beaufort 4 PM Mar 12.

China 1,088 W Honolulu 8 PM Mar 11.

City of Atlanta 150 NNE Hatteras Mar 13.

City of Para 1,535 S San Francisco 8 PM Mar 11.

City of Savannah 117 S Hatteras Mar 13.

City of St Louis 102 SW Fryingpan Mar 12.

Clare 110 N San Juan Mar 11.

Coeur D'Alene 140 E Cape Henry Mar 13.

Conoho 1,107 W Honolulu 8 PM Mar 11.

Conshohocken 527 N Watling Island Mar 12.

Continental Bridge 80 S Hatteras Mar 12.

Cornelia 284 S Ambrose Mar 13.

Corning 160 S Ambrose 8 PM Mar 11.

Corozal 150 N Cape Canaveral Mar 12.

Creole 258 S Scotland LV Mar 13.

Cristobal 188 S Cape Henry Mar 12.

Crampton Anderson 990 W Key West Mar 12.

Cross Keys 1,955 from Seattle 8 PM Mar 9.

D G Scofield 1,200 S San Francisco 8 PM Mar 12.

Dannedalke 227 SW Hatteras Mar 13.

Darden 4 N Havana Mar 13.

Delight 1,722 from Cape Flattery 8 PM Mar 9.

Democracy 120 E Fire Island 9:22 AM Mar 13.

Derbyline 63 SW Nantucket LV Mar 12.

Des Moines Bridge 200 ENE Cape Henry Mar 13.

Dolphin 52 N Jupiter Mar 12.

Dominion 180 E Portland Me Mar 12.

Dorchester 51 E Fire Island Mar 13.

Eagle 320 S San Diego 8 PM Mar 11.

Ebro 585 S Balboa Mar 11.

Ecuador 1,077 W Honolulu 8 PM Mar 11.

Edith 250 S Ambrose Mar 13.

Edward L Doheny 170 N Tampico Mar 12.

El Isleo 100 S Jupiter Mar 12.

El Norte 25 WNW Tortugas Mar 11.

El Oriente 218 SW Hatteras Mar 13.

El Rio 29 N Hatteras Mar 13.

Elsley City 2,110 W San Pedro 8 PM Mar 11.

Enterprise 1,288 W San Francisco 8 PM Mar 10.

Esperanza 748 NE Jupiter Mar 12.

Essex 83 E Fire Island Mar 13.

Evelyn 70 NE Cape Henry Mar 12.

Everett 90 WSW Nantucket Mar 13.

Fitmore 331 S Hatteras Mar 13.

Fleetco lat 16 29 lon 71 12 Mar 12.

Floridian 51 S Balboa Mar 11.

Frank Brainard passed Hatteras 6 PM Mar 11.

Fred W Weller 150 E Tampico Mar 12.

Freeport Sulphur No 5 590 S San Francisco Mar 10.

Galina 15 ENE Key West Mar 11.

Gearagow 51 E Sand Key 8 PM Mar 12.

Gen Crawley 340 E Tortugas Mar 12.

General G H Ernst 45 NE Cristobal Mar 11.

George H Jones 59 E Ambrose Mar 13.

George W Barnes 102 E Hatteras Mar 12.

Glendola 187 S Delaware Breakwater Mar 12.

Glenpool 150 N Jupiter Mar 12.

Guilland 110 S Hatteras Mar 13.

Guilfmaid 177 S Overfalls Mar 12.

Gulf of Mexico 6 E Tortugas Mar 12.

Gulf Star 270 N Tampico Mar 11.

H L Pierce 40 E Hatteras Mar 13.

Habira 125 W Sand Key Mar 12.

Halo 43 W Sand Key Mar 12.

Halsey 80 S Hatteras Mar 12.

Halsey 53 W Sand Key Mar 11.

Harry Luckenbach 563 E Ambrose Mar 13.

Harvester 187 NE Tampico Mar 12.

Hawaiian 148 E Ambrose Mar 13.

Hawkeye State 1,212 E Honolulu 8 PM Mar 11.

Haxman 1,880 E Cape Henry 8 PM Mar 11.

Hounas 48 W Sand Key Mar 12.

Hoxbar 72 E Tuxnam Mar 12.

Huguenot 22 E Sand Key Mar 12.

Iris 180 N Havana Mar 12.

Isabela 9 ESE Tortugas Mar 12.

J W Van Dyke 125 N Jupiter Mar 12.

Jacona 7 E Fire Island Lightship Mar 13.

James McGee 100 NNW Key West Mar 13.

Japan Arrow 280 NW Jupiter Mar 11.

John Worthington 558 S Panama Mar 12.

Jonancy 14 NE Cape Charles Mar 13.

Joseph F Cudahy 171 E Tampico Mar 12.

Julia A S Huck Island Mar 13.

Kaweah 171 SW Cape San Antonio Mar 12.

Labette 170 E Cape Henry Mar 13.

La Brea 590 from San Pedro 8 PM Mar 11.

Lake Beacon 35 SW Nantucket Mar 13.

Lake Crescent 20 off Tortugas Mar 12.

Lake Elsinore 37 E Hatteras Mar 12.

Lake Faresman 171 S Ambrose Mar 12.

Lake Faribault 50 ENE Fire Island Mar 12.

Lake Ferrona 520 E Five Fathom LV Mar 12.

Lake Fillmore 46 SW Hatteras Mar 13.

Lake Fiatonia 120 NE Tampico Mar 12.

Lake Francen 27 SW Westquarter Mar 13.

Lake Friar 50 S Miami Mar 13.

Lake Kyttle lat 37 14 lon 77 10 Mar 12.

Lake Marion 15 NW Tortugas Mar 12.

Lake Markham 30 N Hatteras Mar 13.

Laurel Branch 41 S Balboa Mar 12.

Lemuria 25 S Cape Mala 4 AM Mar 12.

Lenape 298 S Scotland LV Mar 11.

Liberator 445 S San Pedro 8 PM Mar 11.

Ligonier 9 W Sand Key Mar 12.

Lillmae 120 W Sand Key Mar 11.

Livingston Roe 1045 S Scotland Mar 12.

Lorain 1912 SW Balboa Mar 11.

M F Elliott 80 E Sand Key Mar 12.

M F Elliott 40 N Jupiter Mar 12.

Madawaska lat 23 50 lon 74 28 Mar 12.

Manitowoc 23 S Winter Quarter Mar 12.

Manilla 35 N Jupiter Mar 12.

Margaret 35 SW Fryingpan Mar 12.

Matiele 155 W Key West Mar 12.

Meton 392 ENE Hatteras Mar 12.

Mevania 198 N Jupiter Mar 13.

Mexico 27 N Hatteras Mar 13.

Minerva 46 SW Cape Sable Mar 13.

Minooka 282 E Hatteras Mar 11.

Mohawk 132 N Charleston Bar Mar 12.

Momus 222 S Ambrose Mar 13.

Montgomery 480 E Cape Henry Mar 13.

Mohtoso 400 S by E Ambrose Mar 12.

Multinomah 75 W Honolulu 8 PM Mar 11.

Muskogee 100 WNW Tortugas Mar 12.

Nesco lat 34 22 lon 73 22 Mar 11.

Newport 1445 S San Francisco 8 PM Mar 11.

New York 51 E Dry Tortugas Mar 13.

New York passed Hatteras Mar 12.

Nile 210 E Honolulu 8 PM Mar 10.

Nockum 156 SE Overfalls Mar 14.

Norfolk 70 SW Fire Island Mar 13.

Orizaba 133 N Jupiter Mar 12.

Oscar D Bennett 302 NE Elbows Cays Mar 13.

Paulsboro 450 ENE Hatteras Mar 12.

Phoenix Bridge 50 SW Charleston Mar 12.

Pequot lat 25 00 lon 84 28 Mar 11.

Persian 9 SW Fryingpan Mar 12.

Philadelphia 636 S Scotland Mar 13.

Ponce 884 S Scotland Mar 12.

Portola Plumas 198 N Jupiter Mar 13.

Princess Matoika 873 E Ambrose Mar 12.

Princeton 59 N Jupiter Mar 12.

Radiant 250 from Hatteras Mar 13.

Rayo 300 SW Hatteras Mar 13.

Rokos Vergottis passed Jupiter 11 AM Mar 12.

Romulus 260 S Breton Reef Mar 12.

Rosalind lat 41 07 lon 68 33 Mar 13.

Ruth 126 NE Cape Henry Mar 12.

S B Hunt 53 N by E Hatteras Mar 12.

S V Harkness 653 S Cape Mala Mar 12.

Salem County 208 W Sand Key Mar 12.

Samuel L Fuller 105 S Hatteras Mar 13.

San Gil passed Nantucket LV 11:30 AM Mar 12.

San Gregorio 120 N Jupiter Mar 12.

San Jeronimo 130 W Key West Mar 12.

San Jose 159 S Henlopen Mar 13.

San Ubaldo 7 S Ambrose Mar 12.

Santa Barbara 567 E Cape Henry Mar 12.

Santa Inez 1,641 S San Francisco Mar 12.

Santa Isabel 250 E Fernandina Mar 12.

Santa Leonora 1,462 S Ambrose Mar 12.

Santa Paula 3 E Navassa Island Mar 12.

Santa Rita 510 S San Francisco 8 PM Mar 12.

Saint Croix 651 S Ambrose Mar 12.

Saturnus 188 S Scotland LV Mar 12.

Sassenheim 30 N Jupiter Mar 12.

Shropshire lat 37 10 lon 75 02 Mar 12.

Sixaola 769 S Ambrose Mar 11.

Sonoma 148 N Hatteras Mar 13.

Sonoma 1,372 from San Francisco 8 PM Mar 11.

Standard 146 E Port Lobos Mar 12.

Steel Age 275 SE St Thomas Mar 11.

St Mihiel 172 S Ambrose Mar 12.

Subing 38 S Ambrose Mar 12.

Sunewer 22 SE Cape Henry Mar 13.

Sunoil 118 NNE Port Lobos Mar 12.

Swiftstar 1,646 S San Francisco Mar 12.

Texas 243 S Sabine Bar Mar 12.

Thomas P Reynolds lat 39 27 lon 64 00 Mar 12.

Thomas Wheeler 40 N Hatteras Mar 13.

Tioga 260 S Scotland LV Mar 12.

Tolesa 70 E Cape Henry Mar 12.

Tuberger 29 N Miami Mar 11.

Ulysses 202 NE Colon Mar 11.

Venezuela 1,915 W San Francisco 8 PM Mar 11.

Ventura 1,755 W San Francisco 8 PM Mar 11.

Vistula 38 off Beaufort N C Mar 12.

Volunteer 2 N Cape Henry Mar 12.

W H Allen 188 SW Hatteras Mar 12.

W M Irish 6 E Key West Mar 12.

W S Miller 176 from Port Townsend 8 PM Mar 10.

Walter A Luckenbach 270 S San Pedro Mar 11.

Walter L Munson 1,063 S Ambrose Mar 12.

Wawalona 1,734 W Portland 8 PM Mar 10.

West Camak 324 S San Pedro 8 PM Mar 12.

West Caruth 100 E Ambrose Mar 11.

West Catamoe lat 25 59 lon 70 50 Mar 13.

West Hika 287 W Honolulu 8 PM Mar 11.

West Ilkton 1,989 W Honolulu 8 PM Mar 11.

West Isleta 62 S Portland LV 8 PM Mar 11.

West Ivan 2,021 from Flattery 8 PM Mar 10.

West Isis 2,063 W Flattery 8 PM Mar 10.

West Nilus 31 S Hatteras Mar 12.

West Wego 134 E Henlopen Mar 13.

Westmoreland 5 NE Colon Mar 11.

Westpool 907 E Ambrose Mar 12.

William H Doheny 125 S Cape May Mar 12.

Willmantic 142 E Ambrose Mar 13.

Winding Gulf 148 NE Cape Henry Mar 13.

Wolverine State 2,200 W Honolulu 8 PM Mar 11.

Yalza 72 WSW Nantucket Mar 13.

Zacapa 1,130 S Scotland LV Mar 12.

AMERICAN PORTS

BALTIMORE, March 13—Arrived: Strs Bedford, New York; Bradford City (Br), Hamburg via Bremerhaven; Polaris (Dan), Malmo. Sailed: Str Cazadero (Swed), Genoa; Hudsonian, Bizerta; schr M Vivian, Portland, Me (in tow).

CHARLESTON, S C, March 13—Sailed: Str Cassiopeia, New York.

JACKSONVILLE, Fla, March 13—Arrived: Strs Arapahoe, New York via Charleston; Point Adams, San Francisco.

NORFOLK, Va, March 13—Arrived: Strs Grelet (Fr), Gay Massie, Orleans (Br), Philadelphia; Castellon (Br), Philadelphia, California (Fr), New Orleans. Sailed: Galveston, Conrad Mohr (Nor), Port Arthur; Evelyn, New York; Vittorio Veneto (It), Bakar; Hermes (Nor), Marseilles; Assuinia M Embiricos (Gk), Gibraltar; Huda (Fr), Galveston; Yomachichi, Galveston; Peekskill, Southampton. Sailed: Strs Mastemsnabb (Dn), Rotterdam; Paraja (Gk), Galveston; Sunrise, Japan; Jamamo, Cristobal; Cristobal, Labelle; Manchester Vanguard, Japan; Julia Luckenbach, ——— E R Kemp, Tampico.

PORT ARTHUR, Tex, March 13—Arrived: Brilliant, New York; Sucrosa, Tampico; War Begum, Lisbon; Charles Braley, Hoquiam. Sailed: Sangamon, New York; Agwia, Tampico.

PORTLAND, Me, March 13—Arrived: Dunbritton (Br), Liverpool.

PORT EADS, La, March 13—Arrived: Celba (Honduras), Celba, Halway, New York; Jamaica, Kingston; Munisla, Cuba; Nicaragua (Br), Tampico; Fortuna (Br), United Kingdom. Sailed: British Peer (Br), Barrow; Chalmette, Havana; El Estero, New York; Metapan, Cristobal; Noddle Island, Barcelona; Ossa, Texas City; Saranac, Port Barrios; Tuguegarao (Hond), Celba.

SAVANNAH, Ga, March 13—Arrived: City of St Louis, New York; Lake Gedney, Jacksonville.

TAMPA, Fla, March 13—Sailed: Conoton, New York; Lake Elmont, Mobile.

MARITIME MISCELLANY

Schr Frieda (Bel), adrift March 13 in 38 44 N 73 26 W. Crew picked up by str Hofuku Maru.

SAN FRANCISCO, March 5—Schr Admiral Mayo (Am), Callao for Seattle, arrived leaking, sails lost.

LONDON, March 11—Str Arras (Fr), which returned to Boulogne after starting for New York, is still there.

Schr 437 William H Smith (Am), Tacawa for San Francisco, arrived Papeete, leaky.

ST JOHN'S, N F, March 11—Schr Barbara Barr (Br), leaking on reef off Cape Race.

Schr Retraction (Br), for Cadiz, caught in ice floe off Cape Race.

Schr Tipperary (Br), on beam ends, may go to pieces any time.

SANDY HOOK, March 12—Tug Storm King (Am), refloated unassisted at Atlantic Highlands pier.

NEWPORT NEWS, March 13—Str Matoppo (Br), from New York and Newport News for Melbourne, returned here in distress.

ST MICHAELS, March 10—Str Poleric (Br), had fire in No. 6 hatch.

BUENOS AYRES, March 12—Mihanovich Steamship Co. with 200 vessels, resuming service after year's stoppage caused by strikes.

LONDON, March 13—Str Leonita (Sp), sinking west of Gibraltar. Str Haworth (Br), standing by, rescuing.

BOSTON, March 13—Str City of Columbus (Am), from Savannah, floated off Lovell's Island and towed to Fore River yards to repair 35-foot rent in starboard

Alaska Making Wood Pulp

WASHINGTON, March 13.—Alaska now is manufacturing wood pulp, the Department of Agriculture announcing to-day receipt of samples of the first run of a new mill established near Juneau on the Tongass national forest. Forest service officials after examining the samples declared that the establishment of the mill marked another milestone of progress in pulp production for the newsprint industry.

In the World of Shipping

With only one more keel to be laid for the account of the Shipping Board, the government's construction program is rapidly approaching completion. There are still under construction and to be delivered to the board fifty vessels of 407,000 gross tons, the latter figure comparing with millions of tons building for the government's account hardly more than a year ago. With the delivery of the last vessel American shipyards will have turned out 2,312 boats for the Shipping Board.

With government work practically at an end and hardly anything in sight in the way of new orders for private account, the outlook for the American shipbuilding industry continues gloomy. Some of the largest companies are now reducing forces and shutting down plants, and those that will continue will do so on a basis of reduced labor costs.

One of the few optimistic forecasts that have been made recently, from the shipbuilders' standpoint, comes from Great Britain. One of the heads of the Holt shipping interests sees opportunities for the shipyards. There are too many ships in the world under the present conditions of trade, he says, but in his opinion there is still a shortage of certain types, which must be made up. Too many cargo vessels of the smaller types and too few of the larger and more efficient ones, and of combination cargo and passenger vessels, is the situation as he sees it.

This state of affairs applies especially to the new American merchant marine. J. Herbert Anderson, head of the Anderson Overseas Corporation and the man who sought to sell the Shipping Board's wooden tonnage abroad, has pointed this out. Fabricated shipbuilding, necessitated by the war, has resulted in a government fleet composed of comparatively few types of vessels and many unsuited for overseas service.

Normally the replacements that are made annually to make up for obsolete tonnage retired or broken up furnish the world's shipyards with considerable work. At present the percentage of superannuated vessels is abnormally large, because of the strain of war service and because numbers of vessels have been kept in service beyond their normal span of life.

Under present conditions, however, these factors are not looked to to furnish much employment for shipyards. Vessels that have become inefficient to a degree that renders them useless for service will be retired, but until the freight markets show some improvement there is little likelihood that replacements will be made on any large scale. Some ships will be built, but this will be only in cases where employment is assured. Speculative building is, temporarily at least, a thing of the past.

Germany is using the barter plan to aid her shipping. One of the subsidiary lines of the North German Lloyd, for instance, has traded one of its larger steamers for five smaller vessels, which can be utilized to more advantage in the subsidiary service. The exchange was made with a Dutch shipping firm.

It is also announced from Germany that the Hansa Line has chartered English vessels and will operate them in its service at once. It has further been reported that a number of British vessels have been sent to Hamburg for repairs. German shipyards are reported to be building ships for Scandinavian and Dutch account. The Hamburg-American Line expects to have a liner running to New York in a few months, and, taking it altogther, Germany is rapidly resuming her shipping relations with other nations.

Lamport & Holt Fleet to Gain Two 15,000-Ton Liners

S. S. Vandyck, Just Launched at Belfast, and Voltaire Soon to Take Water; Replace Ships Germans Sunk

Announcement was made yesterday by the Lamport & Holt Line that the company's new 15,000-ton steamship Vandyck had been launched at the Belfast yards of Workman, Clark & Co. and would enter the line's service between New York, Brazil and the Argentine this summer.

Within a few weeks a sister ship, the Voltaire, will take the water from the same yards, and both these vessels will augment the Lamport & Holt Line's fleet of passenger steamships, which now include the Vestris, Vauban and Vasari.

The new vessels are named after two of the fleet that were sunk by German raiders. The old Vandyck, laden with passengers and a cargo of chilled Argentine beef for the Allies, was captured by the German cruiser Karlsruhe while bound to this port. The Voltaire was sunk by a submarine and her captain and crew sent to Germany as prisoners of war.

The new vessels, according to advices received from Belfast, will be the finest products the British yards have turned out, both having been specially designed for the South American trade. A special effort has been made to equip them with the best ventilating equipment known to marine constructors.

In the north and south trade passengers are consistently confronted with changes of extreme temperature. When New York is enduring its winter season Brazil and the Argentine are enjoying their summer. With the new fast Vandyke and Voltaire the run will be made between these extreme weather zones within seventeen days. But the change of temperature will not be perceptible to the passengers. With the hot and cold ventilating system on each vessel a comfortable temperature can be maintained aboard ship regardless of the weather through which the vessel is passing.

The new steamships, which are oil burners, are equipped with two sets of double reduction geared turbines which develop 7,000 horsepower and enable the twin screws to give a speed of fifteen knots. They carry lifeboat equipment capable of comfortably taking care of maximum passenger complement and crew. Among the innovations are elevators operating between three decks.

The Vandyck and Voltaire are each 526 feet long with a beam of 64 feet and accommodations for 300 first, 150 second and 230 third class passengers.

Chilean President Seeks To Avert Business Crisis

VALPARAISO, Jan. 25 (By Mail).—The fall in the rate of Chilean exchange on London from nearly 12 pence to 9 pence per peso in the last few months and the abnormal rise of the American dollar until it has been quoted above 7 pesos, the highest in five years, had a depressing effect in financial and commercial circles throughout the country. The normal quotation of the dollar is about 5 pesos.

Chilean firms and importing agents with connections in the United States virtually suspended all purchases there owing to the premium on the dollar. Meanwhile quantities of American merchandise, variously estimated at $1,000,000 to $2,500,000, accumulated in the custom houses, the consignees having refused to accept the goods against the high rate on New York.

Commercial bodies here and in Santiago have been closely observing the general situation, with a view to suggesting to the government measures to relieve what has been described as an "acute commercial crisis."

The financial condition of the country and the problem of stabilizing Chile's money, which has a wide fluctuation, are now occupying the attention of the new government, which came into power December 23 last. President Alessandri is known to favor establishment of a central bank, under government control, to facilitate the conversion of paper money into gold. The country's conversion fund now amounts to 114,110,000 Chilean gold pesos. It is estimated 150,000,000 gold pesos are required before the conversion law, passed by Congress several years ago, can be applied. Its application has just been postponed until December 31, 1921.

Chilean paper is calculated in terms of British currency. Weakness of the pound sterling against New York is said in some quarters to have contributed to the drop in Chilean exchange. Another reason is said to be the lack of sales of nitrate, from which the government derives more than 50 per cent of its annual income.

German Firms to Build Locomotives for Spain

LONDON, Feb. 28.—Germany's entrance into the race for world trade is shown in the news that three groups of German firms, the Vulcan, the Lincke