65TH CONGRESS : : : 3D SESSION

DECEMBER 2, 1918–MARCH 4, 1919

HOUSE DOCUMENTS

VOL. 67

WASHINGTON : : GOVERNMENT PRINTING OFFICE : : 1918

AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

65TH CONGRESS : : 3D SESSION

DECEMBER 2, 1918–MARCH 4, 1919

J66

HOUSE DOCUMENTS

D. of D.
OCT 11 1920

VOL. 67

WASHINGTON : : GOVERNMENT PRINTING OFFICE : : 1918

65TH CONGRESS } HOUSE OF REPRESENTATIVES { DOCUMENT
3d Session } { No. 1435

ANNUAL REPORT

OF THE

COMMISSIONER OF NAVIGATION

TO THE

SECRETARY OF COMMERCE

FOR THE

FISCAL YEAR ENDED JUNE 30, 1918

[With certain statistical tables for 1917]

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

Persons on a regular mailing list of the Department of Commerce should give prompt notice to the "Division of Publications, Department of Commerce, Washington, D. C.," of any change of address, stating specifically the form of address in which the publication has previously been received, as well as the new address. The department should also be advised promptly when a publication is no longer desired.

CONTENTS.

	Page.
Changes in trade since 1914	9
Gains and losses during the war	10
Statistics for the years 1917 and 1918	11
Total merchant fleet	11
Vessels built	12
Seagoing ships of 1,000 gross tons or over	12
Progress of American shipbuilding	13
Ships built, by 12-month periods	14
Ships built, by months	15
Ships built in the United Kingdom	16
Analysis of the year's construction	16
Ships of 1,000 gross tons or over built in the year	18
List of ships	18
Summaries	21
Wooden shipbuilding	22
Construction during the current fiscal year	22
Steel vessels building in the United States since 1900	23
Losses of shipping	23
Netherlands ships	24
Navigation receipts	25
Tonnage duties	25
Shipping commissioners	25
Men shipped and discharged	25
Desertion of seamen	26
Allotment notes	26
Wages of seamen	26
Nationality of crews	27
Radio communication	27
Enforcement of navigation laws	29
Overcrowding of passenger boats	32
Numbering act	34
Passenger act of 1882	34
Admeasurement and load line	34
War service	35

APPENDIXES.

A. Reports of shipping commissioners	37
1. Shipments, discharges, and expenditures	37
2. Shipments and reshipments of seamen	38
3. Discharges	38
4. Nationality of seamen	39
5. Failures to join	41
6. Men shipped to be discharged in foreign ports	41
7. Allotments of wages	42
8. Seamen shipped and discharged by collectors	42
B. Wages of seamen	43
1. Average monthly wages paid in the American merchant marine for the year ended June 30, 1918	44
2. Average monthly wages paid to able seamen on American vessels, 1895–1918	49
3. Average monthly wages paid to first mates on American vessels, 1895–1918	56
4. Average monthly wages paid to firemen and first engineers on American steam vessels, 1895–1918	63
5. Shipping Board scale of wages	69

Page.
D. Tonnage tax—Law and collections 71
1. Tonnage tax collections, 1884–1918 71
2. Tonnage tax collected, fiscal year ended June 30, 1918, by customs districts 72
3. Tonnage tax collected, fiscal year ended June 30, 1918, by nationality of vessels 73
4. Tonnage tax collected, fiscal year ended June 30, 1918, by countries from which the vessels entered 74
E. Steel-ship building in the United States 76
F. The world's tonnage, motive power, and materials of construction 77
1. Report of the British Board of Trade 78
2. Report of the Bureau Veritas 80
3. Report of Lloyd's Register 81
4. Motive power and materials of construction of the world's merchant marine (Lloyd's) 82
5. Tonnage for a period of years, with potential tonnage (Bureau Veritas). 88
6. Vessels of over 100 tons built during 10 recent years 89
7. Summary of the world's shipbuilding for 1915 90
8. Construction in progress June 30, 1916 (Lloyd's) 96
9. Vessels lost or broken up during 1914 (Lloyd's) 98
G. Progress of British, German, and Japanese shipping 102
1. Progress of British shipping 102
2. Progress of German shipping 108
3. Progress of Japanese shipping 109
I. Foreign-built yachts 111
J. Square-rigged American vessels on June 30, 1918 112
L. Foreign-built vessels admitted to American registry under the act of August 18, 1914, during year ended June 30, 1918 115
M. War losses 118
N. List of Dutch vessels requisitioned under authority of the proclamation of the President of the United States, March 20, 1918 123
O. Miscellaneous 126
1. Foreign carrying trade of the United States, 1821–1918 126
2. Tonnage of American and foreign vessels entered and cleared in the foreign trade, 1821–1918 129
3. Imports and exports of the United States, by vessels, 1914–1918 131
4. Imports and exports of the United States by water during the years 1914 to 1918 132
5. Statement of American vessels sold to aliens during the past two years. 133

STATISTICAL TABLES.

1. Documented vessels, by customs districts and ports, on June 30, 1918 138
2. Summary of Table 1, by States 141
3. Documented steam and gas vessels, by customs districts and ports, on June 30, 1918 142
4. Documented metal vessels, by customs districts and ports, on June 30, 1918 .. 147
5. Documented steam and gas metal vessels, by customs districts and ports, on June 30, 1918 149
6. Documented metal sail, steam, and gas vessels, by customs districts and ports, on June 30, 1918 153
7. Total number, by classes, of documented wooden and metal vessels on June 30, 1918 155
8. Balance sheet showing increase and decrease of documented vessels, June 30, 1918 155
9. Balance sheet showing increase and decrease in each class of vessels, June 30, 1918 156
10. Documented sail and steam vessels, by years, 1789–1918 158
10a. Documented canal boats and barges, by years, 1868–1918 162
10b. Number and gross tonnage of documented sail vessels, steam vessels, canal boats, and barges on the northern lakes, 1868–1918 163
11. Sail, steam, and gas vessels, canal boats, and barges, by customs districts and ports, on June 30, 1918 164
12. Summary of Table 11, by States 169
13. Size of sail, steam, and gas vessels, by coasts, on June 30, 1918 170

Page.
14. Sail, steam, and gas vessels in cod and mackerel fisheries on June 30, 1918... 171
15. Sail, steam, and gas vessels in whale fisheries on June 30, 1918..... 171
16. Vessels in foreign, coasting, and fishing trades, by years, 1789–1918..... 172
17. Employment of tonnage on June 30, 1918..... 176
18. Construction of sail, steam, and gas vessels, canal boats, and barges, by customs districts and ports, during year ended June 30, 1918..... 177
19. Rig of sail vessels, by coasts, built during year ended June 30, 1918..... 179
20. River, lake, and ocean steam and gas vessels, by coasts, built during year ended June 30, 1918..... 180
21. Metal vessels (sail, steam, gas, barges) built during year ended June 30, 1918..... 180
22. Metal sail, steam, and gas vessels and barges built, by years, 1838–1918..... 181
23. Sail and steam vessels, canal boats, and barges built, by years, 1797–1918... 182
24. Tonnage built annually on the seaboard, western rivers, and Great Lakes, by years, 1857–1918..... 185
25. Vessels built, captured, admitted to registry by acts of Congress, lost, abandoned, and sold to aliens since 1812..... 187
26. Yachts (documented) on June 30, 1918..... 190
27. Yachts (documented), metal, June 30, 1918..... 191
28. Yachts (documented), built during the year ended June 30, 1918..... 192
29. Yachts lost, abandoned, and sold to aliens during year ended June 30, 1918. 192

STATISTICAL TABLES FOR 1917.

Essential tables for year ended June 30, 1917..... 195

Part I.—REPORT OF THE COMMISSIONER, 1918

[For 1917 data heretofore withheld from publication, see Part II, page 195]

REPORT

OF THE

COMMISSIONER OF NAVIGATION.

DEPARTMENT OF COMMERCE,
BUREAU OF NAVIGATION,
Washington, October 1, 1918.

SIR: There is submitted herewith my annual report for the fiscal year ended June 30, 1918. With it are included the statistical tables in detail of the American merchant marine and American merchant shipbuilding for the fiscal year ended June 30, 1917, which for military reasons it was deemed inadvisable to publish last year. The report is now reduced to the narrowest limits compatible with statutory requirements, and is designed mainly to preserve in available form the historical continuity of the records, for present conditions are too exceptional to warrant inferences and conclusions as to the future.

The statistics in this report cover the operations of two totally distinct forces, each resulting in the building and operation of ships adapted to carry cargo and passengers, one force being the usual industrial and commercial effort to build and operate such ships as a familiar form of earning a livelihood for individuals and resulting in a mercantile marine; the other and greater force being the national determination at all costs to win decisive victories in the war against the enemies of civilization and to that end to expend without stint and without regard to pecuniary profit or loss the resources of the people on building and operating the ships needed to win those victories. The merchant marine and the agencies of transportation for war accordingly are mingled in the totals of shipping returns throughout this report, and can not readily be separated. The magnitude, however, of the national effort to win the war may be measured, perhaps, by the fact that Congress in the urgent deficiency act of June 15, 1917, and the war expenses deficiency act of October 6, 1917, authorized merchant shipbuilding to the extent of $1,234,000,000. In 1914 the value of the entire British mercantile marine was somewhat less than $1,000,000,000, estimated from the reports of 117 steamship companies, owning over 70 per cent of British passenger ships and over one-third of the total British tonnage.

CHANGES IN TRADE SINCE 1914.

At a glance the changes wrought by the war in our shipping sailing under registers, enrollments, and licenses is shown by the table following, which, of course, does not include many ships of similar types operated without such documents by the War and Navy Departments. In the period our total tonnage on June 30, 1918, had increased a trifle less than 2,000,000 gross tons, while that in foreign trade, to an increasing extent employed in trans-Atlantic war voyages,

increased over 2,500,000. The excess, of course, has been drawn from ships in the domestic trade along our coasts or on the Great Lakes, where the tonnage is now reduced to ships too small for ocean service, too large to pass the locks of the Welland Canal, except at almost prohibitory cost in time and money of double reconstruction and the tonnage required for necessary war industries.

The following statement shows the total tonnage of the merchant vessels of the United States on June 30, 1914, before the outbreak of the war and on the corresponding date for 1915, 1916, 1917, and 1918:

June 30—	Foreign trade.	Coasting trade.		Total.
		Great Lakes.	Sea and rivers.	
1914	1,076,152	2,882,922	3,969,614	7,928,688
1915	1,871,543	2,818,000	3,699,886	8,389,429
1916	2,191,715	2,760,815	3,517,119	8,469,649
1917	2,446,399	2,769,824	3,654,814	8,871,037
1918	3,603,706	2,708,523	3,612,289	9,924,518

The total increase in our shipping during the year was 1,053,481 gross tons, more than double that of any previous year in our history (see statistical table 25) and a trifle over the total increases for the first three years of the war combined.

GAINS AND LOSSES DURING THE WAR.

The first year of the European war established in the United States the policy of "free ships," or the admission of foreign-built ships to American registry, for the foreign trade. The second year, ended in the summer of 1916, was a period of uncertainty, and the third year, ended in the summer of 1917, was marked by the growth of our shipbuilding industry under the spur of unrestricted submarine warfare. The fourth year has been characterized by the establishment in principle and gradually through the year in practice of direction by the Government of the operation of practically all of our seagoing tonnage, structurally capable of engaging in foreign trade, and by the vote by Congress of vast sums to build trading ships for the Government and to aid in constructing and operating shipyards. These factors are reflected in the following table, showing for the four years the two main sources of increase in our shipping—first, by construction; second, by transfer from foreign flags, including former German ships seized in our ports; and the two main causes of decrease—first, loss or abandonment; second, transfer from the American to foreign flags.

Year ended June 30—	Built in United States.	Lost or abandoned.	Transfer—		Net gain.
			To American flag.	From American flag.	
1915	225,122	211,429	523,361	18,595	518,459
1916	325,413	193,104	83,480	102,479	113,310
1917	664,479	230,630	86,355	197,370	322,834
1918	1,300,868	396,180	363,742	63,160	1,205,270
Total	2,515,882	1,031,343	1,056,938	381,604	2,159,873

STATISTICS FOR THE YEARS 1917 AND 1918.

The following table shows the geographical distribution, motive power, and material of construction, and trade of vessels of the United States and details of construction for the fiscal years 1917 and 1918:

COMPARISON OF AMERICAN MERCHANT MARINE OF 1917 AND 1918.
TOTAL MERCHANT FLEET.

Classification.	1917		1918	
GEOGRAPHICAL DISTRIBUTION.	*Number.*	*Gross tons.*	*Number.*	*Gross tons.*
Atlantic and Gulf coasts	16,246	4,749,739	16,327	5,356,976
Pacific coast	5,388	1,209,533	5,755	1,646,697
Northern lakes	3,001	2,779,087	2,939	2,797,503
Western rivers	1,762	132,678	1,690	123,342
Total	26,397	8,871,037	26,711	9,924,518
POWER AND MATERIAL.				
Sail:				
Wood	4,784	963,973	4,422	900,542
Metal	170	314,491	165	308,993
Total	4,954	1,278,464	4,587	1,209,535
Steam:				
Wood	4,372	830,174	4,233	823,823
Metal	2,364	5,366,361	2,534	6,313,690
Total	6,736	6,196,535	6,767	7,137,513
Gas: [a]				
Wood	9,396	187,281	9,775	275,494
Metal	110	49,545	116	58,307
Total	9,506	236,826	9,891	333,801
Canal: Wood	532	59,740	519	58,588
Barges:				
Wood	4,441	974,048	4,705	1,051,726
Metal	228	125,424	242	133,355
Total	4,669	1,099,472	4,947	1,185,081
Grand total	26,397	8,871,037	26,711	9,924,518
TRADE.				
Registered:				
Sail—				
Wood	589	347,956	566	337,335
Metal	55	92,495	49	83,110
Total	644	440,451	615	420,445
Steam—				
Wood	261	89,295	269	113,084
Metal	435	1,698,455	657	2,750,055
Total	696	1,787,750	926	2,863,139
Gas [a]—				
Wood	894	42,800	1,132	112,529
Metal	14	27,184	21	40,113
Total	908	69,984	1,153	152,642
Barges—				
Wood	1,221	137,982	1,295	151,116
Metal	14	10,232	24	16,364
Total	1,235	148,214	1,319	167,480
Total registered	3,483	2,446,399	4,013	3,603,706
Enrolled and licensed:				
Sail—				
Wood	4,195	616,017	3,856	563,207
Metal	115	221,996	116	225,883
Total	4,310	838,013	3,972	789,090

[a] Included in steam prior to 1915.

COMPARISON OF AMERICAN MERCHANT MARINE OF 1917 AND 1918—Continued.

TOTAL MERCHANT FLEET—Continued.

Classification.	1917		1918	
TRADE—continued.				
Enrolled and licensed—Continued.				
Steam—	*Number.*	*Gross tons.*	*Number.*	*Gross tons.*
Wood	4,111	740,879	3,964	710,739
Metal	1,929	3,667,906	1,877	3,563,635
Total	6,040	4,408,785	5,841	4,274,374
Gas [a]—				
Wood	8,502	144,481	8,643	162,965
Metal	96	22,361	95	18,194
Total	8,598	166,842	8,738	181,159
Canal—Wood	532	59,740	519	58,588
Barges—				
Wood	3,220	836,066	3,410	900,610
Metal	214	115,192	218	116,991
Total	3,434	951,258	3,628	1,017,601
Total enrolled and licensed	22,914	6,424,638	22,698	6,320,812
Grand total	26,397	8,871,037	26,711	9,924,518

VESSELS BUILT DURING FISCAL YEARS 1917 AND 1918.

GEOGRAPHICAL DISTRIBUTION.				
Atlantic and Gulf coasts	567	351,484	708	562,000
Pacific coast	426	167,474	517	518,437
Northern lakes	147	139,336	168	215,022
Western rivers	157	6,185	135	5,409
Total	1,297	664,479	1,528	1,300,868
POWER AND MATERIAL.				
Sail:				
Wood	60	38,301	112	78,894
Metal	4	4,884	3	4,735
Total	64	43,185	115	83,629
Steam:				
Wood	78	30,016	80	37,771
Metal	114	431,304	[b] 229	962,547
Total	192	461,320	309	1,000,318
Gas: [a]				
Wood	588	26,535	612	85,932
Metal	21	25,388	8	4,746
Total	609	51,923	620	90,678
Canal: Wood	26	3,423	32	4,101
Barges:				
Wood	392	98,689	437	113,969
Metal	14	5,939	15	8,173
Total	406	104,628	452	122,142
Total construction	1,297	664,479	1,528	1,300,868

[a] Included in steam prior to 1915. [b] Including 1 cement steam vessel of 3,427 gross tons.

SEAGOING SHIPS OF 1,000 GROSS TONS OR OVER.

Nearly all this total of almost 10,000,000 gross tons is contributing directly or indirectly toward the prosecution of the war by maintaining transportation systems essential to the unremitting activity of domestic production upon which our armies abroad are dependent.

But much less than half of this tonnage is available for direct military purposes. In ordinary times before the war the average size of ships in trans-Atlantic trade between ports of the United States and Europe was 4,500 gross tons, with Asia, Africa, Australia, and South America considerably less. The European average was higher because the great trans-Atlantic express steamships formed so large a part of the total. At the present time when ships generally coal in the United States for the round voyage those under 1,000 gross tons, carrying less than 1,500 tons of cargo, bunker coal, and ship's stores need not be considered for trans-Atlantic trades.

The following statement shows the number and gross tonnage of seagoing vessels of the United States of 1,000 gross tons or over at the 1st of each month from the beginning of 1918:

Month.	Steam.		Sail.		Total.	
	Number.	*Gross tons.*	*Number.*	*Gross tons.*	*Number.*	*Gross tons.*
January 1	814	3,141,487	324	534,351	1,138	3,675,838
February 1	829	3,226,031	324	533,268	1,153	3,759,299
March 1	834	3,258,809	312	516,248	1,146	3,775,057
April 1	866	3,391,826	312	514,604	1,178	3,906,430
May 1	880	3,456,834	316	520,340	1,196	3,977,174
June 1	927	3,634,905	319	524,921	1,246	4,159,826
July 1	965	3,774,189	315	518,216	1,280	4,292,405
August 1	1,017	4,005,296	318	522,327	1,335	4,527,623
September 1	1,061	4,133,317	318	521,659	1,379	4,654,976
October 1	1,090	4,233,731	316	515,699	1,406	4,749,430

Of the total of 1,280 ships of 4,292,405 gross tons on July 1, 1918, the beginning of the current fiscal year, the United States Shipping Board owned 265 of 1,031,564 gross tons, and, in addition, held under requisition 447 of 2,341,117 gross tons, in all, 712 of 3,372,681 gross tons, so that 80 per cent of the total was Government owned or operated on Government account.

The average of 4,500 gross tons per ship in trans-Atlantic trade between the United States and Europe before the war was reached, of course, after years of experience, and the facts upon which it was based are not disturbed by the war which, however, has brought new considerations into play. When ships are required to coal here for the round voyage, larger ships are needed; but, on the other hand, nearly all the great passenger liners have been changed into troop transports, under naval control, reducing the average size of the remainder, and the destruction of large ships has compelled the resort to those of lesser tonnage. Trans-Atlantic transportation, however, is wholly a military subject and no direct facts upon it are stated in these pages. Just before the war there were 3,600 British steamships of over 4,000 gross tons each.

PROGRESS OF AMERICAN SHIPBUILDING.

Great events follow one another so swiftly and the development of forces, military and industrial, is so rapid in these times that the facts relating to ships built in the United States during the year ended June 30, 1918, will be already almost out of date when this report comes from the printer. The record of relative progress during the war is more useful. Up to 1914 our largest output was 614,216 gross tons during the fiscal year ended June 30, 1908, and

our maximum output, with all yards working at full capacity all the year, would have been about 750,000 gross tons. The annual output for years may be found in statistical table 25, near the end of this report. Shipbuilding in the United States was at its lowest stage in 17 years when the European war began, our output for the fiscal year ended June 30, 1915, amounting to only 225,122 gross tons. Under the impetus of European demands for ships to carry supplies for allied armies, intensified later by submarine losses and followed by extensive British, French, and Norwegian, as well as our own, orders for new ships, the output of our yards steadily increased and new yards began to be established. Still later the resources of the Treasury of the United States, virtually without bounds except those fixed by the physical limitations upon shipbuilding, were devoted to the industry. Perhaps the simplest and fairest way to state the growth of the industry is by the following table, showing at the end of each month from June, 1916, to October, 1918, the output of ships for the 12 months ended with the last day of that month.

GROSS TONNAGE OF MERCHANT VESSELS BUILT IN THE UNITED STATES (INCLUDING THOSE FOR FOREIGN OWNERS) AND OFFICIALLY NUMBERED DURING SUCCESSIVE 12-MONTH PERIODS BEGINNING WITH THE 12 MONTHS WHICH ENDED JUNE 30, 1916.

12 months ended—	Seagoing.						Grand total, including non-seagoing.	
	Steel.		Wood.		Total.			
1916.	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*
June							1,030	347,147
July							1,012	361,313
August							1,042	398,671
September							1,057	424,058
October							1,086	476,922
November							1,124	537,683
December							1,179	555,262
1917.								
January							1,230	602,449
February							1,258	606,891
March							1,314	630,508
April							1,367	683,725
May							1,445	713,071
June	114	468,502	80	131,449	194	599,951	1,546	812,659
July	124	513,567	84	143,778	208	657,345	1,630	871,080
August	128	537,804	93	152,765	221	690,569	1,681	904,354
September	132	547,325	100	162,646	232	709,971	1,688	942,516
October	130	553,975	115	184,287	245	738,262	1,693	962,969
November	139	538,206	123	192,515	252	730,721	1,701	949,601
December	142	605,738	137	211,830	279	817,568	1,699	1,034,296
1918.								
January	144	607,404	137	211,626	281	819,030	1,657	1,025,496
February	157	682,867	146	222,723	303	905,590	1,669	1,106,093
March	180	759,354	153	238,051	333	997,405	1,670	1,194,127
April	203	845,338	157	236,498	360	1,081,836	1,668	1,278,132
May	232	966,850	151	219,947	383	1,186,797	1,661	1,381,369
June	252	1,031,976	158	215,716	410	1,247,692	1,622	1,430,793
July	275	1,124,066	189	274,330	464	1,398,396	1,610	1,571,572
August	315	1,268,452	214	354,172	529	1,622,624	1,612	1,781,379
September	352	1,411,144	256	465,327	608	1,876,471	1,681	2,013,264

Even this statement does not fully show the rapid development of the industry, as the shipyards, especially some of the largest on the Atlantic seaboard, have been engaged simultaneously on the largest project of naval construction in our history, covering about 900,000 tons displacement of war ships of various types. Extensive

repairs were also made on nearly 100 large German steamships which the enemy sought to damage hopelessly before they were seized by the United States.

Special causes operating often for only a few days, which are absorbed in a statement of 12 months' output, affect a statement of output by months. The following statement of the output, by months, from July, 1916, to August, 1918, contributes, however, to an understanding of the 12 months' statement.

VESSELS BUILT AND OFFICIALLY NUMBERED IN THE UNITED STATES, BY MONTHS, FROM JULY, 1916, TO OCTOBER 1, 1918, INCLUDING VESSELS BUILT FOR FOREIGN OWNERS.

Month.	Seagoing.						Nonseagoing.		Grand total.	
	Steel.		Wood.		Total.					
1916.	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*
July	4	9,826	3	1,784	7	11,610	114	19,121	121	30,731
August	5	22,479	5	3,168	10	25,647	114	27,121	124	52,768
September	5	25,552	5	2,632	10	28,184	84	10,239	94	38,423
October	15	37,770	7	14,238	22	52,008	95	18,224	117	70,232
November	20	66,429	3	2,644	23	69,073	86	21,563	109	90,636
December	4	18,385	2	1,296	6	19,681	81	18,205	87	37,886
Total	53	180,441	25	25,762	78	206,203	574	114,473	652	320,676
1917.										
January	10	52,082	6	6,672	16	58,754	83	14,841	99	73,595
February	4	18,779	5	6,777	9	25,556	63	11,448	72	37,004
March	6	38,553	5	5,448	11	44,001	126	15,110	137	59,111
April	8	44,653	11	22,570	19	67,223	148	11,822	167	79,045
May	11	36,086	19	33,004	30	69,090	162	22,137	192	91,227
June	22	97,908	9	31,216	31	129,124	196	22,877	227	152,001
Total	61	288,061	55	105,687	116	393,748	778	98,235	894	491,983
July	14	54,891	7	14,113	21	69,004	184	20,148	205	89,152
August	9	46,716	14	12,155	23	58,871	152	27,171	175	86,042
September	9	35,073	12	12,513	21	47,586	80	28,999	101	76,585
October	13	44,420	22	35,879	35	80,299	87	10,386	122	90,685
November	19	50,660	11	10,872	30	61,532	87	15,736	117	77,268
December	17	85,917	16	20,611	33	106,528	52	16,053	85	122,581
Total	81	317,677	82	106,143	163	423,820	642	118,493	805	542,313
Total, 1917	142	605,738	137	211,830	279	817,568	1,420	216,728	1,699	1,034,296
1918.										
January	12	53,748	6	6,468	18	60,216	39	4,579	57	64,795
February	17	94,242	14	17,874	31	112,116	53	5,485	84	117,601
March	29	115,040	12	20,776	41	135,816	97	11,329	138	147,145
April	31	130,637	15	21,017	46	151,654	119	11,396	165	163,050
May	[a] 40	157,598	13	16,453	53	174,051	132	20,413	185	194,464
June	42	163,034	16	26,985	58	190,019	130	11,406	188	201,425
Total	171	714,299	76	109,573	247	823,872	570	64,608	817	888,480
July	37	146,981	38	72,727	75	219,708	118	[b] 10,223	193	229,931
August	49	191,102	39	91,997	88	283,099	89	12,750	177	295,849
September	46	177,765	54	123,668	100	301,433	70	7,037	170	308,470
Total	132	515,848	131	288,392	263	804,240	277	30,010	540	834,250

[a] Includes 1 cement vessel of 3,427 gross tons.
[b] Includes 1 cement vessel of 325 gross tons.

Up to October 1 the Hog Island shipbuilding plant, with its 50 ways, had not finished any of the ships in various stages of construction, and its output, accordingly, had not begun to appear in the tables above, which are now published monthly.

For purposes of comparison the following official statement is reprinted, issued by the British Admiralty, showing the gross tonnage

of merchant vessels completed in the shipbuilding yards of the United Kingdom for each of the months named and for the 12 months' period ending with the end of that month, all ships being built in the United Kingdom of steel, except an inappreciable amount of wood (wood even for matches is scarce) and for obvious reasons, all being seagoing except a trifling amount for small rivers and harbors:

Month.	Gross tons.	12 months, gross tons.	Month.	Gross tons.	12 months, gross tons.
1917.			1918.		
June	109,847	833,863	January	58,568	1,173,953
July	83,073	865,147	February	100,038	1,194,540
August	102,060	928,470	March	161,674	1,237,515
September	63,150	957,185	April	111,533	1,279,337
October	148,309	1,045,036	May	197,274	1,406,838
November	158,826	1,133,336	June	134,159	1,431,150
December	112,486	1,163,474	July	141,948	1,490,025
			August	124,675	1,512,640
			September	144,772	1,594,262

Vessels when officially numbered are structurally complete, as a rule, and often simultaneously take out their registers or enrollments. More frequently furnishing and painting remain to be done after numbering and before registering, but this period seldom exceeds a fortnight. During the six months from January to June, 1916, inclusive, 524 vessels of 240,055 gross tons were built and officially numbered in the United States, while for the same period Lloyd's returns reported 160 ships of 238,255 gross tons launched in British yards. Since March, 1918, the output of the yards of the United States and of the United Kingdom have been about equal, and at present the output of this country leads. The maximum output of yards of the United Kingdom in peace times, according to Lloyd's returns was 612 vessels of 1,793,287 gross tons during 1913, and in the same year 688 vessels of 1,932,153 gross tons were launched. Comparative figures for foreign countries are given in Appendix F.

Several other branches of the Government have been collecting statistics of ships built in other countries, ships lost, etc., during the past year. So the facts on these matters usually carried in this report have not been assembled, or where assembled are not put in print.

ANALYSIS OF THE YEAR'S CONSTRUCTION.

During the past fiscal year 1,529 vessels of 1,300,868 gross tons were built and documented as vessels of the United States, compared with 1,300 of 664,479 gross tons during the year ended June 30, 1917. Neither figure fully represents the extent of merchant shipbuilding in the United States, because, in addition, in the fiscal year 1918, 22 vessels of 48,531 gross tons were built here for and delivered to foreign owners, and, in the fiscal year 1917, 40 vessels of 134,895 gross tons were built for and delivered to foreign owners.

The fiscal year has been a period of transition from the construction of ships for private account by private industry to the construction of ships, to be paid for from the Treasury of the United States, by the shipbuilding industry directed in most of its activities to a greater or less extent by Government agencies and aided in various directions by grants from the Public Treasury. The year opened with the former

system of construction in full operation, and maintained to a great extent by contracts being fulfilled for our British and French allies and for Norwegian owners. On July 1, 1917, the 43 steel shipyards in operation were building or under contract to build 499 steel ships aggregating 1,896,522 gross tons, of which 426 of 1,578,497 gross tons were to be launched—not necessarily completed—during the fiscal year. (See details at end of this volume.) At the same time the wooden shipyards were building or under contract to build 172 wooden vessels of 245,763 gross tons. These figures do not include the contracts of the Shipping Board under the system of Government ownership.

Out of the total of 1,578,497 gross tons of steel ships to be launched for private owners 250 of 935,831 gross tons were completed and registered or enrolled during the past fiscal year, the Shipping Board, in the name of the United States, taking title by requisition to nearly all of those building for British, French, or Norwegian owners, only 13 steel ships of 39,042 gross tons being delivered to their foreign owners.

The total of 245,763 gross tons of wooden ships, each over 500 gross tons, building or ordered for private owners on July 1, 1917, has been exceeded by the total of 318,048 gross tons of wooden ships of all sizes built under private contract during the fiscal year.

The building of merchant ships on Government account, which up to October, 1917, Congress had authorized to the extent of nearly one and one-quarter billions of dollars, necessarily awaited the completion of ships already partly built in existing yards or the establishment of new yards, of which the Hog Island plant is the most notable example. During the fiscal year accordingly only 18 steel ships of 83,412 gross tons were built and registered or enrolled under building contracts of the Shipping Board and only 4 wooden vessels of 12,108 gross tons under such contracts. The full effect accordingly of the policy established by Congress and of the appropriations to execute it will appear during the current fiscal year, when the private contracts will all have been fulfilled and deliveries under Government contracts will increase rapidly.

The work of the year may be set forth concisely in the following table, showing the gross tonnage of ships built and documented during the year, together with those built and delivered to foreign owners for foreign registry:

	Steel.		Wood.		Total.	
	Number.	*Gross tons.*	*Number.*	*Gross tons.*	*Number.*	*Gross tons.*
Private contracts	237	896,789	1,269	308,559	1,506	1,205,348
Shipping Board contracts	18	83,412	4	12,108	22	95,520
For foreign registry	13	39,042	9	9,489	22	48,531
Total	268	1,019,243	1,282	330,156	1,550	1,349,399

This brief statement of results is far from a complete statement of the extent to which the usual practice in peace times of building ships for private owners at their expense and for their trade and profit was superseded during the year by the policy of building ships

at the public expense to win the war. The range of ships just reckoned as private contracts extends from ships built and paid for wholly under the ordinary commercial system to those where only the private contract on paper existed on July 1, 1917, and the ship from the laying of the keel up to the issue of its registry was paid for step by step from the public funds and, in fact, as truly represents the war activities of the Government as do the ships built under Shipping Board contracts. Between these extremes most of the ships in the following statement are the product to varying extents of the expenditure of the public funds. The details of such expenditures, showing more accurately the extent to which the system for war purposes has superseded the mercantile system of peace times will doubtless be set forth in the reports of the Shipping Board.

SHIPS OF 1,000 GROSS TONS OR OVER BUILT DURING THE YEAR.

The salient features of the year's American construction appear from the following table of vessels of 1,000 gross tons or upward built and documented during the year, the asterisk (*) denoting tank ships for oil in bulk and (p) standing for passenger ship, the remainder being cargo boats; (s b) represents Shipping Board contracts; (b) British contracts; (d) Danish contracts; (f) French contracts; (n) Norwegian contracts; the ships under these contracts in all such cases having been requisitioned by the Shipping Board and put under American register, this table not including ships built in the United States and put under foreign register. These 332 ships of 1,207,070 gross tons, aggregate 92 per cent of the total construction of the year.

Name of vessel.	Gross tons.	Where built.	Name of vessel.	Gross tons.	Where built.
SEABOARD.			SEABOARD—con.		
Steel steamers.			*Steel steamers*—Con.		
W. C. Teagle*	10,677	Sparrows Point, Md.	Frederic R. Kellogg*	7,005	Oakland, Cal.
Fred W. Weller*	10,626	San Francisco, Cal.	Trontolite*	6,882	Seattle, Wash.
A. C. Bedford*	10,614	Do.	William Green*	6,784	Philadelphia, Pa.
O. B. Jennings*	10,289	Newport News, Va.	Sabine Sun*	6,728	Chester, Pa.
J. C. Donnell*	10,241	Do.	Chester Sun*	6,669	Do.
Ampetco*	8,301	Sparrows Point, Md.	Virginia*	6,666	Quincy, Mass.
Walter A. Luckenbach.	8,286	Seattle, Wash.	Maine	6,457	Bath, Me.
			Rhode Island	6,457	Do.
H. M. Flagler*	8,207	Newport News, Va.	George W. Barnes*	6,450	Quincy, Mass.
Katrina Luckenbach.	8,074	Quincy, Mass.	Santa Olivia	6,421	Philadelphia, Pa.
			West Lianga (s b)	6,222	Seattle, Wash.
K. I. Luckenbach	8,074	Do.	Yellowstone (n)	6,171	Oakland, Cal.
F. J. Luckenbach	8,074	Do.	Yosemite (n)	6,149	Do.
Liberator	7,951	Alameda, Cal.	West Durfee (s b)	6,087	Seattle, Wash.
Gulf of Mexico*	7,807	Camden, N. J.	Fresno (b)	6,002	Oakland, Cal.
Sylvan Arrow*	7,797	Do.	Oakland (b)	6,002	Do.
Broad Arrow*	7,796	Do.	Pasadena (b)	6,002	Do.
Lancaster (b)	7,699	Chester, Pa.	Coronado (b)	5,967	Do.
Radnor (b)	7,699	Do.	Accomac (s b)	5,898	Los Angeles, Cal.
Orizaba (p)	7,652	Philadelphia, Pa.	Wakulla (s b)	5,898	Do.
Siboney (p)	7,652	Do.	Western Chief	5,869	Portland, Oreg.
Deepwater	7,610	Camden, N. J	Western Ocean (f)	5,869	Do.
Wilhelm Jebsen(n)*	7,204	San Francisco, Cal.	Western Queen (n)	5,853	Seattle, Wash.
Paul H. Harwood*	7,192	Do.	West Arrow (n)	5,852	Do.
S. M. Spalding*	7,175	Do.	Westlake (n)	5,852	Do.
W. M. Burton*	7,170	Alameda, Cal.	Westhampton (b)	5,832	Portland, Oreg.
W. M. Irish*	7,169	Do.	Westland, (n)	5,832	Do.
Cubore	7,151	Sparrows Point, Md.	Western Wave (n)	5,832	Do.
J. E. O'Neil*	7,150	San Francisco, Cal.	Westshore (b)	5,831	Do.
Herbert L. Pratt*	7,145	Alameda, Cal.	Western City (s b)	5,828	Do.
Feltore	7,117	Sparrows Point, Md.	West Indian (s b)	5,828	Do.
Santore	7,117	Do.	West Bridge (b)	5,818	Seattle, Wash.

Name of vessel.	Gross tons.	Where built.
SEABOARD—contd.		
Steel steamers—Con.		
West Grove (b)	5,815	Portland, Oreg.
Westward Ho (b)	5,814	Do.
West Wind (n)	5,814	Do.
Western Sea (b)	5,813	Seattle, Wash.
Westgate (b)	5,799	Portland, Oreg.
Westboro (b)	5,769	Seattle, Wash.
Westover (b)	5,769	Do.
Westbrook (n)	5,748	Portland, Oreg.
Nikkosan Maru (f)	5,742	Seattle, Wash.
Avondale (b)*	5,731	Chester, Pa.
Westchester (b)	5,725	Portland, Oreg.
Overbrook (b)*	5,724	Chester, Pa.
Jeannette Skinner (n).	5,715	Seattle, Wash.
Westerner (n)	5,699	Do.
West Haven (b)	5,699	Do.
West Point (b)	5,676	Do.
Westfield (b)	5,666	Do.
Western King (b)	5,659	Do.
Westerly (b)	5,615	Do.
West Eagle (b)	5,614	Do.
Westwood (b)	5,612	Do.
Westmount (f)	5,584	Do.
W. H. Tilford*	5,579	Wilmington, Del.
Ossineke (s b)	5,577	Seattle, Wash.
Canoga (s b)	5,575	Do.
West Alsek (s b)	5,573	Do.
West Apaum (s b)	5,573	Do.
Absaroka (s b)	5,568	Do.
Seattle (s b)	5,564	Do.
Glen White	5,438	Camden, N. J.
Sewalls Point	5,431	Do.
Fairmont	5,400	Do.
Gulfland*	5,276	Do.
El Almirante	5,216	Newport News, Va.
El Capitan	5,216	Do.
Munaires	5,095	Do.
Munindies	5,095	Do.
Sudbury	5,075	Chester, Pa.
Cape Henry (b)	4,992	Sparrows Point, Md.
Cape Romain (b)	4,992	Do.
Santa Luisa (p)	4,944	Philadelphia, Pa.
Santa Ana (p)	4,942	Do.
John M. Connelly*	4,939	Gloucester, N. J.
Chestnut Hill (b)*	4,935	Do.
Hatteras (b)	4,919	Sparrows Point, Md.
Sagaland (n)	4,865	Oakland, Cal.
Bremerton (n)	4,856	Seattle, Wash.
Sacramento (n)	4,856	Do.
Sutherland (f)	4,855	Do.
Vittorio Emmanuele III.	4,855	Do.
Passaic (b) (r)	4,451	Shooters Island, N.Y.
Muscatine (n) (r)	4,444	Do.
Jupiter (f)	4,430	Do.
Walter D. Munson	4,388	Sparrows Point, Md.
Elinor (f)	4,295	Baltimore, Md.
Luella (b) (r)	4,152	Do.
Polar Sea	4,120	Do.
Redondo (n)	4,113	Alameda, Cal.
Mangore	4,066	Sparrows Point, Md.
Faith (cement)	3,427	Redwood City, Cal.
Absecon	3,372	Camden, N. J.
Tuckahoe	3,372	Do.
Freeman	3,350	Do.
William Isom*	3,321	Baltimore, Md.
Joseph Cudahy*	3,302	Do.
Biran	2,873	Wilmington, Del.
Garibaldi	2,873	Do.
Guaro	2,873	Do.
Saetia	2,873	Do.
Olean	2,783	Do.
Point Bonita (d)	2,675	Portland, Oreg.
Point Lobos (d)	2,670	Do.
Piqua (b)	2,585	Wilmington, Del.
Waukesha (b)	2,585	Do.
Mineola	2,576	Camden, N. J.
Santa Tecla	2,576	Do.
Mariners Harbor (b)	2,431	Port Richmond, N.Y.
Snug Harbor (b)	2,388	Do.
SEABOARD—contd.		
Steel steamers—Con.		
Silverado	2,328	Long Beach, Cal.
Point Loma (n)	2,119	Portland, Oreg.
Point Arena (n)	2,117	Do.
W. M. Tupper	1,852	Jacksonville, Fla.
Mexoil*	1,370	Violet, La.
Total vessels (145).	813,882	
Wooden steamers.		
Wasco (s b)	3,044	Portland, Oreg.
North Bend (s b)	3,024	North Bend, Oreg.
Biloxi (s b)	3,021	Portland, Oreg.
Quidnic (s b)	3,019	North Bend, Oreg.
Catherine D	2,224	Bellingham, Wash.
Hollywood	1,940	Do.
Rosewood	1,929	Do.
Sarah Weems	1,521	Solomons, Md.
City of Houston (Ga. s.).	1,519	Orange, Tex.
Col. Bowie	1,363	Westlake, La.
Fred Baxter	1,294	North Bend, Oreg.
Claremont	1,291	Hoquiam, Wash.
Anyox	1,287	Winslow, Wash.
Horace X. Baxter	1,241	North Bend, Oreg.
Maple	1,098	Slidell, La.
H. B. Lovejoy	1,067	Seattle, Wash.
Ernest H. Meyer	1,057	Astoria, Oreg.
Total vessels (17).	30,939	
Metal schooners.		
Monongahela	1,677	Fairfield, Md.
Susquehanna	1,381	Mobile, Ala.
Total vessels (2).	3,058	
Wooden schooners.		
Santa Flavia	2,133	Aberdeen, Wash.
Rose Mahony	2,051	Benicia, Cal.
St. Johns, Newfoundland.	2,046	Bath, Me.
Samuel W. Fancher	1,972	Do.
Dunham Wheeler	1,926	Do.
Edna Christenson	1,900	Wilmington, Cal.
C. A. Smith	1,754	North Bend, Oreg.
Ohio	1,677	Fairfield, Md.
Levi W. Ostrander	1,638	Tacoma, Wash.
Betsey Ross	1,630	Do.
Osceola	1,621	Bath, Me.
Thistle	1,586	St. Helens, Oreg.
Augusta G. Hilton	1,562	Thomaston, Me.
Ella Pierce Thurlow	1,505	Rockland, Me.
Diria	1,491	Portland, Oreg.
Richard T. Green	1,467	Chelsea, Mass.
Commack	1,446	Wilmington, N. C.
Hauppauge	1,446	Do.
Conqueror	1,395	Rolph, Cal.
Jessie G. Noyes	1,376	Thomaston, Me.
Annapolis	1,371	Wilmington, Del.
Providence	1,371	Do.
Myron C. Taylor	1,359	Brunswick, Ga.
William Taylor	1,358	Do.
Chaska	1,347	Savannah, Ga.
Harry G. Deering	1,342	Bath, Me.
Charles H. Macdowell.	1,325	Jacksonville, Fla.
DeWitt Brown	1,325	Do.
Northern 29	1,267	South Jacksonville, Fla.
Margaret Throop	1,264	Thomaston, Me.
Northern No. 30	1,264	South Jacksonville, Fla.
Blue Peter	1,234	Camden, Me.
Luther Little	1,234	Somerset, Mass.

Name of vessel.	Gross tons.	Where built.
SEABOARD—contd.		
Wooden schooners—Continued.		
Smith & Terry No. 1	1,156	Bethel, Del.
Isabel C. Harriss	1,078	Wilmington, N. C.
A. H. Olwine	1,077	Westlake, La.
Francis J. McDonald	1,059	Noank, Conn.
Anna Laura McKenney.	1,021	Boothbay Harbor, Me.
Trenton	1,013	Baltimore, Md.
Tioga	1,012	Do.
Total vessels (40).	58,099	
Wooden gasoline vessels.		
Mount Hood	2,909	Portland, Oreg.
Mount Shasta	2,904	Do.
Fanestrand	2,557	Aberdeen, Wash.
Wergeland	2,457	Olympia, Wash.
General Pershing	2,450	Do.
Korsnaes	2,446	Do.
Marie De Ronde	2,415	Aberdeen, Wash.
Balestrand	2,403	Do.
Mount Rainier	2,397	Do.
Hjeltenaes	2,387	Do.
Grays Harbor	2,373	Do.
Santa Cirstina	2,159	Do.
City of St. Helens	2,135	St. Helens, Oreg.
James Timpson	2,016	Portland, Oreg.
City of Beaumont	2,014	Orange, Tex.
City of Mobile	1,975	Do.
Santa Isabel	1,969	Hoquiam, Wash.
Asta	1,965	Noank, Conn.
City of Gulfport	1,844	Orange, Tex
Libby Maine	1,811	Vancouver, Wash.
Pauline	1,750	Astoria, Oreg.
May	1,745	Do.
Oronite	1,704	Benicia, Cal.
La Merced	1,696	Do.
Oregon	1,629	Seattle, Wash.
Remittent	1,616	Do.
Carmen	1,610	Astoria, Oreg.
Risor	1,604	Seattle, Wash.
Esperanca	1,601	Portland, Oreg.
Portland	1,594	Seattle, Wash.
Evelyn	1,584	Astoria, Oreg.
Erris	1,582	Portland, Oreg.
Suzanne	1,431	Aberdeen, Wash.
Sherewog	1,353	Savannah, Ga.
Total vessels (34)	68,085	
Wooden barge.		
Northern No. 11	1,041	Solomons, Md.
GREAT LAKES.		
Steel steamers, ocean trade.		
S. N. A. 4 (f)	3,819	Ecorse, Mich.
Souk Ahras (f)	3,819	Do.
War Path (b)	2,534	Wyandotte, Mich.
Perregaux (f)	2,486	Ashtabula, Ohio.
Sidi Mabrouk (f)	2,485	Do.
Fagerfjord (n)	2,396	Ecorse, Mich.
Lake Daraga	2,371	Wyandotte, Mich.
Lake Edon (s b)	2,371	Cleveland, Ohio.
Lake Ennis (s b)	2,371	Wyandotte, Mich.
Lake Larga (s b)	2,371	Do.
Lake Lasang (s b)	2,371	Do.
Lake Lemando (s b)	2,370	Cleveland, Ohio.
Lake Ledan	2,369	Superior, Wis.
Lake Duncan	2,367	Cleveland, Ohio.
Lake Narka (s b)	2,367	Do.
War Leader (b)	2,364	Ecorse, Mich.

Name of vessel.	Gross tons.	Where built.
GREAT LAKES—con.		
Steel steamers, ocean trade—Continued.		
Lake Yemassee	2,319	Chicago, Ill.
Lake Allen (b)	2,308	Ecorse, Mich.
Lake Crystal (b)	2,308	Do.
Lake Elizabeth (n)	2,308	Do.
Lake Hemlock (b)	2,308	Do.
Lake Houghton (b)	2,308	Do.
Lakehurst (b)	2,308	Do.
Lake Owens (b)	2,308	Do.
Lake St. Clair (b)	2,308	Do.
Lake Winona (b)	2,308	Do.
Lake Conesus (b)	2,292	Do.
Lake Mary (b)	2,292	Do.
Lake Louise (b)	2,242	Ashtabula, Ohio.
Lake Maurepas (b)	2,242	Do.
Lake Charlotte (b)	2,239	Do.
Lake St. Regis (b)	2,238	Do.
Lake Annette (n)	2,177	Manitowoc, Wis.
Lake Lida (n)	2,177	Do.
Lake Shawano (n)	2,177	Do.
Lake Pewaukee (b)	2,167	Do.
Lake Washburn (n)	2,121	Superior, Wis.
Choctaw	2,086	Chicago, Ill.
War Banner (b)	2,080	Do.
War Hound (b)	2,080	Do.
Lake Clear (b)	2,054	Do.
Lake Crescent (b)	2,054	Do.
War Chant (b)	2,046	Superior, Wis.
War Signal (b)	2,046	Do.
Kiowa	2,039	Cleveland, Ohio.
War Penguin (b)	2,028	Do.
Lake Carens (b)	2,026	Superior, Wis.
War Finch (b)	2,020	Cleveland, Ohio.
War Raven (b)	2,020	Do.
Lake Benton (b)	2,018	Lorain, Ohio.
Lake Como (b)	2,018	Do.
Lake Weir (b)	2,018	Do.
Lake Catherine	2,016	Toledo, Ohio.
Lake Otisco (b)	2,015	Cleveland, Ohio.
Lake Charles (b)	2,013	Lorain, Ohio.
Lake Fernwood (b)	2,013	Do.
Lake Harney	2,013	Do.
Lake Jessup (b)	2,013	Do.
Lake Ogden (b)	2,013	Do.
Lake Wimico	2,013	Do.
Lake Cayuga (b)	2,010	Toledo, Ohio.
Lake Chelan (b)	2,010	Toledo, Ohio.
Lake Sebago (b)	2,010	Do.
Lake Sunapee (b)	2,009	Do.
Lake Tulare (b)	2,005	Superior, Wis.
War Castle (b)	2,003	Manitowoc, Wis.
War Victor (b)	2,003	Do.
Lake Portage (f)	1,998	Duluth, Minn.
Lake Traverse (b)	1,993	Do.
Maski (n)	1,985	Do.
War Bayonet (b)	1,977	Toledo, Ohio.
War Rifle (b)	1,977	Do.
War Shell	1,977	Do.
Lake Arthur (b)	1,948	Wyandotte, Mich.
War Beaver (b)	1,948	Do.
Lake Butler (b)	1,948	Do.
Lake Conway (b)	1,948	Do.
Lake Duane (b)	1,948	Do.
Lake Felicity (b)	1,948	Do.
War Fox (b)	1,948	Do.
Lake Stirling (b)	1,948	Do.
Lake Weston (b)	1,948	Do.
War Honour (b)	1,948	Do.
Total vessels (83).	180,865	
Steel gas, ocean trade.		
Ada (n)	2,124	Manitowoc, Wis.
Motor 1 (n)	2,124	Do.
Total vessels (2)	4,248	

Name of vessel.	Gross tons.	Where built.	Name of vessel.	Gross tons.	Where built.
GREAT LAKES—con.			WESTERN RIVERS.		
Steel steamers, Lake trade.			*Steel barge.*		
			Mammoth	1,392	Ambridge, Pa.
August Ziesing	8,271	Duluth, Minn.			
Midvale	8,271	Ashtabula, Ohio.	Grand total (332 vessels)	1,207,070	
Carmi A. Thompson	7,038	Lorain, Ohio.			
Louis W. Hill	7,038	Lorain, Ohio.			
William A. Amberg	7,031	Do.			
William P. Cowan	5,429	Do.			
Total vessels (6)	43,078				
Wooden steamer, ocean trade.					
Sturgeon Bay	2,383	Sturgeon Bay, Wis.			

SUMMARY AND TYPES OF SHIPS OF 1,000 GROSS TONS BUILT.

This tonnage was built for salt water except the six large Great Lake steamers of 43,078 gross tons, and nearly all of it for the foreign trade. According to place of build and type of vessel the ships above may be thus summarized:

Type.	Seaboard.		Great Lakes.		Total.	
	No.	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*
Steel steamers	145	813,882	83	180,865	228	994,747
Wooden steamers	17	30,939	1	2,383	18	33,322
Steel schooners	2	3,058	.....	.....	2	3,058
Wooden schooners	40	58,099	.....	.....	40	58,099
Wooden gasoline	34	68,085	.....	.....	34	68,085
Steel gasoline	.....	.....	2	4,248	2	4,248
Steel barges	.....	.....	.....	.....	1	[a]1,392
Wooden barges	1	1,041	.....	.....	1	1,041
Lake steel steamers	.....	.....	6	43,078	6	43,078
Total	239	975,104	92	230,574	332	1,207,070

[a] Built on western rivers.

The original contracts for these vessels may be classed as follows, though all are now documented as vessels of the United States:

Contracts.	Seaboard.		Great Lakes.		Total.	
	No.	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*
Shipping board contracts	12	69,191	6	14,221	18	83,412
Private contracts:						
American	165	586,590	19	71,279	[a]185	659,261
British	35	186,782	55	115,126	90	301,908
French	6	30,775	5	14,607	11	45,382
Norwegian	19	99,091	7	15,341	26	114,432
Danish	2	2,675	.....	.....	2	2,675
Total private	227	905,913	86	216,353	314	1,123,658
Grand total	239	975,104	92	230,574	[a] 332	1,207,070

[a] Including 1 of 1,392 gross tons on western rivers.

The following summary of the vessels named in the preceding table and of vessels of 1,000 gross tons or over built each fiscal year from the beginning of the war shows the changes in the larger forms of construction:

Type.	1914		1915		1916		1917		1918	
Seaboard:	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*
Ocean steel steamers	29	133,234	18	111,625	35	187,128	47	300,290	145	813,882
Ocean steel gas screws	....	.....	....	.....	....	.....	4	13,009	....	.....
Steel ferryboats, river and bay steamers	....	.....	1	1,402	2	3,362	3	5,363	....	.....
Wooden steamers	1	1,008	1	5,373	1	1,103	13	17,600	17	30,939
Wooden gas screws	....	.....	....	.....	....	.....	9	15,121	34	68,085
Steel schooners	....	.....	....	.....	....	.....	1	1,432	2	3,058
Wooden schooners	4	6,462	1	1,318	7	11,286	14	20,212	40	58,099
Wooden barkentines	....	.....	....	.....	....	.....	1	1,220	....	.....
Steel unrigged vessels	1	1,505	....	.....	....	.....	....	.....	....	.....
Wooden unrigged vessels	....	.....	....	.....	....	.....	1	1,357	1	1,041
Total	35	142,209	21	119,718	45	202,879	93	375,604	239	975,104
Great Lakes:										
Steel steamers, Lake trade	8	37,780	1	6,331	5	26,876	14	94,715	6	43,078
Steel steamers, ocean trade	3	7,459	1	1,815	6	10,915	10	21,790	83	180,865
Steel gas screws, ocean trade	....	.....	....	.....	....	.....	6	11,793	2	4,248
Steel schooner - barges, ocean trade	....	.....	....	.....	....	.....	1	2,320	1	2,383
Total	11	45,239	2	8,146	11	37,791	31	130,618	92	230,574
Western Rivers:										
Steel gas screws	....	.....	....	.....	1	1,473	....	.....	....	.....
Steel barge	....	.....	....	.....	....	.....	....	.....	1	1,392
Grand total	46	187,448	23	127,864	57	242 143	124	506,222	332	1,207,070

WOODEN SHIPBUILDING.

The great demand and high prices of steel and the urgent need of ships have restored to operation wooden shipyards virtually abandoned or idle for years and have led to the establishment of some new yards.

The growth of wooden shipbuilding for American and foreign owners may be followed in the foregoing tables, bearing in mind that the greater part of nonseagoing tonnage is built of wood, tonnage of steel vessels each under 1,000 gross tons built in the past year comprising only 35 vessels of 9,057 gross tons. For the fiscal year 1916 the wooden vessels built numbered 788 of 86,641 gross tons, for the following fiscal year 1,150 of 197,250 gross tons, and for the year ended June 30, 1918, they numbered 1,275 of 320,667 gross tons.

CONSTRUCTION DURING THE CURRENT FISCAL YEAR.

For the duration of the war, and probably for at least two years, the greater amount of shipping to be built in American yards will be built with public funds under contracts made by the Shipping Board. For this reason the statement of steel ships under construction or under contract at the beginning of the fiscal year is not issued and the returns on which it has been based in other years have not been requested. Whether or not there will be a return to mercantile ship-

building by individual enterprise and when, if ever, it will come about are questions the discussion of which is not pertinent to winning the war.

To show the development of steel shipbuilding in the United States under the mercantile system from 1900 up to the beginning of the fiscal year on July 1, 1917, the usual summary is printed for future reference, and the statement in detail of steel ships building or under contract on July 1, 1917, not published last year, is printed at the end of this report with other tables for 1917 not printed at the time.

COMPARISON OF STEEL VESSELS BUILDING IN THE UNITED STATES, 1900–1917.

Date.	Merchant.						Government.		Total.	
	Great Lakes, etc.		Seaboard.		Total.					
	No.	*Gr. tons.*	*No.*	*Gr. tons.*	*No.*	*Gr. tons.*	*No.*	*Tons.a*	*No.*	*Tons.*
August 15, 1900	20	70,119	48	207,561	68	277,680	47	113,329	115	391,009
June 15, 1901	26	81,780	63	273,865	89	355,645	71	281,148	160	636,793
July 1, 1902	39	124,537	65	222,949	104	347,486	67	269,890	171	617,376
July 1, 1903	30	109,020	58	146,655	88	255,675	47	334,147	135	589,822
July 1, 1904	1	400	56	94,588	57	94,988	38	331,435	95	426,423
July 1, 1905	27	104,067	49	86,836	76	190,903	39	308,702	115	499,605
July 1, 1906	33	175,472	78	159,299	111	334,771	29	237,814	140	572,585
July 1, 1907	50	253,949	84	149,524	134	403,473	45	151,993	179	555,466
July 1, 1908			13	14,775	13	14,775	82	136,091	95	150,866
July 1, 1909	13	41,395	52	127,453	65	168,848	52	164,184	117	333,032
July 1, 1910	36	59,692	63	86,075	99	145,767	45	184,096	144	329,863
July 1, 1911	53	71,769	26	28,626	79	100,395	130	119,449	209	219,844
July 1, 1912	51	78,353	80	192,960	131	271,313	85	234,923	216	506,236
July 1, 1913	63	40,849	71	169,580	134	210,429	123	230,673	257	441,102
July 1, 1914	17	39,337	24	104,631	41	143,968	58	142,910	99	286,878
July 1, 1915	14	15,951	62	294,138	76	310,089	69	190,790	145	500,879
July 1, 1916	175	228,345	210	997,439	385	1,225,784	60	79,802	445	1,305,586
July 1, 1917	117	293,161	322	1,603,361	499	1,896,522				

a Displacement.

Up to September 16, 1917, the contracts of the United States Shipping Board called for the construction of 225 steel ships of 1,790,800 tons dead weight, 342 wooden ships of 1,215,400 tons dead weight, and 58 composite ships of 207,000 tons dead weight; in all, 625 ships of 3,213,200 tons dead weight, equivalent, as practically all were cargo boats, to approximately 2,070,000 gross tons. These contracts have been modified, extensive new contracts have been made or are contemplated, and the execution of these contracts will absorb the activities of our shipyards, except for naval work, during the current fiscal year, as the private contracts made before July 1, 1917, yet to be performed, fast approach completion. The reports of the Shipping Board will cover fully its work.

LOSSES OF SHIPPING.

During the year, 73 American merchant vessels of 180,502 gross tons were destroyed by German submarines and mines. Details of war losses are printed in Appendix L. The total losses of American shipping during the year from enemy attacks and ordinary marine casualties were 484 vessels of 360,999 gross tons. Losses for former years are stated in Table 25.

Following is the British Admiralty statement of the shipping losses of civilized nations from enemy attacks and from marine casualties from July 1, 1917:

BRITISH, ALLIED, AND NEUTRAL TONNAGE LOSSES.

Period.	British.	Allied and neutral.	Total.
1917.	*Gross tons.*	*Gross tons.*	*Gross tons.*
July	383,430	192,519	575,949
August	360,296	189,067	549,363
September	209,212	159,949	369,161
Total, 3 months	952,938	541,535	1,494,473
October	289,973	197,364	487,337
November	196,560	136,883	333,443
December	296,356	155,707	452,063
Total, 6 months	1,735,827	1,031,489	2,767,316
1918.			
January	218,528	136,187	354,715
February	254,303	132,334	386,637
March	224,666	176,797	401,463
Total, 3 months	697,497	445,318	1,142,815
April	228,067	85,348	313,415
May	231,780	132,703	364,483
June	165,514	115,980	281,494
Total, 6 months	1,322,858	779,349	2,102,207
Total, 12 months	3,058,685	1,810,838	4,869,523
July	182,524	141,248	323,772
August	176,401	151,275	327,676
September	151,593	88,007	239,600
Total	510,518	380,530	891,048

NETHERLANDS SHIPS.

The act of June 15, 1917, conferred upon the President power to take over the possession of any vessel within the jurisdiction of the United States for use or operation by the United States under the law and practice of nations which accords to a belligerent power the right in times of military exigency and for purposes essential to the prosecution of war to take over and utilize neutral vessels lying within its jurisdiction. The President, on March 20, 1918, proclaimed that the imperative military needs of the United States required the immediate utilization of vessels of Netherlands registry at the time within the territorial waters of the United States. The proclamation empowered the Secretary of the Navy to take over on behalf of the United States and to employ all such Netherlands vessels as may be necessary for essential purposes connected with the prosecution of the war, the United States Shipping Board to make to the owners full compensation in accordance with the principles of international law. The proclamation provided that these ships were to be manned, equipped, and operated by the Navy Department and the Shipping Board.

Under this proclamation, 87 ships of Netherlands registry of 354,479 gross tons in ports within American jurisdiction were requisitioned. Of these, 58, of 172,345 gross tons, were allotted to the

United States Shipping Board and the remainder to the Navy. A form of certificate of requisition based on the form of the usual certificate of registry, but reciting possession by the United States, represented by the United States Shipping Board instead of ownership, was issued to such ships allotted to the Shipping Board. Those allotted to the Navy have operated under the customary naval commission. These Netherlands ships are not a part of the American mercantile marine, and of course are not included in any of the statistics of this report. A list of them with essential facts about each is printed in Appendix N for reference and also in the List of Merchant Vessels.

NAVIGATION RECEIPTS.

The receipts for the past five fiscal years from the three main sources of revenue from navigation are shown in the following table:

Source.	1914	1915	1916	1917	1918
Tonnage duties	$1,310,759.03	$1,315,425.30	$1,454,565.83	$1,393,743.16	$1,171,418.36
Navigation fees	152,694.19	142,446.37	158,518.08	159,808.03	146,508.02
Navigation fines	40,741.38	41,518.24	52,381.75	49,962.37	32,097.68
Yacht tax	446,870.50	37,976.30	19,849.71	.....	1,468.60
Total	1,951,065.10	1,537,366.21	1,685,315.37	1,603,513.56	1,351,492.66

TONNAGE DUTIES.

The receipts from tonnage duties during the year ended June 30, 1918, were $1,171,418.36, including $4,633.14 collected for the Philippine Islands fund and $3,362.50 alien and penal tonnage duties. The receipts were $222,324.80 less than during the fiscal year ended June 30, 1917. The decrease is due mainly to the extent to which troop ships and ships carrying supplies and munitions of war to our expeditionary forces abroad and those of our allies have given up their commercial character and have become instruments for the prosecution of the war. While the decrease is general, three-fourths of it occurred at four of the principal ports for the embarkation of troops and supplies and nearly half is due to the use of British merchant ships to transport our troops and munitions. Details of receipts of tonnage duties are stated in Appendix D.

SHIPPING COMMISSIONERS.

Summaries of the routine work of shipping commissioners for the past fiscal year are printed in Appendix A. Nearly all those employed in this service are over military age, and there have been few changes in the personnel. Inquiries as to the whereabouts of seamen facing the perils of war have increased in number, thereby increasing the clerical work. The scrutiny of crews is more thorough than in ordinary times.

MEN SHIPPED AND DISCHARGED.

During the year 457,248 officers and men have been shipped and discharged, compared with 506,941 during the previous year, in spite of the increase of our tonnage on transatlantic voyages. The decrease is due mainly to the increasing use of officers and enlisted men of the

Navy on ships engaged in transporting troops, munitions, and supplies to our expeditionary forces in Europe, and for the same reason it is possible that our increasing tonnage during the current year will not involve a large increase in the number of men shipped and discharged by the shipping commissioners.

The following statement shows the aggregate route work and salaries of commissioners and deputies for the past decade:

Year.	Seamen shipped, reshipped, and discharged.	Salaries.	Average cost per man.	Year.	Seamen shipped, reshipped, and discharged.	Salaries.	Average cost per man.
1909	341,980	$62,944.79	$0.18	1914	378,772	$63,475.20	$0.17
1910	356,448	65,539.19	.18	1915	414,744	63,755.47	.15
1911	367,023	67,155.90	.18	1916	487,524	62,637.45	.13
1912	374,783	63,373.53	.17	1917	506,941	66,211.83	.13
1913	379,188	62,374.13	.16	1918	457,248	72,075.48	.16

DESERTION OF SEAMEN.

Little permanent value is to be attached to the following return showing the number of men who have failed to join American ships in American ports after signing contracts before shipping commissioners, because conditions are altogether abnormal in nearly every respect.

Year.	Shipped and reshipped.	Failed to join.	Per cent.	Year.	Shipped and reshipped.	Failed to join.	Per cent.
1909	181,032	2,114	1.17	1914	199,584	2,771	1.39
1910	185,721	2,690	1.45	1915	218,541	3,339	1.53
1911	192,191	3,082	1.60	1916	252,681	4,512	1.71
1912	198,225	3,849	1.94	1917	257,327	5,006	1.95
1913	198,024	3,906	1.97	1918	232,340	4,446	1.91

ALLOTMENT NOTES.

The following table shows the number of allotment notes issued under section 24 of the seamen's act of December 21, 1898, and since November 4, 1915, under the seamen's act to seamen on vessels of the United States:

Year.	Creditors.		Relatives.	Total.	Year.	Creditors.		Relatives.	Total.
	Square-rigged.	All other vessels.				Square-rigged.	All other vessels.		
1905	1,595	919	304	2,818	1912	555	296	62	913
1906	1,492	421	309	2,222	1913	419	135	64	668
1907	1,323	490	239	2,052	1914	257	279	166	702
1908	967	393	133	1,493	1915	400	595	682	1,677
1909	660	114	84	858	1916	100	303	1,174	1,577
1910	631	145	79	905	1917	.....	.....	1,650	1,650
1911	505	241	57	803	1918	.....	.....	3,018	3,018

WAGES OF SEAMEN.

The customary tables showing the rates of monthly wages paid on merchant vessels of the United States during the past year for various ratings at principal seaports of the United States as reported

by shipping commissioners from articles of agreement are published in Appendix B. On May 18, 1918, the Shipping Board issued a scale of wages, representing an agreement with principal owners, and this is reprinted for future reference in Appendix B.

NATIONALITY OF CREWS.

The following table shows the nationality of officers and crews of American merchant vessels shipped before United States shipping commissioners during the past fiscal year compared with recent years. The numbers and percentage of American citizens are smaller, because many, of course, have enlisted in the Navy. Under permits from the Department of Justice a few Germans and Austrians were allowed to ship. The term Austrian is in many cases a misnomer in view of the recognition of the independence of races until recently under Austro-Hungarian domination.

Nationality.	1911	1912	1913	1914	1915	1916	1917	1918
Americans (born)	59,802	58,109	63,040	63,247	65,196	76,956	81,899	72,613
Americans (naturalized)	31,810	35,562	32,780	31,417	29,965	31,877	26,826	24,868
British	23,674	21,033	24,031	24,745	29,395	29,523	28,947	26,967
Chinese	68	55	65	64	471	68	42	206
Japanese	380	290	193	98	200	245	368	663
Filipinos	126	184	258	472	482	528	650	9,617
Germans	7,673	7,185	9,185	9,497	9,466	12,415	10,254	10,095
Norwegians	9,889	9,394	8,679	8,194	9,891	11,383	9,819	5,467
Swedes	6,615	7,565	6,995	6,321	7,878	9,208	9,505	31,643
Danes	2,590	2,744	2,510	2,260	4,084	4,608	4,893	3,491
Russians	3,956	4,403	4,483	4,526	5,930	7,949	8,150	4,869
Austrians	1,838	2,240	2,980	3,363	3,536	3,474	1,894	9,127
French	610	614	615	617	716	892	783	205
Spanish	26,059	26,247	20,511	25,022	25,252	33,139	34,006	972
Italians	4,021	3,877	4,813	4,368	4,843	4,150	4,079	1,091
Portuguese	4,197	3,924	4,384	3,921	5,034	4,733	5,702	427
Others	8,766	11,762	12,434	11,442	16,196	21,533	25,322	.....
Unknown	117	3,037	68	10	6	.....	2	30,019
Total	192,191	198,225	198,024	199,584	218,541	252,681	253,141	232,340
Per cent Americans	47.7	47.3	48.4	47.4	43.5	43.2	42.9	41.9

RADIO COMMUNICATION.

Upon the declaration of war 18 of the 25 men in the radio inspection force volunteered and were commissioned as officers in the Army and Navy. They have served with credit in responsible positions which called for their technical knowledge with our expeditionary forces in France, at sea, and wherever assigned to duty. During the year ended June 30, 1918, the work was carried on by substitutes and these have been leaving to enter the military and naval service. The demand for radio apparatus for the Navy and for new merchant ships has been very heavy, and to economize resources it was arranged that the Navy Department should allot such apparatus to its own ships and to merchant ships and later that the Navy should keep in repair apparatus for Shipping Board ships as well as for the Navy. This arrangement and the obvious fact that enough apparatus to comply in all respects with the laws could not be produced led to a change in the inspection system in November, 1917. Inspection of merchant ships furnished with apparatus on naval allotment was discontinued except in so far as it is continued by the Navy, which makes the repairs. As practically all British, French, Italian, Japanese, and other allied ships and their radio

apparatus and operators are under control of the military branches of their respective governments, the inspection in American ports was accordingly modified. The number of inspections of ships, accordingly, was 4,341 out of 9,706 clearances compared with 6,103 out of 12,139 clearances during the previous year.

The number of clearances of ships required to carry wireless and of the inspection of such ships is shown by the following statement:

CLEARANCES AND INSPECTIONS OF VESSELS SUBJECT TO THE SHIP ACT OF JUNE 24, 1910, AS AMENDED JULY 23, 1912, DURING THE FISCAL YEAR 1918.

[District headquarters are indicated by small capitals.]

District.	Port.	Clearances.	Inspections.	District.	Port.	Clearances.	Inspections.
1st	BOSTON, MASS	742	674	6th	SAN FRANCISCO, CAL	1,031	659
	Portland, Me	96	.....		Eureka, Cal	17	.....
	Providence, R. I	90	.....		Honolulu, Hawaii	213	.....
2d	NEW YORK, N. Y	2,425	1,468		Los Angeles, Cal	253	.....
	Perth Amboy and Newark, N. J	13	.....		San Diego, Cal	116	.....
3d	BALTIMORE, MD	167	103	7th	SEATTLE, WASH	378	298
	Newport News, Va	175	66		Astoria, Oreg	62	.....
	Norfolk, Va	757	486		Bellingham, Wash	11	.....
	Philadelphia, Pa	348	44		Cordova, Alaska	5	.....
4th	SAVANNAH, GA	342	.....		Juneau, Alaska	2	.....
	Brunswick, Ga	11	.....		Ketchikan, Alaska	273	.....
	Charleston, S. C	180	.....		Portland, Oreg	99	.....
	Key West, Fla	190	.....		Sulzer, Alaska	5	.....
	Pensacola, Fla	12	.....		Tacoma, Wash	43	.....
	San Juan, P. R	252	.....	8th	DETROIT, MICH	216	92
	Tampa, Fla	108	.....		Buffalo, N. Y	199	7
5th	NEW ORLEANS, LA	506	394	9th	CHICAGO, ILL	72	43
	Galveston, Tex	158	7		Duluth, Minn	53	.....
	Mobile, Ala	11	.....		Total, 1918	9,706	4,341
	Pascagoula, Miss	3	.....		Total, 1917	12,139	6,103
	Port Arthur, Tex	72	.....				

The total number of ship inspections for the fiscal years 1913–1918, inclusive, is as follows: 1913, 3,201; 1914, 6,486; 1915, 6,152; 1916, 7,236; 1917, 7,137; 1918, 5,775; total, 35,987.

During the year 392 ship-station licenses were issued compared with 484 during the previous year, although the number of such stations has increased rapidly, as shown, by about 1,500 radio letters issued to ships and only 839 outstanding ship licenses. This work is in arrears under the present arrangement and can not be brought to date until the information about apparatus necessary to conform to the International Convention and the act of Congress has been given and the inspections made.

During the year 1,942 licenses were issued to commercial operators of various grades. The number and grade of licenses issued or renewed during the past six years were as follows:

Grade.	1913	1914	1915	1916	1917	1918	Total.
Commercial extra first	.....	.....	18	18	8	13	57
Commercial first and second	1,932	339	1,635	1,260	1,674	1,603	8,443
Experiment and instruction	8	10	27	30	10	(a)	85
Cargo	1	26	112	173	113	107	532
Amateur first and second	1,841	1,172	3,067	4,199	3,302	(a)	13,581
Commercial emergency first and second	.....	.....	.....	.....	217	219	436
Total	3,782	1,547	4,859	5,680	5,324	1,942	23,134

a Discontinued for the period of the war.

The total number of licensed American commercial operators of various grades at the end of the year was approximately 3,200.

The prosecution of the war demands a large increase in the number of radio operators, and in addition to their statutory duties the radio inspectors have aided in training young men for the work. At Boston, with the cooperation of the Massachusetts Committee on Public Safety, the collector of customs, and others, the radio inspector has established a school from which during the year 200 students were graduated into the Army or Navy. At Detroit, working with the Young Men's Christian Association, the inspector established a similar school, from which 131 were sent to the Army or Navy and 95 were graduated as commercial operators. The inspectors at New Orleans and Norfolk conduct similar schools, and at New York and Seattle the inspectors devote their time outside of official work to instruction in radio telegraphy in the local schools.

ENFORCEMENT OF NAVIGATION LAWS.

The field force employed during the year in the enforcement of the navigation laws consists of 56 navigation inspectors, 14 radio inspectors, the marine divisions of the customhouses, and the crews of the motor vessels *Kilkenny* and *Tarragon*.

The following table shows the work by districts and laws violated, followed by comparison of the work in previous years:

VIOLATIONS OF NAVIGATION LAWS REPORTED BY THE VARIOUS COLLECTORS OF CUSTOMS, SHOWING THE LAWS VIOLATED, FISCAL YEAR ENDED JUNE 30, 1918, COMPARED WITH PREVIOUS YEARS.

Headquarters port.	Total.	Steamboat laws (R. S., 4399-4500).	Motor boat law, "Rules of road."	Surrendered license (R. S., 4325-4326).	Bills of health (Feb. 15, 1893).[a]	Seamen's act (Mar. 4, 1915).	Anchorage and St. Marys River rules.	Passenger act (Aug. 2, 1882).	Enrollment and license (R. S., 4336).	Entry and clearance (R. S., 4197, 2774).	Name on vessel (R. S., 4178).	Change of master (R. S., 4335).	Unlading.	Radio communication laws.	Miscellaneous.
Baltimore	265	7	203	42	....	.....	....	.....	.....	....	12	....	1	....	....
Boston	194	42	69	41	....	14	....	8	2	8	.....	....	5	1	4
Bridgeport	32	4	.....	23	....	.....	....	.....	.....	1	.....	....	3	....	1
Buffalo	111	43	.....	1	....	17	....	....	.....	....	2	....	48	....	....
Charleston	28	.....	4	22	....	.....	....	....	.....	....	.....	....	.....	1	1
Chicago	144	12	104	4	....	1	....	....	.....	....	.....	....	23	....	....
Cleveland	177	77	23	20	....	.....	....	....	.....	7	.....	....	48	....	2
Denver	.....	.....	.....	.....	....	.....	....	....	.....	.....	.....	....	.....	....	....
Des Moines	56	.....	52	1	....	.....	....	....	1	....	.....	....	2	....	....
Detroit	146	14	92	21	....	2	....	....	2	....	.....	....	13	....	2
Duluth	132	62	42	2	....	14	....	....	1	2	3	....	5	....	1
Eagle Pass	1	.....	.....	.....	....	.....	....	....	.....	.....	.....	....	.....	....	1
El Paso	.....	.....	.....	.....	....	.....	....	....	.....	.....	.....	....	.....	....	....
Galveston	54	44	2	7	....	.....	....	....	.....	.....	.....	....	1	....	....
Great Falls	.....	.....	.....	.....	....	.....	....	....	.....	.....	.....	....	.....	....	....
Honolulu	11	.....	.....	.....	....	.....	....	....	.....	2	.....	1	8	....	....
Indianapolis	85	.....	82	.....	....	.....	....	....	.....	....	3	....	.....	....	....
Juneau	44	.....	4	34	....	.....	....	....	1	3	.....	....	2	....	....
Laredo	.....	.....	.....	.....	....	.....	....	....	.....	.....	.....	....	.....	....	....
Los Angeles	109	.....	84	24	....	.....	....	....	.....	....	.....	....	1	....	....
Louisville	50	7	18	21	....	.....	....	....	.....	....	4	....	.....	....	....
Memphis	18	4	8	5	....	.....	....	....	.....	....	.....	1	....	....	....
Milwaukee	18	1	12	.....	....	1	....	....	.....	....	.....	....	4	....	....
Mobile	52	4	8	27	....	3	....	....	1	1	.....	....	.....	....	8
New Orleans	221	84	43	78	....	.....	....	....	.....	4	.....	1	7	1	3

[a] Bills of health cases transferred to Treasury Department, July 24, 1911.

VIOLATIONS OF NAVIGATION LAWS REPORTED BY THE VARIOUS COLLECTORS OF CUSTOMS, SHOWING THE LAWS VIOLATED, FISCAL YEAR ENDED JUNE 30, 1918, COMPARED WITH PREVIOUS YEARS—Continued.

Headquarters port.	Total.	Steamboat laws (R. S., 4399-4500).	Motor boat law, "Rules of road."	Surrendered license (R. S., 4325-4328).	Bills of health (Feb. 15, 1893).	Seamen's act (Mar. 4, 1915).	Anchorage and St. Marys River rules.	Passenger act (Aug. 2, 1882).	Enrollment and license (R. S., 4336).	Entry and clearance (R. S., 4197, 2774).	Name on vessel (R. S., 4178).	Change of master (R. S., 4335).	Unlading.	Radio communication laws.	Miscellaneous.
New York	583	88	305	122	....	1	....	3	1	18	36	....	3	1	5
Nogales	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
Norfolk	181	37	92	29	....	2	.....	.....	1	....	16	.....	.....	1	3
Ogdensburg	201	1	129	24	....	.....	.....	.....	.....	.....	.....	1	46	.....	.....
Omaha	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pembina	3	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	166	33	81	44	....	6	.....	.....	.....	1	.....	.....	1	.....	.....
Pittsburgh	6	3	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Port Arthur	117	64	11	18	....	2	....	1	.....	.....	2	....	3	11	5
Portland, Me	51	10	17	22	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Portland, Oreg	239	3	221	9	....	2	.....	.....	1	....	1	2	.....	.....	.....
Providence	68	7	47	11	....	2	.....	.....	.....	.....	.....	1	.....	.....	.....
Rochester	102	2	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Albans	29	3	21	.....	....	1	.....	.....	.....	.....	4	.....	.....	.....	.....
St. Louis	173	2	155	16	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Salt Lake City	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Antonio [a]	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
San Francisco	151	10	36	35	....	3	....	7	6	6	18	11	4	1	14
San Juan	14	2	2	5	.....	.....	.....	.....	.....	.....	.....	3	....	2	....
Savannah	41	10	13	7	....	4	.....	.....	1	....	.....	5	.....	.....	1
Seattle	338	5	106	136	....	50	....	11	1	8	16	1	3	1	....
Tampa	295	21	139	62	....	34	....	2	1	1	10	....	19	....	6
Wilmington, N. C	19	4	11	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total—															
1918 (49 ports) [b]	4,749	710	2,337	922	....	160	....	32	20	62	127	27	250	20	82
1917 (48 ports) [b]	7,569	1,020	4,660	770	....	286	....	29	42	43	400	41	74	22	182
1916 (48 ports) [b]	7,825	812	5,126	943	....	271	1	19	59	28	331	35	67	43	90
1915 (48 ports) [b]	6,868	671	4,462	982	....	.....	11	10	104	41	348	67	93	37	42
1914 (49 ports) [b]	6,720	768	4,838	631	....	.....	8	25	41	26	153	59	90	36	45
1913 (107 ports)	3,506	333	2,783	23	....	.....	23	8	24	10	83	26	1	40	152
1912 (105 ports)	3,634	165	3,119	96	3	.....	12	17	38	39	81	12	.....	.....	52
1911 (92 ports)	2,268	182	1,811	23	41	.....	17	45	10	16	43	30	.....	.....	50
1910 (74 ports)	1,070	252	488	17	52	.....	13	61	13	16	68	12	2	.....	76
1909 (64 ports)	1,134	151	710	33	69	.....	3	21	14	7	59	....	4	....	63
1908 (73 ports)	852	245	385	12	42	.....	6	21	23	18	30	7	2	....	61
1907 (66 ports)	684	209	92	88	36	.....	18	62	9	23	52	27	5	....	63
1906 (77 ports)	670	194	130	114	41	.....	13	27	10	6	49	5	9	....	72
1905 (63 ports)	524	142	53	99	42	.....	13	21	26	7	20	11	28	....	62
1904 (66 ports)	706	184	93	101	48	.....	49	16	29	12	24	19	(c)	....	131

[a] The districts of Laredo (No. 23) and Eagle Pass (No. 25) were abolished by Executive order dated Sept. 7, 1917, and the district of San Antonio (No. 23) was created by the same order.
[b] Reports are now made by subports through the principal port of the district.
[c] Included under "Miscellaneous" in 1904 report.

From the above table a material decrease in the reports of violations of the navigation laws will be noted. This is due in most part to improvement in the equipment and navigation of vessels and to a decreased use of motor boats, owing to the increased cost of gasoline and the numerous restrictions placed upon the use of such vessels.

The following table shows the work done by the various branches of the services engaged in the enforcement of the navigation laws:

NUMBER OF VIOLATIONS OF THE NAVIGATION LAWS ON WHICH PENALTIES WERE IMPOSED AND SOURCES OF THE REPORTS FOR FISCAL YEAR 1918.

Headquarters port.	Total.	Coast Guard.	Tarragon.	Killkenny.	Local inspectors.	Radio inspectors.	Customs.	Navigation inspectors.	Cases reported under allotments.
Baltimore	266	.....	33	38	4	.....	43	148	148
Boston	186	1	.....	.....	31	.....	139	15	15
Bridgeport	31	.....	.....	.....	3	.....	28	.....	.....
Buffalo	105	.....	1	.....	47	.....	57	.....	.....
Charleston	26	.....	.....	4	.....	.....	22	.....	.....
Chicago	142	41	.....	.....	14	.....	87	.....	.....
Cleveland	169	.....	.....	.....	75	.....	78	16	16
Des Moines	55	.....	.....	.....	.....	.....	55	.....	52
Detroit	145	86	.....	.....	13	.....	46	.....	.....
Duluth	132	4	.....	.....	.....	.....	103	25	25
Eagle Pass	1	.....	.....	.....	.....	.....	1	.....	.....
Galveston	48	.....	.....	.....	.....	.....	48	.....	.....
Honolulu	7	.....	.....	.....	.....	.....	7	.....	.....
Indianapolis	81	1	.....	.....	.....	.....	28	52	52
Juneau	43	.....	.....	.....	.....	.....	43	.....	.....
Los Angeles	116	5	.....	.....	.....	.....	111	.....	84
Louisville	55	.....	.....	.....	7	.....	25	23	23
Memphis	22	.....	.....	.....	3	.....	15	4	4
Milwaukee	16	9	.....	.....	.....	.....	7	.....	.....
Mobile	51	3	.....	.....	1	.....	47	.....	.....
New Orleans	209	1	18	.....	9	1	180	.....	.....
New York	697	.....	421	3	81	1	155	36	36
Nogales	24	.....	.....	.....	.....	.....	24	.....	.....
Norfolk	208	.....	.....	21	40	.....	53	94	94
Ogdensburg	195	.....	128	.....	1	.....	66	.....	.....
Pembina	3	.....	.....	.....	.....	.....	3	.....	.....
Philadelphia	196	.....	.....	.....	8	.....	119	69	69
Pittsburgh	6	.....	.....	.....	3	.....	3	.....	.....
Port Arthur	102	4	.....	.....	10	.....	88	.....	.....
Portland, Me	28	.....	.....	.....	9	.....	18	1	1
Portland, Oreg	251	.....	.....	.....	.....	.....	251	.....	.....
Providence	79	.....	.....	.....	6	.....	21	52	52
Rochester	102	.....	81	.....	.....	.....	21	.....	.....
St. Albans	27	.....	21	.....	1	.....	5	.....	5
St. Louis	207	.....	.....	.....	1	.....	200	6	6
San Antonio[a]	2	.....	.....	.....	.....	.....	2	.....	.....
San Francisco	143	74	.....	.....	1	1	67	.....	.....
San Juan	14	.....	.....	.....	.....	.....	14	.....	.....
Savannah	39	.....	.....	6	11	.....	22	.....	.....
Seattle	375	10	.....	.....	1	1	208	155	155
Tampa	274	2	106	8	22	1	135	.....	.....
Wilmington, N. C	15	.....	.....	4	2	.....	9	.....	.....
Total—									
1918 (49 ports)	4,893	241	809	84	404	5	2,654	696	726
1917 (48 ports)	7,565	1,255	1,234	864	712	13	2,833	654	1,159
1916 (48 ports)	7,895	1,333	987	984	590	36	2,876	1,089	1,178
1915 (48 ports)	6,860	1,380	1,425	.....	361	34	2,661	999	1,401
1914 (49 ports)	6,720	922	1,762	.....	734	27	3,275	.....	1,325

[a] The districts of Laredo (No. 23) and Eagle Pass (No. 25) were abolished by Executive order dated Sept. 7, 1917, and the district of San Antonio (No. 23) was created by the same order.

The foregoing statement of the work done by the various inspection services is compiled from reports made by collectors of customs on Catalogue 1078 and is approximately correct.

The motor vessel *Kilkenny* was acquired at the beginning of the fiscal year, but was not ready for service until after the close of the summer season. Later in the year she was in the shipyard, having her wireless equipment installed. For these reasons returns from her work will begin to appear in the present fiscal year.

COMPARATIVE STATEMENT OF CASES OF VIOLATIONS OF THE NAVIGATION AND STEAMBOAT-INSPECTION LAWS REPORTED BY OFFICERS OF CUSTOMS, 1904–1918.

Port.	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	Total.
Baltimore	65	30	14	34	21	43	49	114	129	294	219	396	312	461	265	2,446
Boston	27	33	40	15	8	18	34	132	327	67	949	440	412	427	194	3,123
Bridgeport	8	7	12	9	9	4	13	206	423	30	134	118	54	89	32	1,148
Buffalo	1	3	3	5	10	8	32	9	75	64	3	42	144	87	111	597
Charleston	2		5	21	3	2	4	1	4	13	154	91	39	50	28	417
Chicago	8	7	8	7	21	5	70	138	55	35	105	178	389	283	144	1,453
Cleveland	14	14	20	20	27	10	32	114	66	76	90	104	218	161	177	1,143
Denver																
Des Moines	1		2	3	5	4			3		160	85	4	116	56	439
Detroit	33	23	41	48	28	86	161	69	251	221	112	293	441	163	146	2,116
Duluth	34	16	15	16	15	14	46	9	13	15	17	62	79	138	132	621
Eagle Pass								1	3	28	2			1	1	36
Galveston	7	5	8	15	5	9	1	6	2	39	49	49	50	105	54	404
Great Falls			1													1
Honolulu	6	2	8		7	17	20	14	14	11	15	14	18	18	11	175
Indianapolis					2			7	23	5	1	5	109	54	85	291
Juneau	18	21	10	22	9	8	17	113	67	27	41	43	33	40	44	513
Laredo	1							1	16	5	14	2	7	10		56
Los Angeles		8	5	5	52	4	26	65	36	23	79	182	172	137	109	903
Lousiville		1	2	5			1	14	24	6	41	58	63	128	50	393
Memphis	3	3	7	4	4	3	8	10	12	9	10	52	94	84	18	316
Milwaukee	2	6	9	4	14	19	13	16	22	16	16	8	133	82	18	378
Mobile	21	35	32	23	6	9	41	36	40	30	157	107	106	109	52	804
New Orleans	11	15	38	21	21	16	24	51	71	73	218	173	177	315	221	1,445
New York	164	132	160	124	250	638	174	292	352	330	1,013	622	1,256	1,292	583	7,382
Nogales															22	22
Norfolk	43	13	21	16	170	66	43	214	121	489	235	335	531	430	181	2,908
Ogdensburg	5	4	2	4	4	6	6	13	25	20	57	40	92	74	201	553
Pembina										8					3	11
Philadelphia	25	12	26	16	10	8	17	25	28	164	378	867	483	406	166	2,631
Pittsburgh					3	5		1	24	6	21	13	27	4	6	110
Port Arthur				6	4	3	5	28	35	10	126	33	68	93	117	528
Portland, Me	7	9	5	7	14	13	26	86	157	51	78	566	241	145	51	1,456
Portland, Oreg	7	7	11	5	2	3	6	7	125	331	354	273	229	130	239	1,729
Providence	1	2	14	9	9	13	7	79	70	20	130	21	125	94	68	662
Rochester			4	1	2	1	7	18	23	42	34	28	42	44	102	348
St. Albans						2			4	1	54	3	33	68	29	194
St. Louis			1		3	3	8	30	88	20	109	186	154	348	173	1,123
St. Paul	1	1	1			2		3			5	1	5			19
San Antonio [a]															2	2
San Francisco	6	20	11	73	25	20	70	103	64	107	260	446	276	196	151	1,828
San Juan	11	4	4	3	13	3	9	9	25	18	28	28	11	12	14	192
Savannah	5	1	7	1	6	2	1	2	7	6	98	78	82	48	41	385
Seattle	138	54	72	87	33	29	19	74	108	59	38	306	409	318	338	2,425
Tampa	27	33	46	54	29	27	80	135	682	364	669	314	570	547	295	3,872
Wilmington, N. C	4	3	5	1	8	11	5	23	20	373	104	206	137	262	19	1,181
Total (47 ports)	706	524	670	684	852	1,134	1,070	2,268	3,634	3,506	6,720	6,868	7,825	7,569	4,749	48,779

[a] The districts of Laredo (No. 23) and Eagle Pass (No. 25) were abolished by executive order dated Sept. 7, 1917, and the district of San Antonio (No. 23) was created by the same order.

PREVENTION OF OVERCROWDING OF PASSENGER VESSELS.

During the fiscal year this work continued with little change from the previous fiscal year, so far as our navigation inspectors are concerned, the number of counts of passengers increasing from 6,622 in 1917 to 8,847 in 1918, but the number of passengers counted decreased from 2,949,299 in 1917 to 2,931,570 in 1918. The total number of passengers counted by all the services during the year decreased from 6,796,441 in 1917 to 4,916,772 in 1918.

The following table shows by ports 385 occasions on which vessels reached their passenger capacity and were prevented by the inspectors from taking on more passengers. The safety of 268,020 passengers was involved. It has been the consistent practice of the Bureau

to prevent violations of law rather than to permit the overcrowding of these vessels and then impose penalties on the owners.

SHUT-OFFS, BY MONTHS, DURING THE FISCAL YEAR 1918.

Ports.	July.		August.		September.		May.		June.		Total	
	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.
Baltimore	3	1,950	9	11,080	2	2,695	1	1,547	1	1,200	16	18,472
Boston	17	29,090	....	....	6	7,155	....	....	....	....	23	36,245
Buffalo	1	3,500	1	2,500	....	....	....	....	2	1,300	4	7,300
Charleston	1	300	1	500	1	585	3	1,052	1	151	7	2,588
Chicago	127	23,131	37	36,816	1	127	9	1,791	66	12,376	240	74,241
Cleveland	12	15,564	17	27,017	....	....	....	....	3	7,000	33	49,581
Detroit	11	28,542	5	15,162	1	3,000	....	....	1	3,000	18	49,704
Duluth	2	1,836	2	1,104	....	....	....	....	....	....	4	2,940
Galveston	1	2	....	....	....	....	....	....	....	....	1	2
Louisville	1	800	....	....	....	....	....	....	1	1,200	2	2,000
Memphis	....	....	....	....	....	....	1	1,000	4	4,000	5	5,000
Mobile	6	2,573	2	938	....	....	....	....	2	1,136	10	4,647
New York	1	500	2	1,000	....	....	....	....	....	....	3	1,500
Norfolk	....	....	1	400	....	....	1	1,000	2	400	4	1,800
Ogdensburg	1	300	3	1,400	....	....	....	....	....	....	4	1,700
Philadelphia	2	2,100	....	....	....	....	....	....	....	....	2	2,100
Portland, Me	....	....	1	420	....	....	....	....	....	....	1	420
Portland, Oreg	....	....	....	....	....	....	....	....	1	450	1	450
Providence	1	400	1	800	2	2,569	....	....	....	....	4	3,769
Rochester	2	2,876	....	....	1	685	....	....	....	....	3	3,561
Total	188	112,664	83	99,937	14	16,816	15	6,390	85	32,213	385	268,020

The following table shows the work in detail by both the navigation and customs officers:

NUMBER OF COUNTS AND THE NUMBER OF PASSENGERS INVOLVED IN PREVENTING OVERCROWDING OF PASSENGER VESSELS DURING FISCAL YEAR 1918.

Port.	Navigation.		Customs.		Total.	
	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.
Baltimore	1,675	784,284	....	....	1,675	784,284
Boston	....	....	931	669,616	931	669,616
Buffalo	....	....	3,216	693,247	3,216	693,247
Charleston, S. C	....	....	10	3,858	10	3,858
Chicago	2,133	389,263	82	43,216	2,215	432,479
Cleveland	2,478	604,767	266	212,143	2,744	816,910
Des Moines	....	....	1	846	1	846
Detroit	624	698,937	73	118,025	697	816,962
Dubuque	....	....	2	611	2	611
Duluth	163	40,398	3	891	166	41,289
Galveston	....	....	83	2,688	83	2,688
Indianapolis	27	11,188	13	4,529	40	15,717
Louisville	210	74,774	....	....	210	74,774
Memphis	177	81,986	....	....	177	81,986
Milwaukee	....	....	11	5,038	11	5,038
Mobile	....	....	88	25,891	88	25,891
New York	....	....	25	14,150	25	14,150
Norfolk	139	23,407	48	20,618	187	44,025
Ogdensburg	....	....	15	7,141	15	7,141
Philadelphia	3	1,158	191	14,411	194	145,169
Port Arthur	....	....	23	51	23	51
Portland, Me	490	60,678	7	717	497	61,395
Portland, Oreg	....	....	10	3,250	10	3,250
Providence	328	160,730	6	2,052	334	162,782
Rochester	....	....	18	11,398	18	11,398
St. Albans	....	....	7	1,215	7	1,215
Total	8,447	2,931,570	5,129	1,985,202	13,576	4,916,772
Total for fiscal year 1917	6,622	2,949,299	8,944	3,847,142	15,566	6,796,441

NUMBERING UNDOCUMENTED VESSELS.

On June 7, 1918, the act requiring the numbering of undocumented vessels became law effective six months after its passage. Although this law does not go into effect until December 7, 1918, a large proportion of the owners of such vessels have availed themselves of the opportunity of having their boats numbered. This law intended originally to assist in the enforcement of the navigation laws through the identification of the owners of these small vessels has helped also in the enforcement of regulations issued under the espionage act and in the collection of internal revenue taxes on the use of these vessels. The field force of the Bureau is actively cooperating with the Bureau of Internal Revenue in the collection of such taxes, and our force, being trained in the work of inspection, familiar with the location of these vessels, especially outside of the principal ports, should render material assistance.

PASSENGER ACT OF 1882.

During the past fiscal year passenger ships on 442 voyages brought 67,988 steerage passengers to the United States, compared with 630 voyages carrying 147,493 passengers in the fiscal year 1917, 720 voyages carrying 154,057 passengers in 1916, 956 voyages carrying 211,057 passengers in 1915, and 1,797 voyages carrying 1,016,453 passengers in 1914.

ADMEASUREMENT AND LOAD LINE OF VESSELS.

With the unprecedented increase in shipbuilding the importance of this branch of the Bureau's work increases. A large proportion of this shipbuilding is for the ocean trade, subject to canal tolls, tonnage taxes, dockage, pilotage, dry-dock, and other charges. Accurate measurement of these vessels is essential. The adjuster of admeasurement has visited the various admeasurement centers and considerably improved this branch of our service, but we can only approach the accuracy and efficiency of leading maritime nations in this respect under the present unsatisfactory method of administering the laws relating to admeasurement. The admeasurement of a vessel is complicated and requires technical and practical knowledge. This work is done now by customs officers appointed in most instances because of qualifications for customs service and detailed to the measurement of vessels as an incident to their customs work. Only eight of the principal ports have a force of admeasurers of vessels who are not employed on other work. The entire force is organized along customs lines rather than on the basis of shipbuilding industry, which results in inconveniences and in many cases additional expense.

The establishment of load lines under Government supervision is now a necessity for which Congress should soon provide, and the administrative treatment of that subject and of admeasurement may well be combined.

WAR SERVICE.

It is only a slight recognition of their worth and patriotism to make a permanent record in this report of the names of those who left this Bureau to enter the Army or the Navy of the United States, and it is the wish of all the remaining employees of the Bureau that such record be made.

Following is the list of the names of the employees of the Bureau in the Army or the Navy of the United States and the positions they held in the Bureau on the declaration of war or subsequently:

Name.	Position.	United States service.
Batcher, Ralph R.	Assistant radio inspector	Navy.
Belt, Philip C.	Navigation inspector	Army.
Blaney, Joseph L.	do	Naval Reserve Corps.
Cadmus, Richard Y.	Radio inspector	Lieutenant, Navy.
Corridon, Lawrence A.	Clerk, Bureau	Army.
DeRosier, William N.	do	Corporal, Army, O. T. C.
Devlin, Raymond A.	do	Army.
Dillon, John F.	Radio inspector	Major, A. E. F. in France.
Fisher, Frank S.	Assistant radio inspector	Army.
Gawler, Henry C.	Radio inspector	Lieutenant, Navy, European waters.
Greaves, V. Ford.	Radio engineer	Lieutenant, Navy.
Hayes, Harold D.	Assistant radio inspector	Lieutenant.
Henry, Newport F.	Messenger, Bureau	Army, O. T. C.[a]
Kolster, Charles C.	Radio inspector	Lieutenant, Navy.
Kros, Frank A.	Clerk, Bureau	Army.[a]
Krumm, Louis R.	Chief radio inspector	Lieut. Col., A. E. F. in France.
Lawson, George W.	Clerk, Shipping Service	Naval Reserve Corps.
Lipking, Norman J.	Clerk, Bureau	A. E. F. in France.
McCarthy, Bartholomew.	Clerk, Radio Service	Do.
McGown, Dudley B.	Assistant radio inspector	Naval Reserve Corps.
Martin, DeLoss K.	Radio inspector	Electrician, Navy.
Mendelson, Albert.	Clerk, Radio Service	Army.
Morse, Charles E.	Clerk, Bureau	Corporal, Army.
Murray, Steven E.	Clerk, Radio Service	Navy.
Nash, Merrit J.	Navigation inspector	Army.
Pollock, Abram.	Clerk, Bureau	Navy.
Priess, William H.	Assistant radio inspector	Lieutenant, A. E. F. in France.
Redfern, Otto R.	do	Ensign, Navy.
Sadenwater, Harry.	do	Do.
Sanford, Jesse B.	Clerk, Bureau	A. E. F. in France.
Schlang, Herman.	Clerk, Radio Service	Electrician, Navy.
Smidl, Edward.	Navigation inspector	A. E. F. in France.
Stone, Ellery W.	Assistant radio inspector	Lieutenant, Navy.
Stroebel, John C., jr.	do	Electrician, Navy.
Swanson, John W.	Radio inspector	Ensign, Navy.
Thomas, Alfred.	Assistant radio inspector	Captain, Army.
Torrance, Thomas M.	Messenger, Bureau	A. E. F. in France.
Van Nostrand, Walter, jr.	Clerk, Bureau	Lieutenant, A. E. F. in France.
Wolf, Benjamin E.	Radio inspector	Lieutenant, Navy.

[a] Honorably discharged owing to physical condition.

The names of those about to be called to the colors are not included because the arm of the service in which they will serve is not yet determined.

Respectfully,

EUGENE TYLER CHAMBERLAIN,
Commissioner.

To Hon. WILLIAM C. REDFIELD,
Secretary of Commerce.

APPENDIXES.

APPENDIX A.

REPORTS OF SHIPPING COMMISSIONERS FOR THE FISCAL YEAR ENDED JUNE 30, 1918.

The following statements are based on the annual reports of United States shipping commissioners for the fiscal year ended June 30, 1918. Shipping commissioners are appointed by the Secretary of Commerce at each port of entry which is also a port of ocean navigation and for which Congress has made necessary appropriation.

The reports cover:

1. Shipments, discharges, and expenditures.
2. Shipments and reshipments.
3. Discharges.
4. Nationality of seamen.
5. Failures to join.
6. Men shipped to be discharged abroad.
7. Allotments of wages.
8. Seamen shipped and discharged by collectors.

1. SHIPMENTS, DISCHARGES, AND EXPENDITURES.

The following table shows the seamen shipped and discharged by each commissioner, the total cost to the Government of each office, and the number of employees authorized:

Port.	Discharged.	Shipped and reshipped.	Total.	Total amount of salaries paid.	Average cost per man.	Employees.
Baltimore	9,943	11,062	21,005	$3,045.00	$0.14	1
Bath	96	699	795	704.00	.89	
Boston	13,389	15,079	28,468	6,780.00	.24	3
New Bedford	282	1,089	1,371	1,200.00	.88	
New Orleans	23,205	23,489	46,694	4,469.33	.10	3
New York	120,986	110,993	231,979	20,309.79	.09	13
Norfolk	2,944	4,510	7,454	2,297.50	.31	1
Philadelphia	8,481	12,527	21,008	6,480.00	.31	3
Portland, Me	1,620	3,306	4,926	1,837.50	.37	1
Providence	993	3,522	4,515	2,400.00	.53	1
Rockland	129	832	961	721.25	.75	
San Francisco	17,213	18,850	36,063	11,203.11	.31	6
Seattle	25,627	26,382	52,009	10,628.00	.20	7
Total	224,908	232,340	457,248	72,075.48	.16	39

2. Shipments and Reshipments of Seamen.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped and reshipped on vessels of the types and in the trades named. Half-rate foreign ports are those in British North America, the West Indies, and Mexico. Seamen reshipped are those who at the end of a voyage engaged to serve on the next voyage of the same vessel.

Port.	Foreign ports.						Domestic ports.				Total shipments and reshipments.
	Shipped.				Reshipped.		Shipped.		Reshipped.		
	Full-rate ports.		Half-rate ports.								
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	
Baltimore	2,392	94	2,438	80	809	.....	2,152	97	2,986	14	11,062
Bath	.....	.....	42	.....	.....	.....	303	308	.....	46	699
Boston	1,308	72	631	62	2,217	10	2,911	443	7,416	9	15,079
New Bedford	.....	225	.....	.....	.....	.....	.....	773	85	6	1,089
New Orleans	4,052	51	2,182	127	15,212	109	627	22	1,096	11	23,489
New York	24,860	1,524	12,457	479	42,263	106	5,678	268	23,358	.....	110,993
Norfolk	1,857	243	748	125	85	5	997	212	226	12	4,510
Philadelphia	2,974	135	1,256	137	2,055	14	2,980	150	2,739	87	12,527
Portland, Me	5	22	196	42	213	2	1,735	270	781	40	3,306
Providence	38	21	.....	.....	.....	.....	2,005	510	779	169	3,522
Rockland	14	24	26	27	.....	.....	174	386	181	.....	832
San Francisco	7,205	925	653	201	4,456	151	2,048	91	3,100	20	18,850
Seattle	2,766	439	118	6	198	3	12,471	341	10,024	16	26,382
Total	47,471	3,775	20,747	1,286	67,508	400	34,081	3,871	52,771	430	232,340

3. Number of Men Discharged.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men discharged and paid off by commissioners from vessels of the types and in the trades named:

Port.	Foreign ports.				Domestic ports.		Total discharged.
	Full-rate ports.		Half-rate ports.				
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	
Baltimore	3,680	2	3,858	16	2,341	46	9,943
Bath	.....	.....	.....	.....	.....	96	96
Boston	2,963	78	807	36	9,417	88	13,389
New Bedford	.....	58	.....	.....	211	13	282
New Orleans	15,518	34	6,286	199	1,153	15	23,205
New York	48,065	1,161	33,371	334	37,876	179	120,986
Norfolk	2,027	103	203	82	403	126	2,944
Philadelphia	3,249	92	2,125	113	2,762	140	8,481
Portland, Me	19	.....	344	13	1,143	101	1,620
Providence	.....	15	.....	.....	965	13	993
Rockland	.....	.....	.....	.....	29	100	129
San Francisco	8,538	1,440	986	301	5,736	212	17,213
Seattle	683	201	273	13	24,161	296	25,627
Total	84,742	3,184	48,253	1,107	86,197	1,425	224,908

4. Nationality of Seamen.

The following table, compiled by shipping commissioners from articles of agreement, shows the nationality of men shipped and reshipped. During recent fiscal years commissioners have indicated the fact of naturalization on the articles.

Port.	American.								British.			
	Native.				Naturalized.							
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore	3,568	....	133	3,701	692	....	10	702	768	.....	20	788
Bath	42	....	308	350	.....	....	10	10	.....	.....	40	40
Boston	5,632	5	233	5,870	1,108	2	40	1,150	1,808	3	119	1,930
New Bedford	227	2	139	368	36	....	35	71	56	.....	.....	56
New Orleans	9,461	....	89	9,550	2,106	....	25	2,131	3,011	.....	22	3,033
New York	26,560	73	446	27,079	9,736	21	213	9,970	13,905	27	218	14,150
Norfolk	1,466	3	225	1,694	172	4	10	186	374	5	56	435
Philadelphia	4,091	1	150	4,242	974	....	34	1,008	820	.....	59	879
Portland, Me	1,330	....	198	1,528	225	....	17	242	180	.....	23	203
Providence	1,030	....	280	1,310	197	....	114	311	415	.....	105	520
Rockland	158	....	458	616	.....	....	24	24	21	.....	64	85
San Francisco	6,510	192	72	6,774	2,604	103	137	2,844	1,762	63	36	1,861
Seattle	9,311	97	123	9,531	6,046	57	116	6,219	2,918	28	41	2,987
Total	69,386	373	2,854	72,613	23,896	187	785	24,868	26,038	126	803	26,967

Port.	German.				French.				Norwegian.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore	.....	....	.....	.....	10	....	.....	10	525	.....	16	541
Bath	.....	....	3	3	.....	....	10	10	.....	.....	45	45
Boston	4	....	.....	4	25	....	3	28	584	2	54	640
New Bedford	4	....	.....	4	.....	....	.....	.....	23	.....	14	37
New Orleans	.....	....	.....	.....	119	....	8	127	893	.....	23	916
New York	.....	....	.....	.....	298	....	11	309	2,979	65	173	3,217
Norfolk	.....	....	.....	.....	6	....	.....	6	179	7	50	236
Philadelphia	.....	....	.....	.....	39	....	5	44	711	.....	76	787
Portland, Me	31	....	1	32	4	....	.....	4	154	.....	19	173
Providence	.....	....	.....	.....	.....	....	.....	.....	141	.....	42	183
Rockland	.....	....	.....	.....	.....	....	2	2	8	.....	21	29
San Francisco	.....	....	2	2	84	3	5	92	778	117	94	989
Seattle	153	1	7	161	27	1	3	31	1,684	46	94	1,824
Total	192	1	13	206	612	4	47	663	8,659	237	721	9,617

Port.	Swedish.				Danish.				Spanish.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore	515	....	17	532	298	....	6	304	1,507	.....	15	1,522
Bath	.....	....	40	40	.....	....	35	35	.....	.....	30	30
Boston	548	1	49	598	294	2	15	311	1,278	.....	3	1,281
New Bedford	19	....	13	32	21	....	15	36	57	.....	22	79
New Orleans	595	....	31	626	470	....	21	491	2,402	.....	31	2,433
New York	3,987	49	194	4,230	2,170	23	150	2,343	22,716	7	26	22,749
Norfolk	234	11	57	302	163	3	25	191	518	2	4	524
Philadelphia	862	2	52	916	436	....	22	458	1,391	.....	5	1,396
Portland, Me	183	....	17	200	62	....	7	69	184	.....	.....	184
Providence	190	....	68	258	33	....	15	48	198	.....	.....	198
Rockland	5	....	15	20	4	....	14	18	11	.....	.....	11
San Francisco	748	114	127	989	423	53	25	501	353	1	1	355
Seattle	1,270	25	57	1,352	618	17	27	662	878	3	.....	881
Total	9,156	202	737	10,095	4,992	98	377	5,467	31,493	13	137	31,643

4. NATIONALITY OF SEAMEN—Continued.

Port.	Italian.				Portuguese.				Russian.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore	101	....	1	102	202	....	17	219	418	.....	6	424
Bath	.....	....	25	25	.....	....	50	50	.....	.....	25	25
Boston	79	....	6	85	1,278	....	26	1,304	661	1	27	689
New Bedford	.....	....	.....	.....	45	22	220	287	12	.....	5	17
New Orleans	685	....	7	692	100	....	5	105	417	.....	18	435
New York	2,298	....	4	2,302	1,468	17	78	1,563	4,021	58	240	4,319
Norfolk	18	....	.....	18	86	....	15	101	199	12	50	261
Philadelphia	92	....	8	100	197	....	17	214	796	.....	47	843
Portland, Me	11	....	1	12	193	....	69	262	129	.....	13	142
Providence	21	....	.....	21	529	....	72	601	68	.....	4	72
Rockland	.....	....	.....	.....	5	....	15	20	6	.....	17	23
San Francisco	72	1	2	75	28	2	2	32	837	59	63	959
Seattle	58	1	.....	59	109	2	.....	111	814	38	66	918
Total	3,435	2	54	3,491	4,240	43	586	4,869	8,378	168	581	9,127

Port.	Chinese.				Japanese.				Filipinos.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore	.....	....	.....	.....	122	....	1	123	23	.....	1	24
Bath	.....	....	3	3	.....	....	2	2	.....	.....	.....	.....
Boston	3	....	.....	3	.....	....	.....	.....	3	.....	.....	3
New Orleans	.....	....	.....	.....	1	....	.....	1	14	.....	.....	14
New York	129	....	7	136	561	9	30	600	124	.....	5	129
Norfolk	.....	1	.....	1	11	....	.....	11	.....	.....	.....	.....
Philadelphia	22	....	2	24	119	....	.....	119	1	.....	.....	1
Portland, Me	.....	....	.....	.....	17	....	.....	17	.....	.....	.....	.....
San Francisco	10	....	.....	10	18	6	18	42	521	4	2	527
Seattle	26	2	.....	28	10	8	39	57	385	2	6	393
Total	190	3	12	205	859	23	90	972	1,071	6	14	1,091

Port.	Austrian.				Other.				Grand total.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore	3	....	.....	3	2,036	....	31	2,067	10,788	.....	274	11,062
Bath	.....	....	12	12	.....	....	19	19	42	.....	657	699
Boston	29	....	.....	29	1,127	....	.....	1,154	14,461	16	602	15,079
New Bedford	2	....	10	12	40	....	51	91	542	24	523	1,089
New Orleans	7	....	.....	7	2,888	....	40	2,928	23,169	.....	320	23,489
New York	.....	....	.....	.....	17,664	26	207	17,897	108,616	375	2,002	110,993
Norfolk	.....	....	.....	.....	509	2	33	544	3,935	50	525	4,510
Philadelphia	164	....	12	176	1,289	....	31	1,320	12,004	3	520	12,527
Portland, Me	44	....	1	45	185	....	8	193	2,932	.....	374	3,306
Providence	.....	....	.....	.....	.....	....	.....	.....	2,822	.....	700	3,522
Rockland	.....	....	.....	.....	.....	....	10	10	214	.....	618	832
San Francisco	118	....	1	119	2,586	50	43	2,679	17,452	768	630	18,850
Seattle	22	1	1	24	1,110	12	22	1,144	25,439	341	602	26,382
Total	389	1	37	427	29,434	90	495	30,019	222,416	1,577	8,347	232,340

5. Failures of Seamen to Join American Vessels.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men who failed to join American vessels in the United States after they had made contracts to serve thereon. There is virtually no penalty imposed on the seaman who violates his written contract by deserting or failing to join in the United States an American vessel on which he has contracted to work. Since 1898 the punishment provided by law is the forfeiture of all or any part of the wages or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned. The greater number of failures to join are after articles are signed but before the voyage has been begun, when usually no wages have been earned subject to forfeiture.

Port.	Foreign.				Coasting.				Total.		
	Steam.		Sail.		Steam.		Sail.				
	Men.	Failures.	Men.	Failures.	Men.	Failures.	Men.	Failures.	Men.	Failures.	Per cent of failures.
Baltimore	5,639	85	174	22	5,138	137	111	7	11,062	251	2.26
Bath	42	.....	.....	.....	303	.....	354	.....	699	.....	.....
Boston	4,156	49	144	10	10,327	74	452	7	15,079	140	.92
New Bedford	.....	.....	225	.....	85	.....	779	.....	1,089	.....	.....
New Orleans	21,446	222	287	16	1,723	1	33	1	23,489	240	1.02
New York	79,580	2,798	2,109	161	29,036	123	268	1	110,993	3,083	2.77
Norfolk	2,690	66	373	29	1,223	48	224	26	4,510	169	3.74
Philadelphia	6,285	115	286	22	5,719	32	237	7	12,527	176	1.40
Portland, Me	414	11	68	.....	2,516	60	310	5	3,306	76	2.29
Providence	38	.....	21	.....	2,784	42	679	16	3,522	58	1.64
Rockland	40	.....	51	.....	355	.....	386	.....	832	.....	.....
San Francisco	12,314	145	1,277	28	5,148	36	111	6	18,850	215	1.14
Seattle	3,082	2	448	1	22,495	35	357	.....	26,382	38	.14
Total	135,726	3,393	5,461	289	86,852	393	4,301	76	232,340	4,446	1.91

6. Men Shipped to be Discharged in Foreign Ports.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped on vessels of various types to be discharged in foreign ports:

Port.	Steamers.	Square-rigged.	Schooners.	Total.
New Bedford	.....	20	50	70
New York	96	1	5	102
Norfolk	3	.....	.....	3
San Francisco	32	1	.....	33
Seattle	7	.....	.....	7
Total	138	22	55	215

7. Allotments of Wages.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of allotment notes issued for seamen on the types of vessels named in the foreign trade. Allotments are prohibited in trade to foreign ports in Canada, Newfoundland, Mexico, and the West Indies. They are prohibited in the coasting trade except between Atlantic and Pacific ports or vice versa. Allotment notes to relatives are in favor of a seaman's grandparents, parents, wife, sister, or children. They must be signed and approved by a shipping commissioner, and are payable from wages earned on the vessel.

Port.	Steamers.	Square-rigged.	Schooners.	Total.	Port.	Steamers.	Square-rigged.	Schooners.	Total.
Baltimore	235	.....	4	239	Portland, Me	1	.....	.....	1
Boston	12	.....	6	18	San Francisco	468	31	14	513
New Orleans	86	.....	3	89	Seattle	200	.....	9	209
New York	1,525	13	49	1,587					
Norfolk	152	.....	11	163	Total	2,868	44	106	3,018
Philadelphia	189	.....	10	199					

8. Seamen Shipped and Discharged by Collectors.

By section 4503 of the Revised Statutes, at any port in which no shipping commissioner has been appointed, the collector or deputy collector of customs acts as shipping commissioner.

The following table shows the number of seamen shipped and discharged by collectors of customs and deputy collectors of customs in charge, acting as shipping commissioners, during the fiscal year ended June 30, 1918:

Port.	Shipped.	Discharged.	Port.	Shipped.	Discharged.
Bangor, Me	.....	2	Port Arthur, Tex	338	168
Belfast, Me	51	9	Sabine, Tex	101	123
Cutler, Me	6	4	Orange, Tex	12	8
Jonesport, Me	17	12	Beaumont, Tex	.....	74
Machias, Me	90	.....	Galveston, Tex	268	248
South West Harbor, Me	89	38	Port Aransas, Tex	54	61
Portsmouth, N. H	8	8	Los Angeles, Cal	753	701
Gloucester, Mass	49	22	San Diego, Cal	1,291	1,208
Vineyard Haven, Mass	.....	11	Port San Luis, Cal	70	63
Fall River, Mass	3	2	Eureka, Cal	107	24
Bridgeport, Conn	3	41	Astoria, Oreg	168	180
New London, Conn	5	7	Portland, Oreg	1,096	255
Albany, N. Y	.....	3	Anacortes, Wash	30	68
Newark, N. J	82	.....	Aberdeen, Wash	189	59
Perth Amboy, N. J	460	577	Bellingham, Wash	248	100
Wilmington, Del	2	.....	Blaine, Wash	6	1
Washington, D. C	.....	17	Everett, Wash	4	11
Newport News, Va	7,068	4,934	Port Angeles, Wash	106	72
Charleston, S. C	39	246	Roche Harbor, Wash	.....	7
Brunswick, Ga	39	13	South Bend, Wash	49	7
Savannah, Ga	194	91	Juneau, Alaska	1	.....
Apalachicola, Fla	6	3	Ketchikan, Alaska	2	22
Boca Grande, Fla	55	1	Nome, Alaska	9	5
Fernandina, Fla	7	.....	Honolulu, Hawaii	550	525
Jacksonville, Fla	717	273	Hilo, Hawaii	16	20
Key West, Fla	540	108	Kola, Hawaii	5	9
Miami, Fla	28	.....	San Juan, P. R	134	69
Pensacola, Fla	1,046	326	Ponce, P. R	3	5
St. Andrews, Fla	94	33	Mayaguez, P. R	32	3
Tampa, Fla	463	139	Aguadilla, P. R	.....	1
Mobile, Ala	2,139	1,748	Arroyo, P. R	1	2
Gulfport, Miss	138	60	Guanica, P. R	127	94
Pascagoula, Miss	507	289			
Baton Rouge, La	959	1,247	Total	20,674	14,457

APPENDIX B.

WAGES OF SEAMEN.

The following statements show the average monthly wages paid to seamen generally on American vessels, compiled from the reports of the United States shipping commissioners:

First. The average monthly wages paid during the past fiscal year on American steam and sailing vessels to seamen shipped in various positions for voyages in various branches of the foreign and coasting trade, compiled from reports of the United States shipping commissioners of this Bureau.

Second. Average monthly wages paid to able seamen on American vessels (steam and sail), 1895–1918.

Third. Average monthly wages paid to first mates on American vessels, 1895–1918.

Fourth. Average monthly wages paid to firemen and first engineers on American steam vessels, 1895–1918.

Fifth. The wage scales established by the United States Shipping Board on May 18, June 1, and June 14, respectively, are also published.

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1918.

Destination, size, and port of departure of vessels.	Sail.					Steam.								
	Able seamen.	Boat-swains.	Carpen-ters.	First mates.	Second mates.	Able seamen.	Boat-swains.	Carpen-ters.	First mates.	Second mates.	Fire-men.	Trim-mers.	First engineers.	Second engineers.
To Great Britain.														
Under 500 tons:														
New Orleans						$90.00	$105.00	$112.50	$175.00	$162.50	$90.00	$75.00	$285.00	$210.00
Norfolk	$62.50	$72.50	$77.50	$150.00	$100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Portland, Me	60.00	80.00	.....	125.00	85.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland	55.00	.....	.....	60.00	.....	55.00	.....	.....	110.00	90.00	55.00	50.00	150.00	120.00
From 500 to 1,500 tons:														
New York	60.00	100.00	100.00	150.00	100.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Portland, Me	60.00	80.00	.....	125.00	85.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland	65.00	.....	.....	90.00	125.00	65.00	.....	.....	150.00	125.00	75.00	65.00	190.00	140.00
Over 1,500 tons:														
Baltimore	93.75	108.75	117.00	210.00	195.00	93.75	108.75	117.00	210.00	195.00	93.75	78.75	210.00	195.00
New Orleans	.....	.....	.....	.....	.....	95.00	112.50	118.75	228.33	193.75	100.75	93.25	278.33	203.33
New York	60.00	100.00	100.00	150.00	100.00	60.00	70.00	75.00	130.00	115.00	60.00	50.00	185.00	130.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Philadelphia	.....	.....	.....	.....	.....	62.66	72.80	77.14	138.20	126.46	63.14	55.51	197.90	139.48
Portland, Me	60.00	80.00	.....	125.00	85.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland	65.00	.....	.....	90.00	125.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
To continent of Europe.														
Under 500 tons:														
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Portland, Me	60.00	80.00	.....	125.00	85.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
From 500 to 1,500 tons:														
Boston	60.00	.....	.....	175.00	125.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Orleans	116.66	115.00	.....	130.00	.....	90.00	.....	.....	350.00	300.00	.....	.....	350.00	300.00
New York	60.00	100.00	100.00	150.00	100.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Philadelphia	71.25	.....	.....	137.50	93.33	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland, Me	60.00	80.00	.....	125.00	85.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,500 tons:														
Baltimore	93.75	108.75	117.00	210.00	195.00	93.75	108.75	117.00	210.00	195.00	93.75	78.75	210.00	195.00
Boston	.....	.....	.....	.....	.....	60.00 to 75.00	70.00 to 85.00	75.00 to 90.00	125.00 to 140.00	110.00 to 130.00	60.00 to 75.00	50.00 to 65.00	185.00 to 225.00	140.00
New Orleans	.....	.....	.....	.....	.....	91.64	106.07	108.93	242.14	222.86	94.12	80.72	327.14	231.43
New York	60.00	100.00	100.00	150.00	100.00	60.00	70.00	75.00	130.00	115.00	60.00	50.00	185.00	130.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Philadelphia	60.00	70.00	.....	100.00	.....	62.66	72.80	77.14	138.20	126.46	63.14	55.51	197.90	139.48
Portland, Me	60.00	80.00	.....	125.00	85.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	.....	.....	.....	.....	.....	75.00	85.00	90.00	175.00	150.00	75.00	.....	250.00	175.00

To South America.														
Under 500 tons:														
New Orleans						62.50		87.50	127.50	100.00	73.25		180.00	145.00
New York	60.00	75.00	75.00	125.00	75.00									
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Portland, Me	60.00	80.00		100.00	85.00									
San Francisco						60.00			145.00	130.00	60.00		220.00	130.00
From 500 to 1,500 tons:														
Boston	60.00			100.00 to 150.00	70.00 to 80.00									
New Orleans						67.50	70.00		150.00	123.75	71.25	65.00	215.06	160.30
New York	60.00	75.00	75.00	125.00	75.00	60.00	70.00	75.00	120.00	105.00	60.00	50.00	165.00	120.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Philadelphia	62.50	70.00		99.50	71.25	67.50			150.00	131.25	67.50		182.50	132.50
Portland, Me	60.00	80.00		100.00	85.00									
Rockland	65.00			90.00	125.00									
San Francisco	60.00			130.00	90.00	63.05	72.50	70.00	139.37	122.08	63.77		190.10	139.16
Seattle	63.33	65.00	75.00	125.00	111.00	63.33	65.00	75.00	125.00	111.00	63.33	63.33	205.00	151.00
Over 1,500 tons:														
Baltimore	62.50	72.50	77.50	140.00	130.00	62.50	72.50	77.50	140.00	130.00	62.50	52.50	140.00	130.00
Bath	75.00	85.00		125.00	90.00									
Boston						60.00 to 75.00	70.00 to 85.00	75.00 to 90.00	125.00 to 150.00	115.00 to 130.00	60.00 to 75.00	50.00 to 65.00	165.00 to 200.00	115.00 to 130.00
New Orleans						60.00	70.00		156.25	133.75	66.25	57.50	187.50	146.61
New York	60.00	75.00	75.00	125.00	75.00	60.00	70.00	75.00	130.00	115.00	60.00	50.00	185.00	135.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Philadelphia	60.00			125.00	85.00	61.50	71.67	78.75	130.25	116.50	61.50	53.95	178.75	130.50
Portland, Me	60.00	80.00		100.00	85.00									
San Francisco						64.50	69.25	70.00	156.58	135.75	64.50		213.50	156.75
To West Indies, Mexico, and Central America.														
Under 500 tons:														
New Orleans	65.00			135.00	130.00	60.00	70.00		156.25	137.50	60.00	60.00	231.25	162.50
New York	60.00	75.00	75.00	125.00	75.00	60.00			105.00	90.00	60.00	50.00	135.00	110.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Philadelphia	60.80	65.00		80.71										
Portland, Me	60.00	80.00		100.00	85.00									
Rockland	55.00			60.00										
San Francisco						64.50			141.00	125.25	65.00		178.50	129.33
To West Indies, Mexico, and Central America.														
From 500 to 1,500 tons:														
Boston	60.00 to 75.00			80.00 to 100.00	70.00									
New Orleans	60.00	75.00				60.00	70.00		156.25	137.50	60.00	60.00	231.25	162.50
New York	60.00	75.00	75.00	125.00	75.00	60.00	70.00	75.00	120.00	105.00	60.00	50.00	165.00	120.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1918—Continued.

Destination, size, and port of departure of vessels.	Sail.					Steam.								
	Able seamen.	Boat-swains.	Carpen-ters.	First mates.	Second mates.	Able seamen.	Boat-swains.	Carpen-ters.	First mates.	Second mates.	Fire-men.	Trim-mers.	First engineers.	Second engineers.
To West Indies, Mexico, and Central America—Contd.														
From 500 to 1,500 tons—Continued.														
Philadelphia	$35.45	$89.29	.....	$102.10	$78.33	$60.00	.....	.....	$132.84	$114.20	$60.00	$50.00	$174.00	$124.25
Providence	62.50	.....	.....	100.00	80.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland, Me.	60.00	80.00	.....	100.00	85.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland	65.00	.....	.....	90.00	125.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	.....	.....	.....	.....	.....	62.81	.....	.....	141.63	125.22	64.16	.....	179.34	133.53
Seattle	63.33	65.00	$75.00	125.00	110.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,500 tons:														
Baltimore	62.50	72.50	77.50	140.00	130.00	62.50	$72.50	$77.50	140.00	130.00	62.50	52.50	140.00	130.00
Boston	60.00 to 75.00	.....	.....	80.00 to 100.00	70.00	60.00 to 75.00	70.00 to 85.00	75.00 to 90.00	125.00 to 150.00	115.00 to 130.00	60.00 to 75.00	50.00 to 65.00	165.00 to 200.00	115.00 to 130.00
New Orleans	.....	.....	.....	.....	.....	66.62	75.64	80.44	151.85	136.41	66.98	57.41	217.78	153.41
New York	60.00	75.00	75.00	125.00	75.00	60.00	70.00	75.00	130.00	115.00	60.00	50.00	185.00	135.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Philadelphia	.....	.....	.....	.....	.....	63.33	73.42	76.33	131.51	114.65	63.45	58.33	180.00	129.36
Providence	.....	.....	.....	.....	.....	62.50	70.00	.....	150.00	140.00	62.50	58.50	200.00	150.00
Portland, Me.	60.00	80.00	.....	100.00	85.00	60.00	75.00	80.00	130.00	120.00	60.00	55.00	185.00	130.00
San Francisco	.....	.....	.....	.....	.....	64.28	70.50	76.22	162.46	135.64	64.28	60.00	219.85	160.89
Atlantic and Gulf coasting trade.														
Under 500 tons:														
Bath	60.00	.....	.....	75.00	.....	60.00	.....	.....	100.00	.....	75.00	.....	125.00	90.00
Boston	.....	.....	.....	.....	.....	60.00 to 75.00	.....	.....	125.00 to 150.00	100.00 to 125.00	60.00 to 75.00	50.00 to 65.00	150.00 to 165.00	115.00 to 130.00
New Bedford	60.00	.....	.....	90.00	75.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Orleans	70.50	77.50	.....	161.25	142.19	69.00	.....	.....	144.25	127.00	75.00	.....	213.25	172.50
New York	60.00	75.00	75.00	125.00	75.00	60.00	.....	.....	105.00	90.00	60.00	50.00	135.00	110.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	130.00	115.00	67.50	57.50	165.00	125.00
Philadelphia	63.00	.....	.....	81.25	.....	56.00	.....	.....	127.50	110.00	62.00	.....	159.00	128.00
Portland, Me.	60.00	80.00	.....	100.00	85.00	60.00	75.00	.....	125.00	110.00	60.00	55.00	150.00	120.00
Rockland	55.00	.....	.....	60.00	.....	55.00	.....	.....	110.00	90.00	55.00	50.00	150.00	120.00
From 500 to 1,500 tons:														
Boston	60.00 to 75.00	.....	.....	80.00 to 100.00	70.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Orleans	60.00	80.00	.....	110.00	90.00	60.00	.....	.....	150.00	110.00	66.00	50.00	215.50	128.75

New York	60.00	75.00	75.00	125.00	75.00	60.00	70.00	75.00	120.00	105.00	60.00	50.00	165.00	120.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	130.00	115.00	67.50	57.50	165.00	125.00
Philadelphia	75.00	110.00	.....	.....	.....	61.67	.....	.....	125.63	111.88	62.50	.....	175.00	125.00
Providence	62.50	.....	.....	100.00	80.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland, Me	60.00	80.00	.....	100.00	85.00	60.00	75.00	.....	130.00	120.00	60.00	55.00	185.00	130.00
Rockland	65.00	.....	.....	90.00	125.00	65.00	.....	.....	150.00	125.00	75.00	65.00	190.00	140.00
Seattle	66.33	65.00	75.00	125.00	110.00	63.33	65.00	75.00	125.00	111.00	63.33	63.33	205.00	151.00
Over 1,500 tons:														
Baltimore	62.50	72.50	77.50	140.00	130.00	62.50	72.50	77.50	140.00	130.00	62.50	52.50	140.00	130.00
Bath	75.00	.....	.....	100.00	90.00	60.00	.....	.....	140.00	120.00	75.00	.....	180.00	140.00
Boston	.....	.....	.....	.....	.....	60.00 to 75.00	70.00 to 85.00	75.00 to 90.00	110.00 to 150.00	90.00 to 130.00	60.00 to 75.00	50.00 to 65.00	160.00 to 200.00	90.00 to 150.00
New Bedford	.....	.....	.....	.....	.....	60.00	70.00	.....	140.00	130.00	60.00	.....	190.00	140.00
New Orleans	.....	.....	.....	.....	.....	67.50	77.50	80.00	145.65	128.75	68.75	58.75	194.39	144.40
New York	60.00	75.00	75.00	125.00	75.00	60.00	70.00	75.00	130.00	115.00	60.00	50.00	185.00	135.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	130.00	115.00	67.50	57.50	165.00	125.00
Philadelphia	60.00	.....	.....	80.00	60.00	58.29	68.04	75.60	121.58	106.59	60.10	52.04	172.72	123.12
Providence	.....	.....	.....	.....	.....	62.50	70.00	.....	150.00	140.00	62.50	58.50	200.00	150.00
Portland, Me	60.00	80.00	.....	100.00	85.00	60.00	75.00	80.00	140.00	130.00	60.00	55.00	185.00	140.00
Seattle	66.33	65.00	75.00	125.00	111.00	63.33	65.00	75.00	125.00	111.00	63.33	63.33	205.00	151.00
To Asia and Australia.														
Under 500 tons:														
San Francisco	65.62	83.12	.....	118.69	90.47	65.00	.....	.....	133.75	116.25	.....	.....	133.33	132.50
From 500 to 1,500 tons:														
San Francisco	65.60	90.00	80.00	127.50	99.47	67.50	82.50	90.00	147.50	128.75	.....	.....	181.25	147.50
Seattle	63.33	65.00	75.00	125.00	110.00	63.33	65.00	75.00	125.00	111.00	63.33	63.33	205.00	151.00
Over 1,500 tons:														
Baltimore	62.50	72.50	77.50	140.00	130.00	62.50	72.50	77.50	140.00	130.00	62.50	52.50	140.00	130.00
New York	.....	.....	.....	.....	.....	60.00	70.00	75.00	130.00	115.00	60.00	50.00	185.00	135.00
San Francisco	63.75	78.00	86.87	141.20	107.08	65.00	71.90	76.89	168.81	141.76	65.00	60.00	238.07	167.68
Seattle	63.33	65.00	75.00	125.00	110.00	63.33	65.00	75.00	125.00	111.00	63.33	63.33	205.00	151.00
Pacific coasting trade.														
Under 500 tons:														
San Francisco	60.00	67.50	90.00	105.00	.....	67.00	.....	.....	144.00	129.00	75.75	.....	183.25	140.25
From 500 to 1,500 tons:														
San Francisco	60.00	.....	80.00	125.62	86.25	66.15	76.90	.....	144.21	128.94	67.81	71.25	193.48	143.36
Seattle	63.33	65.00	75.00	125.00	111.00	63.33	65.00	75.00	125.00	111.00	63.33	63.33	205.00	151.00
Over 1,500 tons:														
San Francisco	64.92	86.00	83.50	147.75	102.70	66.00	70.00	75.71	160.16	135.50	66.00	60.00	227.07	163.02
Seattle	63.33	65.00	75.00	125.00	111.00	63.33	65.00	75.00	140.00	121.00	63.33	63.33	225.00	151.00
To Africa.														
Under 500 tons:														
New Bedford	40.00	.....	.....	75.00	50.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Philadelphia	75.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1918—Continued.

Destination, size, and port of departure of vessels.	Sail.					Steam								
	Able seamen.	Boatswains.	Carpenters.	First mates.	Second mates.	Able seamen.	Boatswains.	Carpenters.	First mates.	Second mates.	Firemen.	Trimmers.	First engineers.	Second engineers.
To Africa—Continued.														
From 500 to 1,500 tons:														
Boston	$60.00 to 75.00			$110.00	$75.00									
New York	60.00	$75.00	$75.00	125.00	75.00									
Norfolk	62.50	72.50	77.50	150.00	100.00	$62.50	$72.50	$77.50	$140.00	$125.00	$62.50	$52.50	$175.00	$140.00
San Francisco	60.00			125.00	100.00									
Seattle	63.33	65.00	75.00	125.00	110.00									
Over 1,500 tons:														
Baltimore	62.50	72.50	77.50	140.00	130.00	62.50	72.50	77.50	140.00	130.00	62.50	52.50	140.00	130.00
New York	60.00	75.00	75.00	125.00	75.00	60.00	70.00	75.00	130.00	115.00	60.00	50.00	185.00	135.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
Philadelphia				150.00										
San Francisco						75.00			150.00	130.00			250.00	155.00
Atlantic to Pacific ports and vice versa.														
Under 500 tons:														
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
San Francisco						60.00			152.50	131.25	60.00	50.00	177.50	135.00
From 500 to 1,500 tons:														
New York						60.00	70.00	75.00	120.00	105.00	60.00	50.00	165.00	120.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
San Francisco						64.28	72.50	75.00	139.28	125.17	64.28		190.71	140.71
Over 1,500 tons:														
Baltimore	62.50	72.50	77.50	140.00	130.00	62.50	72.50	77.50	140.00	130.00	62.50	52.50	140.00	130.00
New York						60.00	70.00	75.00	130.00	115.00	60.00	50.00	185.00	135.00
Norfolk	62.50	72.50	77.50	150.00	100.00	62.50	72.50	77.50	140.00	125.00	62.50	52.50	175.00	140.00
San Francisco						65.14	70.44	77.29	164.04	139.53	65.14	62.22	229.00	162.96
Seattle	63.33	65.00	75.00	125.00	110.00	63.33	65.00	75.00	140.00	121.00	63.33	63.33	250.00	165.00

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895–1918.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
To Great Britain.														
Under 500 tons:														
Boston					$45.00									
New Bedford						$60.00							$60.00	
New Orleans														$90.00
New York					37.50	45.00							45.00	
Norfolk							$62.50							62.50
Philadelphia	$20.00	$20.00												
Portland, Me						60.00	60.00					$40.00	60.00	
Rockland		25.00	$25.00	$30.00	30.00	35.00	55.00						50.00	55.00
From 500 to 1,500 tons:														
Baltimore						50.00							90.00	
Boston				25.00										
New Bedford						60.00							60.00	
New Orleans						80.00								
New York	18.00	20.00		25.00			60.00				$35.00	40.00	45.00	
Norfolk					45.00		62.50							62.50
Philadelphia					45.00									
Portland, Me						60.00	60.00					40.00	60.00	
Rockland		30.00	30.00	30.00	35.00	40.00	65.00							65.00
San Francisco	15.00	20.00												
Over 1,500 tons:														
Baltimore							93.75					45.00	90.00	93.75
Boston												45.00		
New Orleans												45.00		95.00
New York	18.00						60.00	$22.50	$25.00	$25.00	27.50	35.00	45.00	60.00
Norfolk							62.50				30.00	34.50		62.50
Philadelphia								20.00		30.00		37.00	60.00	62.66
Portland, Me					40.00	60.00	60.00					45.00	60.00	
Rockland														
San Francisco	16.35			25.00							25.00	30.00	55.00	
Seattle	15.00	20.00		25.00							30.00			
To Continent of Europe.														
Under 500 tons:														
New York	18.50	20.00			37.50	45.00							45.00	
Norfolk							62.50							62.50
Philadelphia	21.35	20.00												
Portland, Me						60.00	60.00						60.00	

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895–1918—Continued.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
To Continent of Europe—Continued.														
From 500 to 1,500 tons:														
Baltimore						$90.00					$30.00		$90.00	
Boston				$25.00	$45.00	40.00 to 60.00	$60.00					$30.00 to 40.00		
New Bedford						60.00								
New Orleans					40.00	71.06	116.66							$90.00
New York	$16.00	$20.00		30.00	37.50	45.00	60.00				30.00	35.00	45.00	
Norfolk				30.00	45.00		62.50							62.50
Philadelphia	19.60	20.00		25.00	37.50	60.00	71.25							
Portland, Me						60.00	60.00						60.00	
San Francisco		20.00			35.00									
Seattle					25.00									
Over 1,500 tons:														
Baltimore							93.75					45.00	90.00	93.75
Boston					30.00	45.00 to 60.00					33.00		40.00 to 60.00	60.00 to 75.00
New Orleans						70.00					30.00	37.50	54.57	91.64
New York				30.00	37.50	45.00	60.00				27.50	35.00	45.00	60.00
Norfolk							62.50				30.00	45.00		62.50
Philadelphia	20.00				30.00		60.00	$20.00			31.47	35.91	67.56	62.66
Portland, Me						60.00	60.00				30.00	45.00	60.00	
San Francisco	18.75			25.00	35.00						32.50			75.00
To South America.														
Under 500 tons:														
Baltimore	16.00	22.50												
Boston		20.00			45.00									
Mobile	14.80													
New Bedford		18.00												
New Orleans									$30.00					62.50
New York	16.27	20.00	$22.00	25.00	30.00	40.00	60.00					30.00		
Norfolk		18.00	25.00				62.50							62.50
Philadelphia	16.00	25.00				45.00		25.00				30.00		
Portland, Me					35.00	55.00	60.00					45.00	60.00	
Providence				25.00	40.00									
San Francisco	18.75	22.50				40.00							55.00	60.00
Seattle		25.00												

From 500 to 1,500 tons:														
Baltimore	16.00	22.50	.....	.....	.....	50.00	.....	.....	.....	.....	.....	.....	50.00	.....
Bath	.....	.....	.....	25.00	.....	60.00	.....	.....	.....	.....	.....	.....	.....	.....
Boston	18.00	20.00	20.00	20.00 to 25.00	20.00 to 40.00	40.00 to 60.00	60.00	.....	.....	.....	.....	35.00	.....	.....
New Bedford	.....	.....	.....	.....	.....	60.00	.....	.....	.....	.....	.....	.....	60.00	.....
New Orleans	25.00	.....	.....	.....	35.00	52.50	.....	30.00	30.00	.....	.....	.....	.....	67.50
New York	15.77	20.00	.....	25.00	37.50	45.00	60.00	.....	.....	.....	25.00	.....	45.00	60.00
Norfolk	18.00	.....	.....	25 00	30.00	.....	62.50	.....	.....	.....	.....	.....	.....	62.50
Philadelphia	19.43	23.25	20.00	24.58	33.95	47.50	62.50	.....	.....	.....	.....	.....	56.25	67.50
Portland, Me	16.27	20.00	20.00	.....	35.00	55.00	60.00	.....	.....	.....	.....	45.00	60.00	.....
Providence	.....	.....	.....	30.00	40.00	.....	.....	.....	.....	.....	.....	40.00	.....	.....
Rockland	.....	.....	.....	.....	.....	.....	65.00	.....	.....	.....	.....	.....	.....	.....
San Francisco	20.00	22.50	.....	.....	.....	40.00	60.00	30.00	30.00	.....	.....	48.33	55.00	63.05
Seattle	18.00	20.00	24.67	27.50	.....	50.00	63.33	.....	.....	.....	45.00	45.00	.....	63.33
Over 1,500 tons:														
Baltimore	.....	22.50	.....	25.00	35.00 to 45.00	.....	62.50	.....	.....	.....	30.00	40.00	50.00	62.50
Bath	.....	.....	.....	.....	.....	.....	75.00	.....	.....	.....	.....	.....	.....	.....
Boston	.....	.....	.....	20.00 to 25.00	25.00 to 45.00	.....	.....	.....	.....	.....	.....	35.00	45.00 to 60.00	60.00 to 75.00
New Orleans	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30.00	35.00	46.25	60.00
New York	15.00	20.00	.....	25.00	37.50	45.00	60.00	25.00	25.00	$25.00	27.50	35.00	45.00	60.00
Norfolk	.....	.....	.....	20.00	40.00	.....	62.50	.....	.....	.....	30.00	35.00	.....	62.50
Pascagoula	.....	.....	.....	20.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	20.00	.....	.....	22.00	30.00	46.66	60.00	.....	.....	.....	.....	37.69	49.24	61.50
Portland, Me	.....	.....	.....	25.00	35.00	55.00	60.00	.....	.....	.....	.....	45.00	60.00	.....
Providence	.....	.....	.....	.....	40.00	.....	.....	.....	.....	.....	.....	40.00	.....	.....
San Francisco	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56.31	64.50
Seattle	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55.00	.....
To West Indies, Mexico, and Central America.														
Under 500 tons:														
Baltimore	16.00	20.00	25.00	.....	.....	.....	.....	20.00	.....	.....	.....	.....	.....	.....
Bath	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston	20.00	25.00	25.00	25.00 to 30.00	45.00	40.00 to 60.00	.....	.....	25.00	.....	.....	.....	.....	.....
New Bedford	.....	.....	22.00	25.00	.....	60.00	.....	30.00	.....	25.00	.....	.....	60.00	.....
New Orleans	.....	25.00	20.00	25.00	30.00	35.00	65.00	.....	30.00	.....	.....	35.00	50.56	60.00
New York	16.76	25.00	23.00	30.00	37.50	45.00	60.00	.....	.....	.....	30.00	30.00	.....	60.00
Norfolk	17.33	21.75	.....	.....	.....	.....	62.50	.....	25.00	.....	30.00	45.00	.....	62.50
Pascagoula	18.00	24.08	24.87	25.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	19.62	23.95	24.16	27.50	35.50	45.50	60.80	.....	30.00	25.00	.....	.....	.....	.....
Portland, Me	16.76	25.00	.....	.....	.....	55.00	60.00	.....	.....	.....	.....	45.00	60.00	.....
Providence	18.00	.....	.....	.....	40.00	50.00	.....	.....	.....	.....	.....	.....	.....	.....
Rockland	20.00	25.00	25.00	30.00	30.00	35.00	55.00	.....	.....	.....	.....	.....	.....	.....
San Francisco	18.89	30 95	40.00	.....	.....	.....	.....	.....	.....	.....	30.00	51.11	55.75	64.50
Seattle	.....	30.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895–1918—Continued.

Destination, size, and port of departure of vessels.	Sail							Steam.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
To West Indies, Mexico, and Central America—Contd.														
From 500 to 1,500 tons:														
Baltimore	$16.00	$25.00	$25.00	.....	$30.00	$50.00	.....	$16.00	.....	.....	.....	.....	$50.00	.....
Boston	20.00	25.00	25.00	$25.00 to 30.00	25.00 to 45.00	40.00 to 60.00	$60.00 to 75.00	30.00	$25.00	.....	.....	.....	.....	.....
New Bedford	.....	.....	.....	25.00	35.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Orleans	25.00	.....	.....	.....	35.00	50.00	60.00	35.00	30.00	$30.00	.....	$37.50	51.84	$66.25
New York	17.77	25.00	25.00	30.00	37.50	45.00	60.00	.....	22.50	30.00	$30.00	35.00	45.00	60.00
Norfolk	17.00	25.00	25.00	30.00	40.00	.....	62.50	.....	.....	.....	30.00	45.00	.....	62.50
Pascagoula	18.00	25.00	.....	25.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	17.88	24.95	23.21	27.21	32.07	45.00	65.45	25.00	.....	.....	33.33	37.50	54.00	60.00
Portland, Me	16.56	25.00	25.00	.....	.....	55.00	60.00	.....	.....	.....	.....	45.00	60.00	.....
Providence	25.00	.....	.....	30.00	40.00	50.00	62.50	.....	.....	.....	.....	40.00	.....	.....
Rockland	.....	30.00	30.00	30.00	35.00	40.00	65.00	.....	.....	.....	.....	.....	.....	.....
San Francisco	19.67	35.00	.....	40.00	.....	.....	.....	.....	.....	45.79	49.75	50.66	55.16	62.81
Seattle	22.50	30.00	40.00	40.00	.....	.....	63.33	.....	.....	45.00	50.00	50.00	.....	.....
Over 1,500 tons:														
Baltimore	.....	25.00	.....	25.00	35.00 to 45.00	.....	62.50	.....	.....	.....	30.00	45.00	50.00	62.50
Boston	.....	25.00	30.00	25.00 to 30.00	25.00 to 35.00	45.00 to 60.00	.....	.....	25.00	25.00	30.00	30.00 to 45.00	45.00 to 60.00	60.00 to 75.00
New Orleans	.....	.....	.....	.....	30.00	45.00	.....	.....	30.00	35.00	30.00	37.50	49.39	66.62
New York	.....	.....	.....	30.00	37.50	45.00	60.00	25.00	25.00	30.00	30.00	35.00	45.00	60.00
Norfolk	.....	.....	.....	30.00	.....	.....	62.50	.....	.....	.....	30.00	45.00	.....	62.50
Philadelphia	.....	30.00	25.00	25.00	27.50	46.25	.....	25.00	25.00	25.14	32.55	35.69	49.68	.....
Portland, Me	.....	.....	.....	25.00	40.00	55.00	60.00	.....	.....	.....	.....	40.00	60.00	60.00
Providence	.....	.....	.....	.....	40.00	50.00	.....	.....	.....	.....	.....	40.00	.....	62.50
Rockland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	20.00	30.00	.....	50.00	51.00	55.00	.....	.....	.....	33.54	31.49	40.83	55.59	64.28
Seattle	.....	.....	.....	.....	.....	.....	.....	.....	.....	35.00	.....	.....	.....	.....
Atlantic and Gulf coasting trade.														
Under 500 tons:														
Baltimore	18.00	25.00	25.00	.....	.....	.....	.....	.....	.....	25.00	.....	35.00	.....	.....
Bath	.....	25.00	25.00	25.00	.....	45.00	60.00	.....	25.00	.....	30.00	.....	40.00	.....

Boston	20.00	25.00	.....	25.00 to 30.00	30.00	40.00 to 60.00	.....	.....	25.00	.....	.....	30.00 to 45.00	45.00 to 60.00	60.00 to 75.00
Gloucester	.....	.....	30.00	30.00	.....	.....	.....	.....	.....	.....	35.00	.....	.....	.....
New Bedford	20.00	25.00	25.00	25.00	30.00	60.00	60.00	30.00	.....	27.00	.....	35.00	60.00	.....
New Orleans	.....	25.00	20.00	25.00	.....	.....	70.50	.....	30.00	.....	.....	.....	.....	69.00
New York	17.59	25.00	25.00	30.00	37.50	45.00	60.00	.....	.....	.....	30.00	30.00	45.00	60.00
Norfolk	18.00	25.00	25.00	.....	45.00	.....	62.50	.....	25.00	28.75	.....	45.00	.....	62.50
Pascagoula	15.25	18.37	25.00	25.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	20.80	26.41	25.28	28.82	32.50	49.29	63.00	.....	25.00	28.86	30.83	31.25	41.25	56.00
Portland, Me	20.97	25.00	25.00	.....	40.00	55.00	60.00	.....	25.00	30.00	30.00	40.00	60.00	60.00
Providence	20.00	25.00	25.00	30.00	40.00	50.00	.....	.....	.....	.....	.....	.....	.....	.....
Rockland	20.00	25.00	25.00	30.00	30.00	35.00	55.00	25.00	.....	30.00	30.00	40.00	50.00	55.00
From 500 to 1,500 tons:														
Baltimore	18.00	25.00	25.00	.....	30.00	50.00	.....	.....	25.00	.....	.....	35.00	50.00	.....
Bath	22.00	30.00	30.00	30.00	.....	.....	.....	.....	25.00	30.00	.....	.....	60.00	.....
Boston	20.00	30.00	.....	25.00 to 30.00	30.00 to 45.00	40.00 to 60.00	60.00 to 75.00	.....	25.00	25.00 to 30.00	.....	30.00 to 45.00	45.00 to 60.00	.....
New Bedford	23.00	25.00	.....	30.00	.....	60.00	.....	.....	.....	30.00	.....	35.00	.....	.....
New Orleans	25.00	25.00	20.00	.....	.....	45.00	60.00	39.00	30.00	30.00	30.00	.....	58.13	60.00
New York	17.59	25.00	27.50	30.00	37.50	45.00	60.00	.....	25.00	.....	30.00	35.00	45.00	60.00
Norfolk	20.00	29.00	30.00	30.00	45.00	.....	62.50	.....	25.00	25.00	30.00	45.00	.....	62.50
Pascagoula	18.00	25.00	25.00	30.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	20.00	27.37	25.60	28.52	30.39	49.23	75.00	22.25	30.00	.....	30.00	31.54	49.09	61.67
Portland, Me	22.29	30.00	28.00	30.00	40.00	55.00	60.00	.....	30.00	.....	30.00	40.00	60.00	60.00
Providence	25.00	30.00	30.00	30.00	40.00	50.00	62.50	25.00	25.00	.....	30.00	40.00	50.00	.....
Rockland	20.00	30.00	30.00	30.00	35.00	40.00	65.00	25.00	.....	.....	.....	.....	.....	65.00
Seattle	.....	.....	.....	.....	.....	.....	66.33	.....	.....	.....	.....	.....	.....	63.33
Over 1,500 tons:														
Baltimore	.....	25.00	30.00	25.00	35.00 to 45.00	.....	62.50	.....	25.00	25.00	30.00	45.00	.....	62.50
Bath	.....	30.00	.....	.....	.....	60.00	75.00	.....	.....	.....	35.00	.....	.....	60.00
Boston	.....	30.00	.....	25.00 to 30.00	30.00 to 45.00	45.00 to 60.00	.....	.....	25.00	25.00 to 30.00	30.00	30.00 to 45.00	45.00 to 60.00	60.00 to 75.00
Gloucester	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Bedford	.....	30.00	.....	.....	.....	.....	.....	.....	.....	25.00	.....	.....	.....	60.00
New Orleans	.....	.....	20.00	.....	.....	.....	.....	.....	30.00	.....	30.00	.....	56.88	67.50
New York	.....	25.00	.....	30.00	37.50	45.00	60.00	25.00	25.00	35.00	30.00	35.00	45.00	60.00
Norfolk	.....	30.00	30.00	30.00	45.00	.....	62.50	.....	.....	27.50	.....	.....	.....	62.50
Pascagoula	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	21.65	29.20	29.86	32.20	40.91	47.15	60.00	22.00	.....	26.00	31.04	32.83	43.64	58.29
Portland, Me	22.60	30.00	30.00	30.00	40.00	55.00	60.00	.....	.....	27.50	30.00	40.00	60.00	60.00
Providence	.....	.....	30.00	30.00	40.00	50.00	.....	.....	.....	30.00	30.00	40.00	50.00	62.50
Rockland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seattle	.....	.....	.....	.....	.....	.....	66.33	.....	.....	.....	.....	.....	55.00	63.33

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895–1918—Continued.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
To Asia and Australia.														
Under 500 tons:														
San Francisco	.....	$24.00	$30.00	.....	$34.49	$48.58	$65.62	.....	$45.00	.....	.....	.....	.....	$65.00
From 500 to 1,500 tons:														
Baltimore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$60.00	.....
New York	$15.21	18.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	.....	.....	.....	.....	35.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	18.32	21.28	33.12	$28.75	35.43	44.37	65.50	.....	35.00	.....	$20.00	$45.00	.....	67.50
Seattle	17.50	20.00	26.74	25.00	37.50	50.00	63.33	.....	.....	.....	.....	50.00	55.41	63.33
Over 1,500 tons:														
Baltimore	.....	18.00	.....	.....	.....	.....	62.50	.....	.....	.....	.....	.....	60.00	62.50
New York	16.00	18.00	18.00	.....	25.00	25.00	.....	.....	.....	.....	.....	35.00	45.00	60.00
Philadelphia	16.25	18.00	.....	20.00	.....	.....	.....	.....	.....	.....	.....	.....	45.00	.....
San Francisco	19.00	22.00	.....	27.50	35.00	45.00	63.75	$28.75	32.03	.....	38.43	41.88	55.20	65.00
Seattle	.....	20.00	.....	.....	.....	.....	63.33	.....	.....	.....	35.00	.....	55.41	63.33
Pacific coasting trade.														
Under 500 tons:														
San Francisco	23.88	39.67	42.60	45.00	45.35	50.00	60.00	30.00	45.00	$50.00	50.00	.....	55.00	67.00
Seattle	30.00	40.00	42.50	.....	.....	.....	.....	.....	40.00	55.96	50.00	57.50	55.41	.....
From 500 to 1,500 tons:														
Baltimore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60.00	.....
San Francisco	25.48	38.40	41.55	44.28	45.00	51.25	60.00	35.00	45.00	50.00	50.09	50.91	55.00	66.15
Seattle	30.50	40.00	48.25	45.00	40.00	55.41	63.33	.....	40.00	50.00	50.00	57.50	55.41	63.33
Over 1,500 tons:														
Baltimore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60.00	.....
Norfolk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30.00	.....	.....
San Francisco	25.00	35.87	45.00	50.00	50.33	54.64	64.92	35.00	44.00	45.00	47.53	50.45	55.53	66.00
Seattle	.....	40.00	50.00	.....	.....	.....	63.33	.....	40.00	50.00	50.00	57.50	55.41	63.33
To Africa.														
Under 500 tons:														
Boston	18.00	20.00	.....	.....	.....	40.00	.....	.....	.....	.....	.....	.....	.....	.....
Gloucester	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Bedford	15.00	20.00	15.00	22.00	20.00	35.00	40.00	.....	.....	15.00	.....	.....	35.00	.....
New York	.....	20.00	.....	25.00	30.00	45.00	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk	.....	.....	.....	.....	.....	.....	62.50	.....	.....	.....	.....	.....	.....	62.50
Philadelphia	.....	.....	.....	25.00	.....	.....	75.00	.....	.....	.....	.....	.....	.....	.....

From 500 to 1,500 tons:														
Baltimore													60.00	
Boston	18.00	20.00	20.00	20.00		40.00	60.00 to 75.00					20.00 to 40.00		
New Bedford			15.00	25.00						15.00				
New Orleans						60.00								
New York	15.51	20.00	20.00	25.00	37.50	45.00	60.00					35.00	55.00	
Norfolk				30.00	30.00		62.50							62.50
San Francisco							60.00							
Seattle							63.33							
Over 1,500 tons:														
Baltimore							62.50						60.00	62.50
New Orleans													45.00	
New York		20.00					60.00					35.00	45.00	60.00
Norfolk							62.50				30.00	45.00		62.50
Philadelphia											30.00	31.66	56.25	
San Francisco		20.00	20.00			40.00								75.00
Seattle		20.00	25.00											
Atlantic to Pacific ports, and vice versa.														
Under 500 tons:														
Baltimore														
Norfolk							62.50							62.50
San Francisco														60.00
Seattle											30.00	52.50		
From 500 to 1,500 tons:														
Baltimore	16.00	18.00				50.00							60.00	
New Orleans														
New York	16.00	18.00	18.00						27.50			30.00		60.00
Norfolk					30.00		62.50					35.00		62.50
Philadelphia	15.40													
San Francisco											46.66	47.50	55.00	64.28
Seattle	15.00	20.00	25.00								45.00	52.50		
Over 1,500 tons:														
Baltimore		18.00		25.00			62.50				30.00		60.00	62.50
Boston											30.00 to 35.00		60.00	
New York	16.00	18.00	18.00							25.00	30.00	35.00	45.00	60.00
Norfolk							62.50					35.00		62.50
Philadelphia	16.00	18.00	18.00	20.00					25.00		36.35	30.00	45.00	
San Francisco	16.24	20.83	20.00	50.00		56.00				20.10	32.38	36.86	56.15	65.14
Seattle		20.00	25.00				63.33			25.00	42.50	52.50		63.33

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895–1918.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
To Great Britain.														
Under 500 tons:														
Boston					$55.00									$175.00
New Orleans														
New York					75.00	$80.00							$125.00	
Norfolk							$150.00							140.00
Philadelphia	$40.00	$40.00												
Portland, Me						100.00	125.00					$100.00	115.00	
Rockland		40.00	$35.00	$35.00	40.00	45.00	60.00						100.00	110.00
From 500 to 1,500 tons:														
Baltimore						125.00							175.00	
Boston	40.00	45.00		50.00										
New Orleans						150.00								
New York	37.50	45.00		45.00			150.00				$120.00	$120.00	125.00	
Norfolk					60.00		150.00							140.00
Philadelphia					68.33									
Portland, Me						125.00	125.00					100.00	125.00	
Rockland		50.00	45.00	45.00	50.00	50.00	90.00							150.00
San Francisco	50.00	57.50												
Seattle		55.00												
Over 1,500 tons:														
Baltimore							210.00					125.00	175.00	210.00
Boston												135.00		
New Orleans												143.75		228.33
New York	45.00						150.00	$75.00	$120.00	$115.00	115.00	125.00	150.00	130.00
Norfolk							150.00				90.00			140.00
Philadelphia								70.00		90.00		135.50	171.81	138.20
Portland, Me					70.00	150.00	125.00					125.00	135.00	
San Francisco	50.83			70.00								123.33	140.00	
Seattle	50.00	57.50		67.50							90.00			
To Continent of Europe.														
Under 500 tons:														
New Orleans		40.00												
New York	40.00	40.00			75.00	80.00							125.00	
Norfolk							150.00							140.00
Philadelphia	40.00	40.00												
Portland, Me						100.00	125.00						115.00	

From 500 to 1,500 tons:														
Baltimore						175.00					80.00		175.00	
Boston				50.00		60.00 to 75.00	175.00					115.00 to 135.00		
New Orleans						94.38	130.00							350.00
New York	40.00	50.00		125.00	75.00	80.00	150.00				115.00	125.00	125.00	
Norfolk				50.00	55.00		150.00							140.00
Philadelphia	42.50	35.00		50.00	66.67	72.14	137.50							
Portland, Me						125.00	125.00						125.00	
San Francisco		55.00												
Seattle					75.00									
Over 1,500 tons:														
Baltimore							210.00					125.00	175.00	210.00
Boston					60.00	70.00 to 225.00					100.00	130.00 to 150.00		125.00 to 140.00
New Orleans											115.00	130.25	167.08	242.14
New York				125.00	90.00	95.00	150.00				110.00	125.00	150.00	130.00
Norfolk					55.00		150.00				120.00	125.00		140.00
Philadelphia	50.00				60.00		100.00	70.00			103.75	122.75	189.97	138.20
Portland, Me						150.00	125.00				100.00	110.00	135.00	
San Francisco	55.00			70.00	95.00						100.00			175.00
Seattle	50.00													
To South America.														
Under 500 tons:														
Baltimore	40.00	40.00												
Boston		35.00			50.00									
New Bedford		35.00												
New Orleans									75.00					127.50
New York	37.50	40.00	40.00	45.00	55.00	65.00	125.00					85.00		
Norfolk		40.00	40.00				150.00							140.00
Philadelphia	42.50	40.00				70.00		65.00				150.00		
Portland, Me					65.00	100.00	100.00					110.00	115.00	
Providence				50.00	50.00									
San Francisco	45.00	47.50				85.00							120.00	145.00
Seattle		52.50												
From 500 to 1,500 tons:														
Baltimore	45.00	45.00		60.00		125.00							125.00	
Bath				50.00 to 60.00		85.00								
Boston	40.00	40.00	50.00		50.00 to 65.00	50.00 to 100.00	100.00 to 150.00					100.00		
New Orleans	40.00				60.00	95.00		75.00	75.00					150.00
New York	41.09	45.00		55.00	60.00	75.00	125.00				95.00		120.00	120.00
Norfolk	40.00			40.00	55.00		150.00							140.00
Philadelphia	41.66	46.00	50.00	48.00	55.88	72.14	99.50						143.75	150.00
Portland, Me	40.21	45.00	50.00		65.00	125.00	100.00					110.00	125.00	
Providence				40.00	75.00							100.00		

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895–1918—Continued.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
To South America—Continued.														
From 500 to 1,500 tons—Continued.														
Rockland							$90.00							
San Francisco	$45.50	$51.25				$97.50	130.00	$80.00	$100.00			$100.00	$124.37	$139.37
Seattle	47.00	55.00	$66.25	$70.00		100.00	125.00				$100.00	100.00		125.00
Over 1,500 tons:														
Baltimore		45.00		75.00	$75.00		140.00				100.00	135.00	125.00	140.00
Bath							125.00							
Boston				60.00	60.00 to 80.00						115.00 to 125.00	100.00		125.00 to 150.00
New Orleans											115.00	120.00	131.50	156.25
New York	45.00			65.00	75.00	80.00	125.00	78.33	80.00	$100.00	100.00	110.00	135.00	130.00
Norfolk		50.00		60.00	70.00		150.00					115.00		140.00
Pascagoula				60.00										
Philadelphia				60.00	107.50	128.33	125.00					116.82	139.30	130.25
Portland, Me				55.00	65.00	150.00	100.00					110.00	135.00	
Providence					75.00							100.00		
San Francisco			70.00					96.67	100.00	100.00	105.20	106.17	129.20	156.58
Seattle		55.00												
To West Indies, Mexico, and Central America.														
Under 500 tons:														
Baltimore	40.00	30.00	50.00					50.00						
Bath														
Boston	35.00	35.00	35.00 to 40.00	40.00	80.00	50.00			70.00					
New Bedford			45.00	50.00				50.00		45.00			90.00	
New Orleans		40.00	40.00	50.00	40.00	45.00	135.00		75.00			102.00	137.50	156.25
New York	37.00	40.00	40.00	45.00	55.00	65.00	125.00				85.00	90.50		105.00
Norfolk	37.50	36.75					150.00		53.33		75.00			140.00
Pascagoula		37.13	38.46	40.00										
Philadelphia	37.65	38.57	40.00	42.22	46.87	61.25	80.71		60.00	60.00				
Portland, Me	39.09	37.50				90.00	100.00					110.00	115.00	
Providence	35.00				50.00									
Rockland	35.00	40.00	35.00	35.00	40.00	45.00	60.00							
San Francisco	42.78	48.93	70.00								100.00	100.00	118.16	141.00
Seattle														

From 500 to 1,500 tons:														
Baltimore	42.00	45.00	50.00		65.00	125.00		55.00					125.00	
Boston	40.00	40.00	45.00 to 50.00	45.00 to 55.00	50.00 to 60.00	50.00 to 75.00	80.00 to 100.00	75.00	70.00					
New Bedford				60.00										
New Orleans	40.00				60.00	60.00		75.00	75.00	85.00		112.50	136.71	150.25
New York	41.82	50.00	45.00	55.00	65.00	75.00	125.00		60.00	90.00	90.00	100.00	120.00	120.00
Norfolk	40.00	45.00		40.00	60.00		150.00					115.00		140.00
Pascagoula	37.50	40.00		40.00										
Philadelphia	40.15	42.33	48.00	48.75	52 90	71.54	102.10	57.50			83.33	105.00	153.75	132.84
Portland, Me	40.94	46.70	48.00			115.00	100.00					110.00	125.00	
Providence	40.00			50.00	75.00	80.00	100.00					100.00		
Rockland		50.00	45.00	45.00	50.00	50.00	90.00							
San Francisco	46.94	53.33		70.00						100.00	100.00	100.41	128.18	141.63
Seattle	50.00	55.00	65.00	70.00	75.00	100.00	125.00				100.00	100.00		
Over 1,500 tons:														
Baltimore		45.00		75.00	75.00		140.00				100.00	115.00	125.00	140.00
Boston		45.00	50.00 to 60.00	60.00	50.00 to 60.00	60.00 to 75.00			70.00	90.00	100.00	100.00 to 125.00	115.00 to 125.00	125.00 to 150.00
New Orleans					60.00				75.00	90.00	100.00	110.00	132.08	151.85
New York				55.00	75.00	80.00	125.00	80.00	75.00	100.00	100.00	115.00	135.00	130.00
Norfolk				55.00			150.00				90.00	115.00		140.00
Philadelphia					60.00	77.50		75.00	70.00	89.90	100.34	111.64	136.20	131.51
Portland, Me				55.00	65.00	125.00	100.00					100.00	135.00	130.00
Providence					75.00	100.00						100.00		150.00
Rockland														
San Francisco	45.00	57.50		75.00	75.00	93.33				100.00	113.11	118.08	129.20	162.46
Seattle		55.00								100.00				

Atlantic and Gulf coasting trade.

Under 500 tons:														
Baltimore	35.00	37.50	40.00									90.00		
Bath		30.00	35.00	35.00		60.00	75.00		30.00	40.00	75.00		75.00	100.00
Boston	35.00	35.00		40.00	40.00 to 45.00	50.00			70.00			75.00 to 100.00	80.00 to 125.00	125.00 to 150.00
Gloucester			45.00	50.00									65.00	
New Bedford	30.00	30.00	45.00	50.00	60.00	90.00	90.00	50.00		45.00		80.00	90.00	
New Orleans		40.00		50.00			161.25		75.00					144.25
New York	34.59	35.00	40.00	45.00	55.00	65.00	125.00				75.00	85.00	105.00	105.00
Norfolk	30.00	35.00			60.00		150.00			68.50		95.00		130.00
Pascagoula	35.00	35.00	43.33							75.63				
Philadelphia	37.40	37.30	40.22	41.25	50.00	65.00	81.25		64.00		77.50	85.00	115.62	127.50
Portland, Me	32.80	35.00	40.00		65.00	90.00	100.00		70.00	70.00	75.00	110.00	115.00	125.00
Providence	30.00	30.00	40.00	40.00	50.00	80.00								
Rockland	35.00	35.00	35.00	35.00	40.00	45.00	60.00	75.00		75.00	75.00	85.00	100.00	110.00

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895–1918—Continued.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
Atlantic and Gulf coasting trade—Continued.														
From 500 to 1,500 tons:														
Baltimore	$40.00	$45.00	$50.00	.....	$75.00	$125.00	.....	.....	$70.00	.....	.....	$105.00	$125.00	.....
Bath	40.00	40.00	50.00	$60.00	.....	.....	.....	.....	60.00	$50.00	.....	.....	.....	.....
Boston	40.00	45.00	.....	45.00 to 55.00	50.00 to 65.00	50.00 to 75.00	$80.00 to 100.00	.....	70.00	65.00 to 80.00	.....	85.00 to 110.00	.....	.....
New Bedford	40.00	35.00	.....	50.00	.....	100.00	.....	.....	.....	55.00	.....	110.00	.....	.....
New Orleans	40.00	40.00	.....	.....	.....	60.00	110.00	$75.00	75.00	85.00	$90.00	.....	156.25	$150.00
New York	37.62	45.00	45.00	50.00	65.00	75.00	125.00	.....	65.00	.....	90.00	100.00	125.00	120.00
Norfolk	38.33	40.00	47.50	50.00	60.00	.....	150.00	.....	.....	.....	80.00	85.00	.....	130.00
Pascagoula	40.00	40.00	43.33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	37.40	42.35	46.68	47.82	49.67	75.00	.....	65.00	70.00	.....	85.00	89.23	117.50	125.63
Portland, Me	40.42	50.00	50.00	50.00	65.00	100.00	100.00	.....	.....	.....	90.00	110.00	125.00	130.00
Providence	40.00	50.00	50.00	50.00	75.00	100.00	100.00	75.00	70.00	.....	100.00	100.00	125.00	.....
Rockland	35.00	50.00	45.00	45.00	50.00	50.00	90.00	75.00	.....	.....	.....	.....	.....	150.00
Seattle	.....	.....	.....	.....	.....	.....	125.00	.....	.....	.....	.....	.....	.....	125.00
Over 1,500 tons:														
Baltimore	.....	45.00	60.00	75.00	75.00	.....	140.00	.....	70.00	85.00	100.00	115.00	.....	140.00
Bath	.....	45.00	.....	.....	.....	90.00	100.00	.....	.....	.....	85.00	.....	90.00	140.00
Boston	.....	45.00	.....	60.00	60.00 to 70.00	60.00 to 75.00	.....	.....	70.00	75.00 to 100.00	90.00 to 100.00	85.00 to 120.00	100.00 to 125.00	110.00 to 150.00
New Bedford	.....	40.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	140.00
New Orleans	.....	.....	.....	.....	.....	.....	.....	.....	75.00	90.00	90.00	.....	143.13	145.65
New York	.....	45.00	.....	55.00	75.00	75.00	125.00	80.00	75.00	95.00	100.00	100.00	125.00	130.00
Norfolk	.....	50.00	50.00	60.00	60.00	.....	150.00	.....	.....	.....	.....	.....	.....	130.00
Philadelphia	40.00	60.00	53.50	68.21	70.91	85.71	80.00	75.00	.....	88.63	89.20	100.34	119.21	121.58
Portland, Me	50.00	57.00	60.00	60.00	65.00	100.00	100.00	.....	.....	90.00	100.00	110.00	125.00	140.00
Providence	.....	.....	60.00	60.00	75.00	100.00	.....	.....	.....	75.00	100.00	100.00	125.00	150.00
Seattle	.....	.....	.....	.....	.....	.....	125.00	.....	.....	.....	.....	.....	.....	125.00
To Asia and Australia.														
Under 500 tons:														
San Francisco	44.64	51.25	60.00	.....	71.99	91.08	118.69	.....	90.00	.....	.....	.....	.....	133.75

From 500 to 1,500 tons:														
Baltimore													125.00	
New York	45.00	45.00												
Philadelphia					70.00									
San Francisco	47.02	50.10	61.00	73.75	73.69	97.03	127.50		75.00		100.00	105.00		147.50
Seattle	50.00	55.00	71.00	75.00	75.00	90.00	125.00					100.00	115.00	125.00
Over 1,500 tons:														
Baltimore							140.00						125.00	140.00
New York	51.62	50.00	60.00		70.00	75.00						100.00	135.00	130.00
Philadelphia	50.00	55.00		75.00									140.00	
San Francisco	47.50	53.00		75.00	80.00	103.75	141.20	105.88	103.02	125.00	126.64	122.04	137.18	168.81
Seattle		55.00					125.00			125.00	125.00		115.00	125.00
Pacific coasting trade.														
Under 500 tons:														
Boston		50.00												
San Francisco			62.02	70.00	68.75	79.06	105.00			100.00	100.00			144.00
Seattle	43.54	51.29	66.00					62.50	82.92	103.17	100.00	107.50	115.00	
From 500 to 1,500 tons:														
Baltimore													125.00	
San Francisco	50.91	53.46	71.03	73.00	77.50	97.50	125.62	75.00	86.25	100.00	129.00	100.00	121.92	144.21
Seattle	50.00	60.00	70.50	80.00	72.50	100.00	125.00		90.00	126.05	100.00	107.50	115.00	125.00
Over 1,500 tons:														
Baltimore													125.00	
San Francisco	51.64	55.40	63.33	92.56	87.00	105.62	147.75	75.00	92.57	102.80	110.61	119.80	138.74	160.16
Seattle		60.00	86.67				125.00		90.00	127.22	118.35	107.50	115.00	140.00
To Africa.														
Under 500 tons:														
Boston	35.00	35.00												
Gloucester														
New Bedford	35.00	30.00	30.00	50.00	60.00	60.00	75.00			30.00			60.00	
New Orleans		40.00												
New York		40.00		50.00	75.00	65.00								
Norfolk							150.00							140.00
From 500 to 1,500 tons:														
Baltimore						175.00							125.00	
Boston	40.00	40.00	45.00 to 50.00	40.00 to 50.00		75.00	110.00							
New Bedford			30.00	60.00						30.00				
New Orleans						125.00								
New York	47.50	45.00	50.00	55.00	75.00	75.00	125.00					125.00	125.00	
Norfolk				60.00			150.00							140.00
Pascagoula		45.00												
Philadelphia						100.00								
San Francisco	40.00	50.00		70.00			125.00							
Seattle	50.90	55.00		75.00	75.00	100.00	125.00							

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895–1918—Continued.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
To Africa—Continued.														
Over 1,500 tons:														
Baltimore	.....	.....	.....	.....	.....	.....	$140.00	.....	.....	.....	.....	.....	$125.00	$140.00
New Orleans	.....	$45.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	130.00	.....
New York	.....	.....	.....	.....	.....	.....	125.00	.....	.....	.....	.....	$115.00	135.00	130.00
Norfolk	.....	.....	.....	.....	.....	.....	150.00	.....	.....	.....	.....	150.00	.....	140.00
Philadelphia	.....	.....	.....	.....	.....	.....	150.00	.....	.....	.....	$95.00	105.00	156.25	.....
San Francisco	.....	53.33	$65.00	.....	.....	$102.50	.....	.....	.....	.....	.....	.....	.....	.....
Seattle	.....	55.00	63.33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150.00
Atlantic to Pacific ports, and vice versa.														
Under 500 tons:														
Norfolk	.....	.....	.....	.....	.....	.....	150.00	.....	.....	.....	.....	.....	.....	140.00
San Francisco	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	152.50
Seattle	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	90.00	107.50	.....	.....
From 500 to 1,500 tons:														
Baltimore	$55.00	50.00	.....	.....	.....	125.00	.....	.....	.....	.....	.....	.....	125.00	.....
New Orleans	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York	50.00	45.00	52.50	.....	.....	.....	.....	.....	$75.00	.....	.....	100.00	.....	120.00
Norfolk	.....	.....	.....	.....	.....	.....	150.00	.....	.....	.....	.....	115.00	.....	140.00
Philadelphia	52.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100.00	100.00	120.66	139.28
Seattle	55.00	55.00	65.00	.....	.....	.....	.....	.....	.....	.....	100.00	107.50	.....	.....
Over 1,500 tons:														
Baltimore	.....	50.00	.....	$75.00	.....	.....	140.00	.....	.....	.....	100.00	.....	125.00	140.00
Boston	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100.00	.....	125.00	.....
New York	55.83	50.00	70.00	.....	.....	.....	.....	.....	.....	$100.00	100.00	110.00	135.00	130.00
Norfolk	.....	.....	.....	.....	.....	.....	150.00	.....	.....	.....	.....	115.00	.....	140.00
Philadelphia	50.00	52.00	65.00	75.00	.....	.....	.....	.....	75.00	.....	103.89	107.50	110.00	.....
San Francisco	54.03	55.83	68.33	75.00	.....	90.00	.....	.....	.....	100.00	102.40	113.69	127.94	164.04
Seattle	.....	55.00	60.00	.....	.....	.....	125.00	.....	.....	125.00	100.00	107.50	150.00	140.00

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895–1918.

Destination, size, and port of departure of vessels.	Firemen.							First engineers.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
To Great Britain.														
Under 500 tons:														
New Orleans							$90.00							$285.00
Norfolk							62.50							175.00
Portland, Me					$50.00	$55.00						$125.00	$115.00	
Rockland						50.00	55.00						125.00	150.00
From 500 to 1,500 tons:														
Baltimore						90.00							175.00	
New York				$45.00	45.00	50.00					$150.00	150.00	150.00	
Norfolk							62.50							175.00
Portland, Me					50.00	55.00						125.00	125.00	
Rockland							75.00							190.00
Over 1,500 tons:														
Baltimore					50.00	90.00	93.75					175.00	175.00	210.00
Boston					50.00							190.00		
New Orleans					45.00		100.75					206.25		278.33
New York	$37.00	$40.00	$40.00	40.00	40.00	50.00	60.00	$150.00	$150.00	$200.00	200.00	200.00	225.00	185.00
Norfolk				40.00	52.50		62.50							175.00
Philadelphia			40.00		46.00	67.50	63.14	112.50		150.00		187.50	238.30	197.90
Portland, Me					50.00	55.00						125.00	135.00	
San Francisco					40.00	55.00						183.33	185.00	
Seattle				40.00							140.00			
To Continent of Europe														
Under 500 tons:														
New York						50.00							120.00	
Norfolk							62.50							175.00
Portland, Me						55.00							115.00	
From 500 to 1,500 tons:														
Baltimore				35.00		90.00					90.00		175.00	
Boston					40.00 to 45.00							175.00 to 225.00		
New Orleans														350.00
New York				40.00	40.00	50.00					170.00	150.00	120.00	
Norfolk							62.50							175.00
Portland, Me						55.00							125.00	
Over 1,500 tons:														
Baltimore					50.00	90.00	93.75					175.00	175.00	210.00
Boston				35.00 to 40.00		45.00 to 60.00	60.00 to 75.00				150.00 to 175.00		225.00	185.00 to 225.00

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895–1918—Continued.

Destination, size, and port of departure of vessels.	Firemen.							First engineers.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
To Continent of Europe—Continued.														
Over 1,500 tons—Continued.														
New Orleans				$40.00	$45.00	$60.80	$94.12				$110.00	$191.30	$258.33	$327.14
New York				40.00	40.00	50.00	60.00				180.00	165.00	185.00	185.00
Norfolk				40.00	100.00		62.50				150.00	110.00		175.00
Philadelphia				41.18	42.95	73.37	63.14	$112.50			158.75	179.50	270.98	197.90
Portland, Me				40.00	55.00	55.00					150.00	125.00	135.00	
San Francisco				38.50			75.00				150.00			250.00
To South America.														
Under 500 tons:														
New Orleans		$50.00					73.25		$125.00					180.00
New York					40.00							125.00		
Norfolk							62.50							175.00
Philadelphia	$45.00				40.00			125.00				150.00		
Portland, Me					55.00	55.00						125.00	115.00	
San Francisco						55.00	60.00						160.00	220.00
From 500 to 1,500 tons:														
Baltimore						55.00							125.00	
Boston					40.00							150.00		
New Orleans	50.00	50.00					71.25	125.00	125.00					215.06
New York				40.00		50.00	60.00				150.00		160.00	165.00
Norfolk							62.50							175.00
Philadelphia						55.33	67.50						167.50	182.50
Portland, Me					55.00	55.00						125.00	125.00	
Providence					45.00							150.00		
San Francisco	45.00	45.00			55.00	55.00	63.77	150.00	150.00			150.00	165.00	190.10
Seattle				55.00	55.00		63.33				150.00	150.00		205.00
Over 1,500 tons:														
Baltimore				35.00	45.00	55.00	62.50				100.00	225.00	125.00	140.00
Boston						45.00 to 65.00	60.00 to 75.00						165.00 to 175.00	165.00 to 200.00
New Orleans				40.00	45.00	52.00	66.25				110.00	182.50	185.50	187.50
New York	40.00	40.00	40.00	40.00	40.00		60.00	120.89	125.00	$150.00	157.50	160.00	175.00	185.00
Norfolk				40.00	45.00		62.50					140.00		175.00
Philadelphia					44.58	54.58	61.50					167.73	193.69	178.75
Portland, Me					55.00	55.00						125.00	135.00	
Providence					45.00							150.00		
San Francisco	45.00	45.00	55.00	47.29	49.99	56.40	64.50	150.00	150.00	165.00	161.66	161.24	182.92	213.50
Seattle						55.00								

To West Indies, Mexico, and Central America.

Under 500 tons:														
Baltimore	35.00							100.00						
Boston		35.00							125.00					
New Bedford	35.00							85.00						
New Orleans		50.00			47.50	49.45	60.00		125.00			142.50	157.08	231.25
New York				40.00	40.00		60.00				125.00	125.00		135.00
Norfolk		33.33		40.00			62.50		86.67		125.00			175.00
Pascagoula														
Portland, Me					55.00	55.00						125.00	115.00	
Philadelphia		35.00	30.00						100.00	115.00				
San Francisco				55.00	55.00	55.75	65.00				125.00	148.61	163.08	178.50
From 500 to 1,500 tons:														
Baltimore	35.00					55.00		100.00					125.00	
Boston	35.00	35.00						100.00	125.00					
New Orleans	50.00	50.00	40.00		55.00	60.29	70.40	125.00	125.00	150.00		150.00	177.57	213.54
New York			40.00	40.00	40.00	50.00	60.00		100.00	150.00	140.00	150.00	160.00	165.00
Norfolk				40.00	50.00		62.50					100.10		175.00
Philadelphia	35.00			40.00	47.14	56.00	60.00	100.00			128.33	141.43	206.67	174.00
Portland, Me					55.00	55.00						125.00	125.00	
Providence					45.00							150.00		
San Francisco			52.89	55.00	54.72	55.66	64.16			145.79	148.50	147.61	162.50	179.34
Seattle				55.00	55.00						150.00	150.00		
Over 1,500 tons:														
Baltimore				35.00	45.00	55.00	62.50				100.00	165.00	125.00	140.00
Boston		35.00	35.00 to 40.00	40.00	40.00 to 50.00	45.00 to 60.00	60.00 to 75.00		125.00	150.00	150.00	150.00 to 175.00	165.00 to 175.00	165.00 to 200.00
New Orleans		50.00	50.00	50.00	42.50	53.04	66.98		125.00	150.00	100.00	160.00	187.63	217.78
New York	40.00		40.00	40.00	40.00	50.00	60.00	125.00	125.00	175.00	165.00	165.00	225.00	185.00
Norfolk				40.00	50.00		62.50				100.00	115.00		175.00
Philadelphia	40.00	30.20	39.51	42.24	42.50	53.20	63.45	125.00	125.00	150.00	156.20	161.94	189.71	180.00
Portland, Me					50.00	55.00	60.00					125.00	135.00	185.00
Providence					45.00		62.50					150.00		200.00
San Francisco			47.96	45.91	50.09	55.59	64.28			150.00	161.20	165.31	173.89	219.85
Seattle			50.00							150.00				

Atlantic and Gulf coasting trade.

Under 500 tons:														
Baltimore			35.00		45.00					100.00		140.00		
Bath		35.00		50.00		50.00	75.00		75.00		100.00		100.00	125.00
Boston		35.00			40.00 to 50.00	45.00 to 60.00	60.00 to 75.00		110.00			100.00 to 140.00	130.00 to 135.00	150.00 to 165.00
Gloucester				45.00						70.00	95.00			
New Bedford					40.00							130.00		
New Orleans		50.00					75.00		125.00					213.25
New York				40.00	40.00	50.00	60.00				130.00	125.00	125.00	135.00
Norfolk			35.00		50.00		67.50			112.00		125.00		165.00

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895–1918—Continued.

Destination, size, and port of departure of vessels.	Firemen.							First engineers.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
Atlantic and Gulf coasting trade—Continued.														
Under 500 tons—Continued.														
Philadelphia	.....	35.00	39.44	44.17	45.00	48.75	62.00	.....	104.00	122.78	122.50	130.00	142.50	159.00
Portland, Me.	.....	35.00	40.00	40.00	50.00	55.00	60.00	.....	95.00	90.00	115.00	125.00	115.00	150.00
Providence	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland	.....	.....	.....	45.00	45.00	50.00	55.00	.....	.....	125.00	125.00	130.00	125.00	150.00
From 500 to 1,500 tons:														
Baltimore	.....	35.00	.....	.....	45.00	55.00	.....	.....	110.00	.....	.....	165.00	125.00	.....
Bath	.....	35.00	.....	.....	.....	.....	.....	.....	100.00	.....	.....	.....	.....	.....
Boston	.....	35.00	40.00	.....	40.00 to 50.00	.....	.....	.....	110.00	100.00 to 125.00	.....	135.00 to 150.00	.....	.....
New Bedford	.....	.....	.....	.....	40.00	.....	.....	.....	.....	100.00	.....	150.00	.....	.....
New Orleans	50.00	50.00	40.00	50.00	.....	67.13	66.00	125.00	125.00	150.00	100.00	.....	203.12	215.50
New York	.....	35.00	.....	40.00	40.00	50.00	60.00	.....	100.00	.....	150.00	150.00	165.00	165.00
Norfolk	.....	.....	30.00	40.00	50.00	.....	67.50	.....	.....	.....	115.00	125.00	.....	165.00
Philadelphia	33.13	40.00	.....	40.00	40.38	52.72	62.50	90.00	125.00	.....	138.00	133.21	158.18	175.00
Portland, Me.	.....	35.00	.....	40.00	50.00	55.00	60.00	.....	.....	.....	135.00	125.00	120.00	185.00
Providence	40.00	40.00	.....	45.00	45.00	50.00	.....	125.00	115.00	.....	150.00	150.00	160.00	.....
Rockland	.....	.....	.....	.....	.....	.....	75.00	.....	.....	.....	.....	.....	.....	190.00
Seattle	.....	.....	.....	.....	.....	.....	63.33	.....	.....	.....	.....	.....	.....	205.00
Over 1,500 tons:														
Baltimore	.....	35.00	35.00	35.00	45.00	.....	62.50	.....	110.00	135.00	100.00	165.00	.....	140.00
Bath	.....	.....	.....	40.00	.....	.....	75.00	.....	.....	.....	135.00	.....	130.00	190.00
Boston	.....	35.00	40.00	40.00 to 45.00	40.00 to 50.00	45.00 to 60.00	60.00 to 75.00	.....	110.00	150.00 to 165.00	150.00 to 165.00	150.00 to 175.00	150.00 to 175.00	160.00 to 200.00
New Bedford	.....	.....	.....	.....	.....	.....	60.00	.....	.....	.....	.....	.....	.....	190.00
New Orleans	.....	50.00	50.00	50.00	.....	67.38	68.75	.....	125.00	150.00	100.00	.....	217.58	194.39
New York	40.00	40.00	40.00	40.00	40.00	50.00	60.00	125.00	125.00	165.00	155.00	160.00	165.00	185.00
Norfolk	.....	.....	.....	.....	50.00	.....	67.50	.....	.....	.....	.....	.....	.....	165.00
Philadelphia	35.00	.....	37.16	39.89	42.07	50.78	60.10	125.00	.....	145.00	144.22	152.86	170.30	172.72
Portland, Me.	.....	.....	37.00	40.00	50.00	55.00	60.00	.....	.....	150.00	150.00	125.00	125.00	185.00
Providence	.....	.....	40.00	45.00	45.00	50.00	62.50	.....	.....	140.00	150.00	150.00	175.00	200.00
Seattle	.....	.....	.....	.....	.....	55.00	63.33	.....	.....	.....	.....	.....	.....	205.00

To Asia and Australia.														
Under 500 tons:														
San Francisco		50.00							120.00					133.33
From 500 to 1,500 tons:														
Baltimore						55.00							125.00	
San Francisco		50.00		30.00	55.00				125.00		150.00	158.25		181.25
Seattle					55.00	55.00	63.33					150.00	165.00	205.00
Over 1,500 tons:														
Baltimore						55.00	62.50						125.00	140.00
New York					40.00	50.00	60.00					160.00	175.00	185.00
Philadelphia						50.00							190.00	
San Francisco	45.00	48.24		53.33	52.35	55.30	65.00	155.88	156.61	175.00	186.20	177.74	187.75	238.07
Seattle						55.00	63.33			200.00	166.67		175.00	205.00
Pacific coasting trade.														
Under 500 tons:														
San Francisco	47.50	50.00	55.00	65.00			75.75	110.00	121.25	150.00	150.00			183.25
Seattle		50.00	55.28	55.00	52.50	55.00			90.00	136.29	150.00	162.50		
From 500 to 1,500 tons:														
Baltimore						55.00							125.00	
San Francisco	50.00	50.00	55.00	55.00	55.00	55.00	67.81	125.00	131.15	139.47	108.00	149.16	162.94	193.48
Seattle		50.00	55.00	55.00	52.50	55.00	63.33		90.00	150.00	150.00	162.50	167.00	205.00
Over 1,500 tons:														
Baltimore						55.00							125.00	
San Francisco	50 00.	50.00	54.76	54.82	54.50	55.61	66.00	150.00	150.00	152.92	164.29	189.74	221.38	227.07
Seattle		50.00	55.00	55.00	52.50	55.00	63.33		90.00	150.00	167.50	162.50	175.00	205.00
To Africa.														
Under 500 tons:														
Norfolk							62.50							175.00
From 500 to 1,500 tons:														
Baltimore						55.00							125.00	
New York					45.00	65.00						150.00	140.00	
Norfolk							62.50							175.00
Over 1,500 tons:														
Baltimore						55.00	62.50						125.00	140.00
New Orleans						50.00							185.00	
New York					40.00	50.00	62.50					175.00	165.00	185.00
Norfolk				40.00	45.00		62.50					100.00		175.00
Philadelphia				40.00	40.00	62.50					157.50	158.33	231.25	
San Francisco														250.00
Atlantic to Pacific ports, and vice versa.														
Under 500 tons:														
Norfolk							62.50							175.00
San Francisco							60.00							177.50
Seattle					52.50							162.50		

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895–1918—Continued.

Destination, size, and port of departure of vessels.	Firemen.							First engineers.						
	1895	1900	1910	1915	1916	1917	1918	1895	1900	1910	1915	1916	1917	1918
Atlantic to Pacific ports, and vice versa—Continued.														
From 500 to 1,500 tons:														
Baltimore						55.00							125.00	
New Orleans														
New York		50.00			40.00		60.00		150.00			150.00		165.00
Norfolk					40.00		62.50					115.00		175.00
Philadelphia														
San Francisco				51.66	55.00	55.00	64.28				150.00	150.00	164.00	190.71
Seattle				55.00	52.50						150.00	162.00		
Over 1,500 tons:														
Baltimore				35.00		55.00	62.50				100.00		125.00	140.00
Boston				40.00 to 45.00		60.00					175.00		175.00	
New York			40.00	40.00	40.00	50.00	60.00			165.00	175.00	165.00	180.00	185.00
Norfolk				40.00	40.00		62.50					115.00		175.00
Philadelphia		35.00		41.50	40.00				160.00		164.44	158.33		
San Francisco			45.00	43.35	43.84	55.67	65.14			150.00	157.87	166.66	188.91	229.00
Seattle			30.00	55.00	52.50		63.33			150.00	150.00	162.50	225.00	250.00

5. Wage Scales Established by the United States Shipping Board.

May 18, 1918.

Following the recent conference between representatives of shipowners, licensed officers and seamen, and the Shipping Board, the Shipping Board has established the following standard wage scale for the following members of the deck and engine departments:

	Per Month.		Per Month.
Boatswain	$85.00	Boys	$40.00
Boatswain's mate	80.00	Oilers	80.00
Carpenter	90.00	Water tenders	80.00
Carpenter's mate	85.00	Engine-room storekeeper	80.00
Quartermaster	77.50	Firemen	75.00
Able seamen	75.00	Wipers	65.00
Ordinary seamen	55.00	Coal passers	65.00

Straight overtime 60 cents an hour and $1.25 for meal money on shore. On vessels sailing into the war zone the war bonus shall remain fifty per cent (50 per cent).

The foregoing wage scale applies to all vessels sailing from Atlantic and Gulf coast ports of the United States, except harbor craft and vessels owned or operated by the Navy. It shall be considered a standard wage scale for all such vessels and shall be in effect and paid retroactively from and after May 4, 1918, the last day of the above-mentioned conference.

There shall be no bonus on vessels not entering the war zone. Since the board has endeavored to fix an equitable scale, considering the increased cost of living, the wages paid in somewhat corresponding occupations on shore with allowances for food and lodging, and the necessity for attracting more men to the merchant sea service, it believes that no additional or increased bonuses or gifts other than above specified should be paid. Except as herein provided there shall be no change in working rules or regulations.

This wage scale shall remain in force until in the judgment of the United States Shipping Board conditions warrant a change.

Owing to their greater complexity, the new classification of vessels and the wage scales of the stewards' departments and of the licensed officers and deck and engine departments are still in preparation, but will be decided upon and announced shortly; and will also become effective from and after May 4. As a fair and satisfactory wage agreement has recently been made on the Pacific coast, the Shipping Board will at this time make no change in Pacific coast conditions.

United States Shipping Board.

June 1, 1918.

STEWARDS' WAGE SCALE AND REGULATIONS.

1. There shall be a $20 flat increase to all chief stewards and chief cooks and a $15 flat increase to all other members of the stewards' department over the wage scales in force on May 4, 1918.

2. On vessels sailing into the war zone, the war bonus shall remain 50 per cent.

3. Work done between 8 p. m. and 6 a. m. in preparation or service of meals served between those hours shall be paid overtime at the rate of 50 cents an hour for chief stewards and chief cooks and 40 cents an hour for all others in this department, except the work of the regular night man in the stewards' department and except regular night baking work.

4. Meal money on shore shall be $1.25 per diem.

5. The foregoing wage scale is not intended to alter the number or kind of crew complement existing in the stewards' department on any vessel on May 4, 1918.

6. There shall be no bonus on vessels not entering the war zone. Since the Shipping Board has endeavored to fix an equitable scale considering the increased cost of living, the wages paid in somewhat corresponding occupations on shore, the allowances for food and lodging and the necessity of attracting men to the merchant sea service, it believes that no additional or increased bonus of gifts other than above specified should be paid. Except as herein provided there shall be no change in working rules or regulations.

7. The foregoing wage scale applies to all United States vessels from Atlantic and Gulf ports of the United States except harbor craft and vessels owned or operated by

the Navy. It shall be in effect and paid retroactively from May 4, 1918, the last day of the recent conference held to consider the supply and training of seamen.

8. This wage scale during the war emergency shall remain in force until in the judgment of the United States Shipping Board conditions warrant a change.

UNITED STATES SHIPPING BOARD.

JUNE 14, 1918.

Wage scale for licensed officers of the deck and engine departments.

[25 per cent bonus for all coastwise, West Indies, and South and Central American trade; 50 per cent bonus for trans-Atlantic war-zone trade.]

	A.	B.	C.	D.	E.	F.
Masters	$300	$270	$260	$250	$240	$230
Chief engineers	230	215	200	185	170	160
First officers and first assistant engineers	165	160	155	150	145	140
Second officers and second assistant engineers	150	145	140	135	130	125
Third officers and third assistant engineers	135	130	125	120	115	110
Fourth officers and fourth assistant engineers	120	115	.....	.....	.....	.....
Junior engineers	100	.....	.....	.....	.....	.....

UNITED STATES SHIPPING BOARD.

JUNE 14, 1918.

Classification (power tons).

[Figures are inclusive.]

Classes.	Single screw.	Twin screw.	Classes.	Single screw.	Twin screw.
A	Over 20,001	Over 15,001.	D	5,001 to 7,500	3,501 to 5,500.
B	12,001 to 20,000	9,001 to 15,000.	E	3,000 to 5,000	2,001 to 3,500.
C	7,501 to 12,000	5,501 to 9,000.	F	Below 3,000	Below 2,000.

UNITED STATES SHIPPING BOARD.

APPENDIX D.

TONNAGE TAX—LAW AND COLLECTIONS.

Tonnage tax is levied on every vessel engaged in trade upon her arrival by sea from a foreign port unless she in is distress, at the rate of 2 or 6 cents for each net ton. It is not levied on more than 5 entries *at the same rate* during any one year [a] nor on vessels arriving otherwise than by sea from foreign ports at which equivalent taxes or dues are not imposed on vessels of the United States.

Section 36 of the act of August 5, 1909, which went into effect October 5, 1909, is as follows:

"A tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or Newfoundland, and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any other foreign port, not, however, to include vessels in distress or not engaged in trade.

"This section shall not be construed to amend or repeal section twenty-seven hundred and ninety-two of the Revised Statutes as amended by section one of chapter two hundred and twelve of the laws of nineteen hundred and eight, approved May twenty-eighth, nineteen hundred and eight, or section five of the said chapter two hundred and twelve of the laws of nineteen hundred and eight, or section twenty-seven hundred and ninety-three of the Revised Statutes.

"Section forty-two hundred and thirty-two of the Revised Statutes, and sections eleven and twelve of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, approved June nineteenth, eighteen hundred and eighty-six, and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby repealed."

The act of March 8, 1910, concerning tonnage duties on vessels entering otherwise than by sea, is as follows:

"Vessels entering otherwise than by sea from a foreign port at which tonnage or lighthouse dues or other equivalent tax or taxes are not imposed on vessels of the United States shall be exempt from the tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, prescribed by section thirty-six of the act approved August fifth, nineteen hundred and nine, entitled 'An act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes.'"

The following tables show the tonnage taxes collected for the fiscal year.

1. TONNAGE TAX COLLECTIONS, 1884–1918.

Year ended June 30—	American vessels.	Foreign vessels.[b]	Total.
1884	$272,113.50	$1,023,659.00	$1,295,772.50
1885	59,325.29	331,549.86	390,875.15
1886	74,558.08	432,824.39	507,382.47
1887	76,530.07	485,657.38	562,187.45
1888	67,285.67	423,920.07	491,205.74
1889	70,034.44	406,998.46	477,032.90
1890	75,208.41	490,266.44	565,474.85
1891	75,208.41	490,263.44	565,471.85
1892	79,029.77	556,982.67	636,012.44
1893	70,019.56	469,213.58	539,233.14
1894	72,848.69	466,179.78	539,028.47
1895	69,316.21	454,028.40	523,344.61
1896	66,868.61	477,386.36	544,254.97
1897	70,882.04	660,887.57	731,769.61
1898	63,334.92	783,436.14	846,771.06
1899	65,815.00	768,272.81	834,087.81
1900	68,639.83	811,842.29	880,482.32
1901	67,703.87	835,435.01	903,138.88
1902	68,172.62	800,611.29	868,783.91
1903	71,970.20	813,841.37	885,841.37
1904	70,741.65	755,281.36	826,023.01
1905	79,578.54	778,958.05	858,536.59
1906	84,902.67	882,419.81	967,322.48

[a] The tonnage year begins with the date of the first payment and ends on the day preceding the corresponding day of the following year.

[b] All alien tonnage tax and light money collections are included in this column prior to 1916, but beginning with that year these collections from American vessels are entered in the first column.

1. TONNAGE TAX COLLECTIONS, 1884–1918—Continued.

Year ended June 30—	Foreign vessels.	American vessels.	Total.
1907	$80,064.19	$964,716.94	$1,044,781.13
1908	82,680.48	993,891.21	1,076,571.69
1909	80,397.11	971,977.26	1,052,374.37
1910	77,812.01	1,003,714.69	1,081,526.70
1911	55,143.92	1,028,111.42	1,083,255.34
1912	64,745.60	1,091,265.15	1,156,010.75
1913	73,281.14	1,200,508.29	1,273,789.43
1914	77,445.06	1,233,313.97	1,310,759.03
1915	104,736.73	1,210,688.57	1,315,425.30
1916	171,164.52	1,283,401.31	1,454,565.83
1917	208,796.16	1,184,947.00	1,393,743.16
1918	218,885.70	952,532.66	1,171,418.36

2. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1918, BY CUSTOMS DISTRICTS.

District.	Two-cent rate.		Six-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
Alaska	524	$2,486.42	12	$144.06	536	$2,630.48
Buffalo	36	609.55			36	609.55
Connecticut	49	376.04	1	36.30	50	412.34
Duluth and Superior	2	45.24			2	45.24
Florida	594	5,160.88	79	9,392.64	673	14,553.52
Galveston	122	3,474.22	118	23,679.36	240	27,153.58
Georgia	33	383.68	92	14,392.50	125	14,776.18
Hawaii	28	1,917.70	123	27,050.46	151	28,968.16
Laredo [a]	1	73.30			1	73.30
Maine and New Hampshire	605	2,732.64	92	20,128.32	697	22,860,96
Maryland	145	6,198.92	413	70,529.70	558	76,728.62
Massachusetts	497	4,663.86	269	52,619.64	766	57,283.50
Mobile	226	2,437.09	63	7,187.82	289	9,624.91
Montana and Idaho	3	2.02			3	2.02
New Orleans	418	14,287.78	415	69,220.68	833	83,508.46
New York	1,143	31,514.88	2,209	425,140.50	3,352	456,655.38
North Carolina	2	14.84	19	2,301.18	21	2,316.02
Ohio	246	4,326.04			246	4,326.04
Oregon	6	251.54	15	808.86	21	1,060.40
Philadelphia	235	6,951.30	471	80,130.60	706	87,081.90
Porto Rico	217	2,334.54	34	4,981.32	251	7,315.86
Rhode Island	9	411.62	4	623.40	13	1,035.02
Rochester	204	2,766.74			204	2,766.74
Sabine	133	4,803.04	164	32,493.12	297	37,296.16
St. Lawrence	1,048	3,209.02			1,048	3,209.02
San Antonio [a]	14	290.74			14	290.74
San Francisco	138	4,463.72	349	38,413.92	487	42,877.64
South Carolina	12	127.08	33	4,677.48	45	4,804.56
Southern California	280	1,176.54	23	3,440.82	303	4,617.36
Vermont	68	130.24			68	130.24
Virginia	123	3,609.26	627	105,700.32	750	109,309.58
Washington	1,569	10,900.46	259	48,198.78	1,828	59,099.24
Total	8,730	122,130.94	5,884	1,041,291.78	14,614	1,163,422.72
Philippine Islands fund.						
Massachusetts			1	197.58	1	197.58
San Francisco			19	3,022.74	19	3,022.74
Washington			8	1,412.82	8	1,412.82
Total			28	4,633.14	28	4,633.14
Alien tonnage tax and light money.						
Massachusetts					2	[b] 4.00
Mobile					2	538.00
Southern California					738	[c] 2,643.50
Washington					1	[b] 177.00
Total					743	3,362.50
Grand total					15,385	1,171,418.33

[a] The district of Laredo (No. 23) was abolished by Executive order dated Sept. 7, 1917, and the district of San Antonio (No. 23) was created by the same order.
[b] Regular rate also collected.
[c] Including 33 entries on which regular rate was also collected.

3. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1918, BY NATIONALITY OF VESSELS.

Flag.	Two-cent rate.		Six-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
American	5,196	$69,616.34	1,041	$148,731.36	6,237	$218,347.70
Argentinian			9	1,164.24	9	1,164.24
Austrian	10	1.24			10	1.24
Belgian			109	14,996.34	109	14,996.34
Brazilian			30	4,911.66	30	4,911.66
British	2,243	22,728.52	2,415	538,690.98	4,658	561,419.50
Chilean			9	1,414.74	9	1,414.74
Cuban	30	525.96	1	82.08	31	608.04
Danish	314	6,475.46	306	33,263.94	620	39,739.40
Dominican	44	110.72			44	110.72
Dutch	35	845.44	137	24,485.22	172	25,330.66
French	29	425.98	157	31,035.90	186	31,461.88
Greek			38	5,689.44	38	5,689.44
Honduran	38	730.68			38	730.68
Italian	14	27.48	265	51,133.56	279	51,161.04
Japanese	45	1,264.84	323	67,273.62	368	68,538.46
Mexican	61	1,144.30			61	1,144.30
Nicaraguan	19	164.18			19	164.18
Norwegian	536	14,157.44	606	69,120.06	1,142	83,277.50
Panaman	1	3.84			1	3.84
Peruvian	1	26.58	5	475.98	6	502.56
Philippine	1	7.28			1	7.28
Portuguese	2	16.68	77	7,769.34	79	7,786.02
Russian	4	215.38	51	6,975.96	55	7,191.34
Spanish	40	2,121.70	216	24,700.02	256	26,821.72
Swedish	62	1,513.10	83	8,764.26	145	10,277.36
Uruguayan			6	613.08	6	613.08
Venezuelan	5	7.80			5	7.80
Total	8,730	122,130.94	5,884	1,041,291.78	14,614	1,163,422.72
Philippine Islands fund.						
British			2	251.64	2	251.64
Danish			5	932.16	5	932.16
Japanese			12	2,017.08	12	2,017.08
Norwegian			7	1,000.92	7	1,000.92
Mexican			2	431.34	2	431.34
Total			28	4,633.14	28	4,633.14
Alien tonnage tax and light money.						
American					2	538.00
Austrian					9	24.00
British					3	181.00
Italian					43	122.50
Japanese					662	2,343.00
Mexican					2	68.00
Norwegian					5	25.00
Russian					10	30.00
Swedish					7	31.00
Total					743	3,362.50
Grand total					15,385	1,171,418.36

4. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1918, BY COUNTRIES FROM WHICH THE VESSELS ENTERED.

Countries.	Two-cent rate.		Six-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
Africa:						
Algeria (French)			36	$6,156.54	36	$6,156.54
Angola (Portuguese)			2	250.80	2	250.80
Canary Islands (Spanish)			5	213.42	5	213.42
Cape of Good Hope (British)			13	1,048.56	13	1,048.56
Cape Verde Islands (Portuguese)			8	63.06	8	63.06
Egypt			10	1,884.54	10	1,884.54
Gold Coast (British)			17	1,544.58	17	1,544.58
Ivory Coast (French)			12	767.22	12	767.22
Lagos (British)			4	241.62	4	241.62
Liberia (French)			1	114.66	1	114.66
Mauritius (French)			1	210.96	1	210.96
Morocco			6	322.62	6	322.62
Mozambique (Portuguese)			10	2,026.92	10	2,026.92
Natal (British)			12	1,751.52	12	1,751.52
Nigeria (British)			7	409.14	7	409.14
Senegal (French)			14	2,227.50	14	2,227.50
Sierra Leone (British)			10	1,605.30	10	1,605.30
Tunis (French)			8	1,632.36	8	1,632.36
Walfish Bay (British)			2	231.18	2	231.18
Total			178	22,702.50	178	22,702.50
Asia:						
Celebes (Dutch)			1	257.64	1	257.64
Ceylon (British)			4	590.04	4	590.04
China			30	4,575.54	30	4,575.54
Hongkong (British)			83	19,998.60	83	19,998.60
India (British)			89	16,154.82	89	16,154.82
Japan			207	41,961.18	207	41,961.18
Java (Dutch)			41	9,543.96	41	9,543.96
Manchuria (Japanese)			23	4,648.62	23	4,648.62
Siberia (Russian)			13	216.12	13	216.12
Straits Settlements (British)			35	6,228.36	35	6,228.36
Turkey			1	67.08	1	67.08
Total			527	104,241.96	527	104,241.96
Europe:						
Azores (Portuguese)			17	1,684.02	17	1,684.02
Denmark			80	9,445.08	80	9,445.08
France			591	100,700.76	591	100,700.76
Gibraltar (British)			146	24,520.56	146	24,520.56
Greece			3	352.44	3	352.44
Iceland (Danish)			21	854.04	21	854.04
Italy			622	110,771.70	622	110,771.70
Madeira Islands (Portuguese)			7	256.32	7	256.32
Malta (British)			4	621.84	4	621.84
Netherlands			184	28,054.62	184	28,054.62
Norway	104	$4,153.74	5	363.54	109	4,517.28
Portugal			72	7,015.56	72	7,015.56
Russia			22	4,334.22	22	4,334.22
Spain			345	45,310.32	345	45,310.32
Sweden	23	763.00	4	395.22	27	1,158.22
United Kingdom			1,723	423,488.52	1,723	423,488.52
Total	127	4,916.74	3,846	758,168.76	3,973	763,085.50
North America:						
Bahamas (British)	97	848.72			97	848.72
Barbados (British)	14	290.96			14	290.96
Bermuda (British)	38	840.16			38	840.16
British Columbia	2,184	19,117.90			2,184	19,117.90
British Honduras	28	385.40			28	385.40
Costa Rica	44	1,718.08			44	1,718.08
Cuba	1,355	28,162.61			1,355	28,162.61
Dominican Republic	148	1,762.42			148	1,762.42
Dutch West Indies	38	303.00			38	303.00
French West Indies	35	439.78			35	439.78
Greenland	1	23.44			1	23.44
Guatemala	23	646.00			23	646.00
Haiti	87	2,166.08			87	2,166.08
Honduras	104	1,392.58			104	1,392.58
Jamaica (British)	121	1,581.12			121	1,581.12

4. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1918, BY COUNTRIES FROM WHICH THE VESSELS ENTERED—Continued.

Countries.	Two-cent rate.		Six-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
North America—Continued.						
Leeward Islands (British)	6	27.96			6	27.96
Mexico	873	24,675.62			873	24,675.62
New Brunswick	491	2,301.04			491	2,301.04
Newfoundland	158	1,146.52			158	1,146.52
Nicaragua	67	1,027.40			67	1,027.40
Northwest Territory (British)	1	.34			1	.34
Nova Scotia	715	8,308.74	1	12.24	716	8,320.98
Panama	26	1,540.40			26	1,540.40
Quebec	1,688	12,931.87			1,688	12,931.87
Salvador	7	262.50			7	262.50
Trinidad (British)	15	392.78			15	392.78
Virgin Islands (American)	30	93.88			30	93.88
Windward Islands (British)	6	180.20			6	180.20
Yukon (British)	48	373.14			48	373.14
Total	8,448	112,940.64	1	12.24	8,449	112,952.88
South America:						
Argentina			268	30,288.84	268	30,288.84
Brazil			286	31,110.60	286	31,110.60
British Guiana			39	5,028.60	39	5,028.60
Chile			396	53,911.44	396	53,911.44
Colombia	88	2,489.26			88	2,489.26
Dutch Guiana			12	985.20	12	985.20
Ecuador			8	389.76	8	389.76
Falkland Islands (British)			2	215.40	2	215.40
Peru	1	5.46	37	2,638.56	38	2,644.02
Uruguay			13	1,182.12	13	1,182.12
Venezuela	66	1,778.84			66	1,778.84
Total	155	4,273.56	1,061	125,750.52	1,216	130,024.08
Oceania:						
Australia			153	22,588.74	153	22,588.74
Cook Islands (British)			2	25.14	2	25.14
Ellice Islands (British)			1	13.02	1	13.02
Fanning Islands (British)			2	22.56	2	22.56
Fiji Islands (British)			24	653.88	24	653.88
Gilbert Islands (British)			1	17.16	1	17.16
Marquesas Islands (French)			2	5.04	2	5.04
New Caledonia (French)			6	911.34	6	911.34
New Zealand (British)			35	5,228.16	35	5,228.16
Samoa (German)			13	328.26	13	328.26
Society Islands (French)			25	455.52	25	455.52
Tonga Islands (British)			7	166.98	7	166.98
Total			271	30,415.80	271	30,415.80
Grand total	8,730	122,130.94	5,884	1,041,291.78	14,614	1,163,422.72

APPENDIX E.

STEEL-SHIP BUILDING IN THE UNITED STATES.

1. CONSTRUCTION OF STEEL STEAM VESSELS IN THE UNITED STATES.

The progress of the building of steel steam vessels in the United States during the last 10 years and the present condition of the industry is set forth in the following statement. The following table shows the gross tonnage of steel steam vessels built in the United States during each fiscal year for the past 10 years, with the places of build classified by coasts. The total construction of these vessels for the 10 years ended June 30, 1918, was 2,865,922 gross tons, of which 885,908 gross tons were built on the Great Lakes, 1,362,550 gross tons on the Atlantic seaboard, 603,097 gross tons on the Pacific coast, and gross 14,367 tons on western rivers.

Tonnage of steel steam vessels built during the past 10 years.

Port.	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	Total.
Atlantic.											
Albany, N. Y.	.....	.....	596	1,044	.....	.....	596	.....	.....	.....	2,236
Baltimore, Md.	549	27,770	30,189	11,914	40,000	32,193	21,991	39,192	41,354	83,748	328,900
Bath, Me.	3,469	.....	677	.....	652	.....	471	.....	.....	13,534	18,803
Boston, Mass.	267	4,079	6,109	5,698	7,739	9,637	10,728	24,932	28,833	37,338	135,360
Galveston, Tex.	.....	.....	.....	.....	.....	.....	.....	.....	213	.....	213
Jacksonville, Fla.	.....	.....	27	.....	292	474	.....	.....	812	1,852	3,457
Key West, Fla.	.....	.....	28	.....	.....	.....	.....	.....	.....	.....	28
Mobile, Ala.	.....	.....	.....	.....	.....	.....	.....	.....	70	1,381	1,451
Newark, N. J.	.....	.....	.....	.....	.....	.....	.....	.....	1,750	594	2,344
Newport News, Va.	7,187	34,901	41,932	10,169	21,876	33,210	23,613	43,300	49,381	41,152	305,721
New York, N. Y.	4,294	4,207	4,835	1,891	8,757	6,367	1,984	2,840	1,145	19,709	56,029
Philadelphia, Pa.	6,811	9,192	11,252	4,945	37,244	35,992	40,256	30,991	76,606	146,261	399,560
San Juan, P. R.	.....	92	.....	.....	.....	.....	.....	.....	.....	.....	92
Savannah, Ga.	.....	.....	.....	.....	.....	.....	568	282	604	.....	1,454
Tampa, Fla.	.....	.....	.....	.....	.....	.....	.....	.....	1,566	.....	1,566
Wilmington, Del.	7,693	4,780	6,148	5,221	6,954	11,234	4,166	17,816	15,204	25,024	104,240
Wilmington, N. C.	.....	.....	.....	.....	.....	.....	.....	96	.....	.....	96
Total.	30,270	85,021	101,803	40,882	123,514	129,107	104,373	159,449	217,538	370,593	1,362,550
Pacific.											
Los Angeles, Cal.	.....	.....	4,938	.....	8,539	1,522	.....	.....	.....	8,226	23,225
Portland, Oreg.	499	214	.....	.....	.....	.....	.....	.....	.....	84,534	85,247
San Francisco, Cal.	.....	2,951	1,720	1,567	4,797	8,690	13,259	35,577	85,664	[a] 127,148	281,364
Seattle, Wash.	3,851	.....	3,391	1,126	2,867	1,202	893	.....	21,450	178,481	213,261
Total.	4,350	3,165	10,049	2,693	16,203	11,414	14,143	35,577	107,114	398,389	603,097
Great Lakes.											
Buffalo, N. Y.	633	1,941	2,181	371	239	41	146	42	26	163	5,774
Chicago, Ill.	.....	.....	2,861	.....	.....	.....	124	15	2,081	10,354	15,435
Cleveland, Ohio.	39,021	79,442	31,763	22,096	32,737	29,891	6,964	28,035	50,234	79,772	399,985
Detroit, Mich.	35,106	37,275	35,386	48,298	23,947	10,262	1,815	7,959	47,532	60,822	308,402
Duluth, Minn.	.....	.....	.....	.....	.....	.....	.....	.....	9,129	25,082	34,211
Dunkirk, N. Y.	.....	.....	41	.....	.....	.....	.....	.....	.....	.....	41
Erie, Pa.	.....	.....	.....	37	.....	.....	.....	.....	.....	211	248
Grand Haven, Mich.	147	823	195	98	14	91	200	94	20	.....	1,683
Marquette, Mich.	.....	.....	64	.....	187	.....	.....	.....	.....	.....	251
Milwaukee, Wis.	2,951	8,549	1,308	968	320	1,645	.....	2,234	1,210	17,563	36,748
Port Huron, Mich.	3,861	9,926	6,077	.....	.....	.....	.....	.....	.....	626	20,490
Toledo, Ohio.	6,351	8,727	2,905	3,345	6,995	266	.....	.....	20,081	13,970	62,640
Total.	88,070	146,683	82,782	75,213	64,439	42,196	9,249	38,379	130,343	208,563	885,908
Western rivers.											
Chattanoga, Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	7
Dubuque, Iowa.	.....	89	1,103	82	.....	.....	.....	58	73	.....	1,405
Evansville, Ind.	49	.....	.....	.....	195	7	14	14	.....	.....	279
Kansas City, Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	10
Louisville, Ky.	.....	.....	.....	.....	770	.....	273	1,473	1,095	.....	3,611
Memphis, Tenn.	.....	30	.....	276	9	17	35	.....	27	.....	394
New Orleans, La.	46	.....	140	11	416	3,293	277	.....	.....	56	4,244
Pittsburgh, Pa.	350	.....	.....	.....	.....	.....	646	.....	99	2,570	3,665
Rock Island, Ill.	.....	.....	.....	.....	9	.....	.....	.....	.....	.....	9
St. Louis, Mo.	7	.....	87	16	129	19	14	47	403	13	735
Wheeling, W. Va.	.....	.....	.....	8	.....	.....	.....	.....	.....	.....	8
Total.	452	119	1,330	393	1,528	3,341	1,259	1,592	1,697	2,656	14,367
Grand total.	123,142	234,988	195,964	119,181	205,675	186,058	129,024	234,997	456,692	980,201	2,865,922

[a] Includes 1 vessel of 3,427 gross tons of cement.

Appendix F.

THE WORLD'S TONNAGE, MOTIVE POWER, AND MATERIALS OF CONSTRUCTION.

The following tables give the latest information available as to the tonnage of the merchant marine of the world:

Table 1 is a compilation from the annual report of the British Board of Trade, received December, 1913. These reports, containing later figures for 1912, have not been received recently on account of the European war. The figures are based on the official figures (some gross, some net) of the various Governments. It shows the tonnage of principal nations, and tonnage added annually for a term of years.

Tables 2 and 3 are from the annual volumes of the great classification societies—Lloyd's and the Bureau Veritas. The minimum tonnage recognized by these societies is considerably higher than the legal basis of official returns of any Government. Neither society takes any cognizance in its statistics of steam vessels of less than 100 tons. Gross and net tonnage are stated by both, and comparison of Table 1 with Tables 2 or 3 will indicate where net tonnage is employed in Table 1. Both societies consider only net tonnage in the case of sailing vessels, Lloyd's taking cognizance of those over 100 net tons, the Bureau Veritas of those over 50 tons. The gross tonnage of sailing vessels generally is only about 5 per cent greater than their net tonnage. The promptitude of these large private companies brings their figures down to a much more recent date than Government reports. The volume of the Répertoire Général, published by the Bureau Veritas, is dated August, 1918; the current volume of Lloyd's Register, July 1, 1916.[a]

Table 4 is compiled from Lloyd's Register for 1916–17 and 11 recent years, and shows the motive power and chief materials of construction of the world's merchant navies as recorded by Lloyd's. The increase of gross tonnage with the nearly stationary number of vessels gives a rough measure of the increasing size of vessels due to the increasing use of steel. The steady increase in the number of steam vessels and marked increase in their tonnage with a decrease in both number and tonnage of sailing vessels will be noted. The wooden steam tonnage is decreasing; wooden sailing tonnage shows a decrease of over three-fourths. Iron vessels, both for steam and sail, show a steady decrease, iron no longer being used, while steel sailing vessels are practically five times in excess of those of 1890, and steam tonnage of steel has increased from about 4,000,000 tons in 1890 to over 40,000,000 tons in 1916. Like figures for Great Britain, the British colonies, France, Germany, and Japan have been compiled from Lloyd's.

Table 5 gives the total tonnage tables of the Bureau Veritas for a period of years, with a table of potential tonnage, obtained by the Bureau of Navigation by multiplying the steam net tonnage by 4 and adding to it the sailing tonnage, the ratio of 4 to 1 being the present measure of the efficiency of steam tonnage compared with sail tonnage. In an estimate of the carrying power of the world's ocean tonnage it is necessary to take cognizance of the factor of efficiency.

Table 6 shows the vessels of over 100 tons built during each of 10 recent years, according to returns received by Lloyd's. On account of the European war these tables for later years are not published in Lloyd's Register.

Table 7 contains the essential parts of Lloyd's annual summary of shipbuilding returns for the calendar year 1915.

Table 8 gives Lloyd's report of the world's construction in progress on June 30, 1916. On account of the European war this report this year excludes warships and is confined to merchant tonnage in the United Kingdom.

Table 9 gives Lloyd's report of vessels lost or broken up during 1914, with the causes of loss. The data for this table have not been received for 1915 and 1916.

---

[a] In view of the exigencies arising from the war, Lloyd's Register for 1917–18 does not carry the usual statistical tables.

THE WORLD'S MERCHANT MARINE.

1. WORLD'S TONNAGE, BASED ON OFFICIAL RETURNS, 1850–1911 (FROM RETURN ON PROGRESS OF BRITISH SHIPPING FOR 1912).

[There is no uniformity in these returns, some nations resting statistics on gross, but the majority on net, tonnage. The minimum tonnage recognized by the laws of each nation is stated.]

Country and class.	1850	1860	1870	1880	1890	1900	1910	1911
Russia (25 tons and upward):	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Sail	.....	.....	.....	378,894	.....	269,460	260,116	254,330
Steam	.....	.....	.....	88,990	.....	364,361	463,446	488,472
Total	.....	.....	.....	467,884	.....	633,821	723,562	742,802
Finland (all tonnages):								
Sail	.....	.....	.....	276,877	.....	287,154	321,200	327,625
Steam	.....	.....	.....	11,431	.....	53,561	71,594	72,013
Total	.....	.....	.....	288,308	.....	340,715	392,794	399,638
Norway (4 tons and upward):								
Sail	.....	.....	1,008,800	1,460,596	1,502,594	1,002,675	630,287	738,197
Steam	.....	.....	13,715	58,062	203,115	505,443	897,440	987,832
Total	298,315	558,927	1,022,515	1,518,658	1,705,699	1,508,118	1,527,727	1,646,030
Sweden (20 tons and upward):[a]								
Sail	.....	.....	.....	461,593	369,680	288,687	175,916	154,968
Steam	.....	.....	.....	81,049	141,267	325,105	596,763	610,100
Total	.....	.....	346,862	542,642	510,947	613,792	772,679	765,068
Denmark (4 tons and upward):								
Sail	.....	.....	168,193	197,509	189,406	158,303	131,342	124,510
Steam	.....	.....	10,453	51,957	112,788	250,137	415,496	414,353
Total	.....	.....	178,646	249,466	302,194	408,440	546,838	538,863
Germany (17.50 tons and upward):								
Sail	.....	.....	900,361	965,767	709,761	593,770	506,837	510,059
Steam	.....	.....	81,994	215,758	723,652	1,347,875	2,396,733	2,513,666
Total	.....	.....	982,355	1,181,525	1,433,413	1,941,645	2,903,570	3,023,725
Holland:								
Sail	289,870	423,790	370,159	263,887	127,200	78,493	45,936	42,312
Steam	2,706	10,132	19,455	64,394	128,511	268,430	488,339	523,301
Total	292,576	433,922	389,614	328,281	255,711	346,923	534,275	565,613
Belgium (50 tons and upward):								
Sail	33,315	28,857	20,648	10,442	4,393	741	3,402	5,905
Steam	1,604	4,254	9,501	65,224	71,553	112,518	187,730	160,515
Total	34,919	33,111	30,149	75,666	75,946	113,259	191,132	166,420
France (2 tons and upward):								
Sail	674,228	928,009	917,633	641,539	444,092	510,175	636,081	624,521
Steam	13,925	68,025	154,415	277,759	499,921	527,551	815,567	838,118
Total	688,153	996,124	1,072,048	919,298	944,013	1,037,726	1,451,648	1,462,639
Portugal (15 tons and upward):								
Sail	.....	.....	.....	.....	.....	57,925	43,844	43,844
Steam	.....	.....	.....	.....	.....	51,506	70,193	70,193
Total	.....	.....	.....	.....	.....	109,431	114,037	114,037
Spain (50 tons and upward):								
Sail	.....	.....	.....	326,438	210,247	95,187	44,940	44,325
Steam	.....	.....	.....	233,695	407,935	679,392	744,517	750,081
Total	.....	.....	.....	560,133	618,182	774,579	789,457	794,406

[a] Prior to 1895 steam vessels of all tonnages and sailing vessels above 10 tons were included.

THE WORLD'S MERCHANT MARINE—Continued.

1. WORLD'S TONNAGE, BASED ON OFFICIAL RETURNS, 1850–1911 (FROM RETURN ON PROGRESS OF BRITISH SHIPPING FOR 1912)—Continued.

Country and class.	1850	1860	1870	1880	1890	1900	1910	1911
Italy (2 tons and upward):	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Sail	.....	.....	980,064	922,146	634,149	568,164	.....	410,791
Steam	.....	.....	32,100	77,050	186,567	376,844	.....	696,994
Total	.....	.....	1,012,164	999,196	820,716	945,008	.....	1,107,785
Austria-Hungary:								
Sail	.....	.....	279,400	228,228	109,980	25,342	32,235	32,871
Steam	.....	.....	49,977	62,743	94,234	239,324	477,616	462,970
Total [a]	.....	.....	329,377	290,971	204,214	264,666	509,851	405,841
Greece:								
Sail	.....	.....	398,703	.....	226,702	175,867	145,284	.....
Steam	.....	.....	5,360	.....	44,684	143,436	301,785	.....
Total	.....	263,075	404,063	.....	271,386	319,303	447,069	.....
China:								
Sail	.....	.....	.....	.....	11,801	20,541	14,314	15,679
Steam	.....	.....	.....	21,694	29,766	18,215	88,888	90,139
Total	.....	.....	.....	21,694	41,567	38,756	103,202	105,818
Japan:								
Sail	.....	.....	.....	48,094	52,880	320,572	412,859	451,520
Steam	.....	.....	.....	41,215	93,812	543,366	1,233,785	1,386,534
Total	.....	.....	.....	89,309	145,692	863,938	1,646,644	1,838,054
United Kingdom:								
Sail	3,396,659	4,204,360	4,577,855	3,851,045	2,936,021	2,096,498	1,113,944	902,718
Steam	168,474	454,327	1,112,934	2,723,468	5,042,517	7,207,610	10,442,719	10,992,073
Total	3,565,133	4,658,687	5,690,789	6,574,513	7,978,538	9,304,108	11,556,663	11,894,791

[a] Excluding small coasting vessels and fishing boats.

2. Number and Net and Gross Tonnage of Steam and Sailing Vessels as Recorded by the Bureau Veritas for 1917–18.

The following table shows the number and gross and net tonnage of steamers of 100 gross tons and over and number and net tonnage of sailing vessels of 50 net tons and over, as given in the Répertoire Général of the Bureau Veritas for 1917–18:

Flag.	Steamers of 100 tons and upward.			Sailing vessels of 50 tons and upward.		Total.	
	Number.	*Gross tons.*	*Net tons.*	*Number.*	*Net tons.*	*Number.*	*Tonnage.*
British	8,711	18,938,241	11,651,522	4,796	699,177	13,507	19,637,415
American	1,920	4,416,254	2,842,904	1,763	920,122	3,683	5,336,376
German	1,379	2,819,969	1,679,919	1,035	336,039	2,414	3,156,008
Norwegian	1,483	1,945,110	1,187,599	640	362,054	2,123	2,307,164
French	1,096	1,831,504	993,874	673	321,020	1,769	2,152,524
Japanese	1,123	1,858,999	1,155,864	1,549	200,002	2,672	2,059,001
Italian	634	1,574,368	964,360	794	183,237	1,428	1,757,605
Russian	868	1,073,729	630,548	3,628	565,074	4,496	1,638,803
Dutch	735	1,506,444	940,622	411	45,938	1,146	1,552,382
Swedish	987	855,588	614,852	863	126,265	1,850	981,853
Danish	486	673,692	444,032	610	118,786	1,096	792,478
Spanish	499	759,519	459,999	240	32,399	739	791,918
Austrian	330	754,482	453,961	92	7,124	422	761,606
Greek	270	530,277	324,245	589	109,233	859	639,510
Brazilian	312	456,753	280,213	82	14,842	394	471,605
Portuguese	146	280,840	178,309	215	41,455	361	322,295
Turkish	96	83,884	48,727	954	198,698	1,050	282,582
Belgian	134	230,367	148,216	4	3,239	138	233,606
Argentinian	160	142,850	87,198	56	21,206	216	164,056
Chinese	78	116,098	73,271	7	865	865	116,963
Chilean	93	89,920	56,928	32	26,254	125	116,174
Roumanian	48	79,265	46,337	1	202	49	79,467
Peruvian	14	27,406	15,145	40	19,623	54	47,029
Cuban	35	30,002	18,577	145	15,180	180	45,182
Uruguayan	26	20,631	12,470	49	24,413	75	45,044
Mexican	32	32,673	19,877	16	2,483	48	35,156
Honduran	6	9,795	6,086	5	2,701	11	12,496
Bulgarian	7	10,490	6,522	1	393	8	10,883
Siamese	10	6,097	3,530	.....	.....	10	6,097
Venezuelan	10	4,848	2,464	8	1,054	18	5,902
Nicaraguan	4	3,957	2,637	.....	.....	4	3,957
Sarawak	6	3,907	2,333	.....	.....	6	3,907
Egyptian	7	1,768	391	5	1,841	12	3,609
Haitian	5	2,360	1,385	1	84	6	2,444
Montenegrin	.....	.....	.....	6	1,454	6	1,454
Persian	2	1,337	811	.....	.....	2	1,337
Colombian	2	1,056	616	2	242	4	1,298
Zanzibar	2	1,220	542	.....	.....	2	1,220
Moroccoan	2	836	438	.....	.....	2	836
Albanese	.....	.....	.....	2	696	2	696
Dominican	.....	.....	.....	4	487	4	487
Paraguayan	2	406	98	.....	.....	2	406
Tunisian	.....	.....	.....	4	330	4	330
Serbian	1	264	112	.....	.....	1	264
Panaman	.....	.....	.....	1	195	1	195
Bornean	1	185	121	.....	.....	1	185
Unknown	36	37,888	22,790	77	20,134	113	58,022
Total	21,738	42,215,249	25,380,445	19,400	4,424,541	41,198	46,639,790

3. NUMBER AND NET AND GROSS TONNAGE OF STEAM AND SAILING VESSELS OF OVER 100 TONS, OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER FOR 1916–17.

Flag.	Steam.			Sail.		Total.	
	Number.	*Net tons.*	*Gross tons.*	*Number.*	*Net tons.*	*Number.*	*Tonnage.*
British:							
United Kingdom	8,454	11,505,570	18,825,356	615	309,501	9,069	19,134,857
Colonies	1,576	957,102	1,638,525	496	128,617	2,072	1,767,142
Total	10,030	12,462,672	20,463,881	1,111	438,118	11,141	20,901,999
American (U. S.):							
Sea	1,285	1,827,780	2,852,535	1,302	938,043	2,587	3,790,578
Northern lakes	561	1,674,491	2,225,900	31	92,323	592	2,318,223
Philippine Islands	58	23,408	37,780	8	2,280	66	40,060
Total	1,904	3,525,679	5,116,215	1,341	1,032,646	3,245	6,148,861
Argentinian	238	106,126	181,929	71	32,548	309	214,477
Austro-Hungarian	385	550,682	891,103	11	1,515	396	892,618
Belgian	144	166,903	264,985	5	7,175	149	272,160
Brazilian	377	175,158	290,637	51	13,163	428	303,800
Chilean	95	58,881	92,820	27	26,894	122	119,714
Chinese	80	61,939	97,841	2	543	82	98,384
Cuban	41	20,898	34,281	8	3,768	49	38,049
Danish	589	469,164	797,371	265	60,231	854	857,602
Dutch	697	913,608	1,486,368	95	22,548	792	1,508,916
French	998	1,057,796	1,851,120	512	365,523	1,510	2,216,643
German	1,708	2,333,321	3,890,542	245	261,010	1,953	4,151,552
Greek	361	449,578	717,045	78	16,222	439	733,267
Italian	684	1,035,815	1,685,720	517	210,814	1,201	1,896,534
Japanese	1,151	1,169,105	1,847,453			1,151	1,847,453
Mexican	41	24,431	40,084	10	3,388	51	43,472
Norwegian	1,795	1,358,579	2,263,900	460	507,122	2,255	2,771,022
Peruvian	17	12,509	23,342	46	23,783	63	47,125
Portuguese	164	185,387	303,706	103	30,785	267	334,491
Roumanian	35	34,577	60,205	1	393	36	60,598
Russian	753	514,007	875,146	498	193,356	1,251	1,068,502
Spanish	552	496,411	815,166	54	14,670	606	829,836
Swedish	1,037	538,802	926,650	343	98,370	1,380	1,025,020
Turkish	113	49,192	83,087	66	17,701	179	100,788
Uruguayan	41	21,477	35,980	13	14,624	54	50,604
Other countries: Albania, Bulgaria, Colombia, Costa Rica, Ecuador, Egypt, Haiti, Honduras, Liberia, Montenegro, Nicaragua, Oman, Panama, Persia, Salvador, Samos, Sarawak, Siam, Tunis, Venezuela, Zanzibar, etc	76	34,568	59,746	79	28,500	155	88,246
Not recorded	26	30,995	51,401	23	10,002	49	61,403
The world	24,132	27,858,260	45,247,724	6,035	3,435,412	30,167	48,683,136

4. Motive Power and Chief Materials of Construction of the World's Merchant Marine.

[Recorded in Lloyd's, 100 tons or over.]

THE WORLD.

Year.	Total vessels.		Steam.			Sail.	
	Number.	*Tons.*	*Number.*	*Gross tons.*	*Net tons.*	*Number.*	*Net tons.*
1890	32,298	22,151,651	11,108	12,985,372	8,295,514	21,190	9,166,279
1895	30,368	25,107,632	13,256	16,887,971	10,573,642	17,112	8,219,661
1900	28,422	29,043,728	15,898	22,369,358	13,856,513	12,524	6,674,370
1905	29,756	36,000,893	19,153	29,963,392	18,583,769	10,603	6,037,501
1910	30,058	41,914,765	22,008	37,290,695	23,046,122	8,050	4,624,070
1911	30,087	43,147,154	22,473	38,781,572	23,931,751	7,614	4,365,582
1912	30,316	44,600,677	23,217	40,518,177	24,977,920	7,099	4,082,500
1913	30,591	46,970,113	23,897	43,079,177	26,517,029	6,694	3,890,936
1914	30,836	49,089,552	24,444	45,403,877	27,987,782	6,392	3,685,675
1915	30,720	49,261,769	24,508	45,729,208	28,159,895	6,212	3,532,561
1916	30,167	48,683,136	24,132	45,247,724	27,858,260	6,035	3,435,412

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1890	Steam	902	360,147	7,719	8,495,920	2,343	4,086,555
	Sail	18,924	6,693,738	1,879	2,021,593	248	348,653
	Total	19,826	7,053,885	9,598	10,517,513	2,591	4,435,208
1895	Steam	1,007	360,911	7,099	7,432,890	4,994	9,038,000
	Sail	14,526	5,173,766	1,671	1,778,671	801	1,185,101
	Total	15,533	5,534,677	8,770	9,211,561	5,795	10,223,101
1900	Steam	1,158	382,131	6,262	5,915,714	8,286	15,999,406
	Sail	9,970	3,627,491	1,386	1,482,388	1,082	1,509,298
	Total	11,128	4,009,622	7,648	7,398,102	9,368	17,508,704
1905	Steam	1,329	435,444	5,523	4,802,490	12,095	24,648,667
	Sail	8,017	2,959,406	1,154	1,242,334	1,368	1,797,331
	Total	9,346	3,394,850	6,677	6,044,824	13,463	26,445,998
1910	Steam	1,407	451,584	4,554	3,675,240	15,849	33,093,992
	Sail	5,892	2,093,274	821	873,359	1,294	1,634,708
	Total	7,299	2,544,858	5,375	4,548,599	17,143	34,728,700
1911	Steam	1,401	446,220	4,364	3,439,551	16,515	34,827,427
	Sail	5,550	1,963,111	747	794,307	1,280	1,589,000
	Total	6,951	2,409,331	5,111	4,233,858	17,795	36,416,427
1912	Steam	1,435	451,304	4,197	3,267,024	17,396	36,732,785
	Sail	5,180	1,819,254	672	714,032	1,213	1,530,874
	Total	6,615	2,270,558	4,869	3,981,056	18,609	38,263,659
1913	Steam	1,378	422,175	4,018	3,060,904	18,316	39,532,390
	Sail	4,818	1,691,101	617	660,381	1,230	1,523,497
	Total	6,196	2,113,276	4,635	3,721,285	19,546	41,055,887
1914	Steam	1,337	408,261	3,863	2,914,363	19,061	41,984,515
	Sail	4,578	1,575,197	576	614,734	1,210	1,480,695
	Total	5,915	1,983,458	4,439	3,529,097	20,271	43,465,210
1915	Steam	1,332	410,013	3,711	2,787,036	19,286	42,471,025
	Sail	4,445	1,510,251	540	566,110	1,199	1,441,286
	Total	5,777	1,920,264	4,251	3,353,146	20,485	43,912,311
1916	Steam	1,324	406,241	3,509	2,613,027	19,120	42,167,487
	Sail	4,297	1,449,935	517	541,064	1,191	1,429,274
	Total	5,621	1,856,176	4,026	3,154,091	20,311	43,596,761

4. Motive Power and Chief Materials of Construction of the World's Merchant Marine—Continued.

UNITED KINGDOM.

Year.	Total vessels.		Steam.		Sail.	
	Number.	*Tons.*	*Number.*	*Gross tons.*	*Number.*	*Net tons.*
1890	9,167	10,241,856	5,574	7,774,644	3,593	2,467,212
1895	9,227	12,117,957	6,446	9,695,976	2,781	2,421,981
1900	8,914	13,241,446	7,020	11,513,759	1,894	1,727,687
1905	9,348	15,803,180	7,893	14,496,763	1,455	1,306,417
1910	9,417	17,516,479	8,460	16,767,683	957	748,796
1911	9,334	17,872,697	8,487	17,292,715	847	579,982
1912	9,279	18,213,620	8,524	17,730,940	755	482,680
1913	9,214	18,696,237	8,514	18,273,944	700	422,293
1914	9,240	19,256,766	8,587	18,892,089	653	364,677
1915	9,285	19,541,368	8,675	19,235,705	610	305,663
1916	9,069	19,134,857	8,454	18,825,356	615	309,501

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1890	Steam	117	18,346	4,042	4,996,300	1,411	2,758,214
	Sail	1,877	471,441	1,439	1,658,672	202	283,065
	Total	1,994	489,787	5,481	6,654,972	1,613	3,041,279
1895	Steam	116	18,521	3,532	3,883,211	2,793	5,792,836
	Sail	1,105	233,703	1,145	1,332,056	500	836,395
	Total	1,221	252,224	4,677	5,215,267	3,293	6,629,231
1900	Steam	114	18,431	2,729	2,374,011	4,171	9,119,015
	Sail	728	134,321	683	832,239	473	756,731
	Total	842	152,752	3,412	3,206,250	4,644	9,875,746
1905	Steam	96	15,589	2,144	1,560,878	5,645	12,917,460
	Sail	550	92,326	429	524,299	471	688,740
	Total	646	107,915	2,573	2,085,177	6,116	13,606,200
1910	Steam	81	12,153	1,536	900,300	6,832	15,851,495
	Sail	399	63,427	202	109,312	352	475,256
	Total	480	75,580	1,738	1,109,612	7,184	16,326,751
1911	Steam	80	11,808	1,428	787,273	6,970	16,490,525
	Sail	383	60,683	157	144,803	303	373,695
	Total	463	72,491	1,585	932,076	7,273	16,864,220
1912	Steam	77	11,918	1,300	689,036	7,138	17,026,867
	Sail	353	55,332	119	93,827	279	332,720
	Total	430	67,250	1,419	782,863	7,417	17,359,587
1913	Steam	82	12,673	1,194	585,837	7,229	17,672,315
	Sail	332	51,636	99	69,033	265	300,823
	Total	414	64,309	1,293	654,870	7,494	17,973,138
1914	Steam	84	11,687	1,119	528,220	7,374	18,348,895
	Sail	304	46,626	91	53,310	254	263,940
	Total	388	58,313	1,210	581,530	7,628	18,612,835
1915	Steam	88	12,286	1,038	488,123	7,539	18,732,009
	Sail	277	40,876	86	47,804	243	216,182
	Total	365	53,162	1,124	535,927	7,782	18,948,191
1916	Steam	89	12,495	974	450,941	7,381	18,358,633
	Sail	266	38,959	87	47,555	258	222,186
	Total	355	51,454	1,061	498,496	7,639	18,580,819

4. Motive Power and Chief Materials of Construction of the World's Merchant Marine—Continued.

BRITISH COLONIES.

Year.	Total vessels.		Steam.		Sail.	
	Number.	*Tons.*	*Number.*	*Gross tons.*	*Number.*	*Net tons.*
1890	2,904	1,355,250	829	461,210	2,075	894,040
1895	2,309	1,124,286	874	542,025	1,435	582,657
1900	1,924	1,019,808	910	635,331	1,014	384,477
1905	2,017	1,206,540	1,136	912,775	881	293,765
1910	2,078	1,495,815	1,377	1,291,354	701	204,461
1911	2,108	1,546,127	1,414	1,350,934	694	195,193
1912	2,165	1,660,740	1,490	1,471,830	675	188,910
1913	2,073	1,735,306	1,495	1,575,223	578	160,083
1914	2,088	1,788,283	1,536	1,631,617	552	156,666
1915	2,068	1,732,700	1,543	1,595,213	525	137,487
1916	2,072	1,767,142	1,576	1,638,525	496	128,617

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1890	Steam	276	85,914	408	234,009	132	136,672
	Sail	1,995	837,551	65	46,309	2	1,570
	Total	2,271	923,465	473	280,318	134	138,242
1895	Steam	278	88,414	351	216,351	229	231,756
	Sail	1,353	531,545	58	30,808	7	9,910
	Total	1,631	619,959	409	247,159	236	241,666
1900	Steam	251	68,789	320	225,161	315	332,590
	Sail	927	326,915	50	29,989	19	17,722
	Total	1,178	395,704	370	255,150	334	350,312
1905	Steam	314	87,543	300	216,266	497	598,483
	Sail	776	228,151	58	34,721	32	22,603
	Total	1,090	315,694	358	250,987	529	621,086
1910	Steam	357	91,650	267	189,447	728	999,620
	Sail	613	149,481	46	27,356	32	21,878
	Total	970	241,131	313	216,803	760	1,021,498
1911	Steam	356	90,097	259	181,181	773	1,068,790
	Sail	612	143,558	43	26,361	31	20,504
	Total	968	233,655	302	207,542	804	1,089,294
1912	Steam	361	90,247	250	175,671	853	1,195,186
	Sail	594	136,882	45	28,870	28	18,388
	Total	955	227,129	295	204,541	881	1,213,574
1913	Steam	314	74,668	232	154,999	927	1,337,279
	Sail	499	109,283	42	27,503	28	18,216
	Total	813	183,951	274	182,502	955	1,355,495
1914	Steam	312	75,871	222	145,182	979	1,402,097
	Sail	468	101,028	42	26,324	34	25,141
	Total	780	176,899	264	171,506	1,013	1,427,238
1915	Steam	311	78,490	223	145,269	987	1,363,216
	Sail	446	91,709	39	21,046	32	20,559
	Total	757	170,199	262	166,315	1,019	1,383,775
1916	Steam	313	77,318	222	147,098	1,019	1,405,914
	Sail	419	84,488	38	20,060	31	19,896
	Total	732	161,806	260	167,158	1,050	1,425,810

4. Motive Power and Chief Materials of Construction of the World's Merchant Marine—Continued.

FRANCE.

Year.	Total vessels.		Steam.		Sail.	
	Number.	*Tons.*	*Number.*	*Gross tons.*	*Number.*	*Net tons.*
1890	1,380	1,045,102	526	809,598	854	235,504
1895	1,164	1,094,752	571	903,105	593	191,647
1900	1,214	1,350,562	662	1,052,193	552	298,369
1905	1,497	1,728,038	764	1,260,973	733	467,065
1910	1,465	1,882,280	875	1,448,172	590	434,108
1911	1,478	1,976,862	890	1,542,568	588	434,294
1912	1,491	2,052,518	932	1,638,501	559	414,017
1913	1,552	2,201,164	987	1,793,310	565	407,854
1914	1,576	2,319,438	1,025	1,922,286	551	397,152
1915	1,539	2,285,728	1,016	1,909,609	523	376,119
1916	1,510	2,216,643	998	1,851,120	512	365,523

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1890	Steam	5	827	421	619,692	97	188,659
	Sail	783	171,626	61	56,572	5	11,000
	Total	788	172,453	482	670,264	102	199,659
1895	Steam	10	1,533	393	573,164	166	327,721
	Sail	496	97,910	66	57,538	28	34,758
	Total	506	99,443	459	630,703	194	362,479
1900	Steam	11	1,619	349	483,359	301	566,651
	Sail	386	66,657	56	47,328	109	184,026
	Total	397	68,276	405	530,687	410	750,677
1905	Steam	13	2,155	311	376,842	440	881,976
	Sail	513	92,660	27	23,326	193	351,079
	Total	526	94,815	338	400,168	633	1,233,055
1910	Steam	16	2,750	229	273,735	630	1,171,687
	Sail	400	72,421	18	17,918	172	343,769
	Total	416	75,171	247	291,653	802	1,515,456
1911	Steam	13	2,376	213	246,428	664	1,293,764
	Sail	398	72,546	18	17,907	172	343,841
	Total	411	74,922	231	264,335	836	1,637,605
1912	Steam	19	3,497	199	223,114	714	1,411,890
	Sail	380	70,571	15	16,240	164	327,206
	Total	399	74,068	214	239,354	878	1,749,096
1913	Steam	20	3,502	189	202,346	777	1,587,243
	Sail	392	73,442	13	14,794	160	319,618
	Total	412	76,944	202	217,140	937	1,906,861
1914	Steam	22	3,790	172	183,023	831	1,735,473
	Sail	385	70,994	11	14,085	155	312,073
	Total	407	74,784	183	197,108	986	2,047,546
1915	Steam	22	3,790	164	174,223	830	1,731,596
	Sail	367	68,378	9	10,626	147	297,115
	Total	389	72,168	173	184,849	977	2,028,711
1916	Steam	20	3,564	152	155,500	826	1,692,056
	Sail	360	66,705	10	12,734	142	286,084
	Total	380	70,269	162	168,234	968	1,978,140

4. Motive Power and Chief Materials of Construction of the World's Merchant Marine—Continued.

GERMANY.

Year.	Total vessels.		Steam.		Sail.	
	Number.	*Tons.*	*Number.*	*Gross tons.*	*Number.*	*Net tons.*
1890	1,876	1,569,311	741	928,911	1,135	640,400
1895	1,730	1,886,812	953	1,343,357	777	543,455
1900	1,710	2,650,033	1,209	2,159,919	501	490,114
1905	1,996	3,564,798	1,556	3,093,702	440	471,096
1910	2,178	4,333,186	1,822	3,959,318	356	373,868
1911	2,199	4,466,880	1,856	4,092,015	343	374,865
1912	2,213	4,628,983	1,908	4,276,191	305	352,792
1913	2,321	5,082,061	2,019	4,743,046	302	339,015
1914	2,388	5,459,296	2,090	5,134,720	298	324,576
1915	2,166	4,706,027	1,897	4,419,167	269	286,860
1916	1,953	4,151,552	1,708	3,890,542	245	261,010

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1890	Steam	4	845	536	536,638	200	391,166
	Sail	906	405,789	191	184,003	28	41,831
	Total	910	406,634	727	720,641	228	432,997
1895	Steam	1	204	476	446,842	476	896,311
	Sail	462	175,213	200	207,663	109	154,521
	Total	463	175,417	676	654,505	585	1,050,832
1900	Steam	1	203	378	322,808	826	1,835,909
	Sail	145	76,901	163	176,628	189	234,600
	Total	146	77,104	541	499,436	1,015	2,070,509
1905	Steam	.....	.....	308	247,762	1,247	2,845,798
	Sail	57	26,146	98	115,172	283	329,460
	Total	57	26,146	406	362,934	1,530	3,175,258
1910	Steam	.....	.....	209	143,985	1,612	3,815,162
	Sail	30	13,537	37	43,950	286	315,897
	Total	30	13,537	246	187,935	1,898	4,131,059
1911	Steam	3	915	191	123,428	1,661	3,967,412
	Sail	27	12,996	28	34,491	285	326,894
	Total	30	13,911	219	157,919	1,946	4,294,306
1912	Steam	7	1,767	168	99,307	1,731	4,174,648
	Sail	19	10,860	23	27,799	260	313,649
	Total	26	12,627	191	127,106	1,991	4,488,297
1913	Steam	7	1,676	163	95,470	1,847	4,645,431
	Sail	19	10,815	20	25,104	261	302,778
	Total	26	12,491	183	120,574	2,108	4,948,209
1914	Steam	7	1,382	155	90,331	1,926	5,007,798
	Sail	17	9,296	16	17,098	263	297,864
	Total	24	10,678	171	107,429	2,189	5,305,662
1915	Steam	5	1,035	150	84,458	1,741	4,333,465
	Sail	10	5,998	13	11,022	244	269,522
	Total	15	7,033	163	95,480	1,985	4,602,987
1916	Steam	6	1,488	134	75,792	1,567	3,813,053
	Sail	10	5,998	10	6,522	223	248,172
	Total	16	7,486	144	82,314	1,790	4,061,225

4. Motive Power and Chief Materials of Construction of the World's Merchant Marine—Continued.

JAPAN.[a]

Year.	Total vessels.		Steam.		Sail.	
	Number.	*Tons.*	*Number.*	*Gross tons.*	*Number.*	*Net tons.*
1890	289	171,554	212	300,625	124	33,123
1895	419	301,101	339	279,668	80	21,433
1900	1,066	574,557	484	488,187	582	86,370
1905	697	873,552	691	870,839	6	2,713
1910	851	1,149,222	846	1,146,977	5	2,245
1911	866	1,203,220	861	1,200,975	5	2,245
1912	960	1,344,991	960	1,344,991	.....	.....
1913	1,037	1,500,014	1,037	1,500,014	.....	.....
1914	1,103	1,708,386	1,103	1,708,386	.....	.....
1915	1,155	1,826,068	1,155	1,826,068	.....	.....
1916	1,151	1,847,453	1,151	1,847,453	.....	.....

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1890	Steam	68	25,936	80	82,357	13	27,103
	Sail	122	32,238	2	885	124	33,123
	Total	190	58,174	82	83,242	137	60,226
1895	Steam	173	39,087	122	154,532	38	83,473
	Sail	79	20,934	1	499	.....	.....
	Total	252	60,021	123	155,031	38	83,473
1900	Steam	253	56,057	120	168,159	102	259,799
	Sail	580	84,930	.....	.....	1	945
	Total	833	140,987	120	168,159	103	260,744
1905	Steam	299	75,225	144	238,588	234	550,355
	Sail	6	2,713	.....	.....	.....	.....
	Total	305	77,938	144	238,588	234	550,355
1910	Steam	306	78,053	124	208,692	408	855,477
	Sail	5	2,245	.....	.....	.....	.....
	Total	311	80,298	124	208,692	408	855,477
1911	Steam	299	75,221	118	192,378	437	929,595
	Sail	5	2,245	.....	.....	.....	.....
	Total	304	77,466	118	192,378	437	929,595
1912	Steam	293	71,896	124	193,950	536	1,075,364
	Sail	.....	.....	.....	.....	.....	.....
	Total	293	71,896	124	193,950	536	1,075,364
1913	Steam	276	66,355	118	185,125	636	1,244,753
	Sail	.....	.....	.....	.....	.....	.....
	Total	276	66,355	118	185,125	636	1,244,753
1914	Steam	269	62,298	117	185,136	710	1,457,053
	Sail	.....	.....	.....	.....	.....	.....
	Total	269	62,298	117	185,136	710	1,457,053
1915	Steam	279	63,665	110	175,146	760	1,583,466
	Sail	.....	.....	.....	.....	.....	.....
	Total	279	63,665	110	175,146	760	1,583,466
1916	Steam	272	62,200	101	158,514	772	1,622,948
	Sail	.....	.....	.....	.....	.....	.....
	Total	272	62,200	101	158,514	772	1,622,948

[a] Japanese sailing vessels are not recorded in Lloyd's.

5. Total Number and Tonnage of Steam Vessels (Over 100 Tons) and Sailing Vessels (Over 50 Tons).

[Recorded by Bureau Veritas.]

THE WORLD.

Year.	Steam (over 100 tons).		Sail (over 50 tons).		Potential tonnage.
	Number.	*Gross tons.*	*Number.*	*Net tons.*	
1890	9,638	12,825,709	33,879	10,540,051	43,687,039
1895	10,806	16,338,513	29,570	9,323,995	50,764,795
1900	12,289	21,787,600	27,982	8,206,889	62,068,253
1905	14,018	28,369,140	27,122	7,420,679	78,617,087
1910	15,652	34,648,866	23,362	6,412,211	93,132,579
1912	16,368	37,505,993	22,907	5,900,062	98,915,530
1913	17,135	39,643,841	21,924	5,629,942	100,992,722
1914	17,596	42,742,719	20,674	5,234,060	110,754,304
1915	17,755	42,681,216	20,791	4,980,644	112,037,340
1916	17,135	41,271,159	19,985	4,731,707	106,932,343
1917	21,798	42,215,249	19,400	4,424,541	105,946,321
BRITISH.					
1890	5,302	8,043,872	10,559	3,693,650	24,119,974
1895	5,771	9,984,280	8,793	3,333,607	28,258,883
1900	5,649	11,859,581	7,326	2,513,397	32,096,443
1905	6,079	14,919,578	6,589	1,912,360	39,006,955
1910	6,503	17,566,724	4,703	1,306,843	44,716,435
1912	6,558	18,514,944	5,124	1,026,262	46,584,318
1913	6,594	18,863,652	4,945	935,467	44,077,479
1914	6,733	19,988,949	4,879	885,360	49,954,416
1915	6,981	20,229,327	5,188	783,631	51,411,639
1916	6,673	19,359,882	4,975	731,019	48,415,999
1917	8,711	18,938,241	4,796	699,177	47,305,265
AMERICAN.					
1890	419	533,333	3,406	1,445,016	2,918,816
1895	447	703,399	3,824	1,362,317	3,305,885
1900	674	1,183,851	3,671	1,360,978	4,594,546
1905	876	1,756,327	3,765	1,513,178	6,267,710
1910	921	1,891,552	3,465	1,357,789	6,418,413
1912	993	2,033,100	3,090	1,252,190	6,679,166
1913	1,103	2,261,663	2,993	1,214,974	7,142,370
1914	1,114	2,380,303	2,162	1,019,026	7,159,222
1915	1,249	2,859,021	2,007	966,877	8,755,537
1916	1,309	3,148,301	1,851	930,814	9,143,950
1917	1,920	4,416,254	1,763	920,122	12,291,738
GERMAN.					
1890	689	930,754	1,398	706,475	3,331,203
1895	826	1,306,771	1,105	597,862	4,343,766
1900	1,031	2,169,029	955	551,025	5,962,785
1905	1,273	3,033,333	955	492,411	8,031,947
1910	1,372	3,864,824	979	441,881	10,365,125
1912	1,412	4,160,927	1,000	432,168	10,680,268
1913	1,510	4,465,491	1,041	426,919	11,838,107
1914	1,549	5,072,993	1,172	443,095	12,732,517
1915	1,248	4,032,471	1,137	401,371	10,297,583
1916	1,074	3,527,487	1,103	365,232	8,897,392
1917	1,379	2,819,969	1,035	336,039	7,055,715
FRENCH.					
1890	471	805,983	1,627	298,787	2,238,747
1895	501	864,598	1,459	255,095	2,100,683
1900	545	1,060,238	1,396	341,037	2,594,193
1905	577	1,222,008	1,414	517,069	3,380,813
1910	609	1,416,096	1,155	482,848	3,790,324
1912	642	1,627,812	1,115	460,253	4,249,073
1913	692	1,739,255	877	434,289	4,489,677
1914	710	1,861,333	892	433,290	4,736,822
1915	714	1,892,415	867	403,311	4,751,695
1916	681	1,775,635	775	385,828	4,501,448
1917	1,096	1,831,504	673	321,020	4,296,516

5. Total Number and Tonnage of Steam Vessels (Over 100 Tons) and Sailing Vessels (Over 50 Tons)—Continued.

NORWEGIAN.

Year.	Steam (over 100 tons).		Sail (over 50 tons).		Potential tonnage.
	Number.	*Gross tons.*	*Number.*	*Net tons.*	
1890	371	245,052	3,567	1,405,934	2,111,610
1895	530	455,317	2,959	1,240,159	2,385,531
1900	719	769,242	2,123	898,761	2,815,977
1902	804	863,146	1,837	807,125	2,960,489
1905	916	1,057,822	1,647	741,970	3,374,910
1907	1,021	1,257,774	1,345	702,815	3,804,223
1909	1,033	1,364,401	1,197	623,258	3,997,646
1910	1,099	1,396,151	1,116	608,010	4,037,086
1912	1,199	1,649,789	1,007	636,248	4,731,456
1913	1,266	1,824,762	861	600,714	5,034,730
1914	1,299	1,914,029	832	560,136	5,621,448
1915	1,312	1,920,350	793	553,691	5,596,179
1916	1,427	2,139,751	734	494,224	5,947,696
1917	1,483	1,945,110	640	362,054	5,112,450

6. Construction.

[Vessels built in the world (over 100 tons) according to Lloyd's (including vessels not recorded in Lloyd's.]

Year.	Total vessels.		Steam.		Sail.	
	Number.	*Tons.*	*Number.*	*Gross tons.*	*Number.*	*Net tons.*
1890	1,362	1,646,809	880	1,328,541	482	318,268
1895	794	1,211,615	629	1,114,019	165	97,596
1900	1,285	2,268,938	966	2,046,339	319	222,599
1905	1,181	2,302,467	1,051	2,253,032	130	49,435
1908	993	1,761,585	872	1,706,396	121	55,189
1909	899	1,551,532	758	1,510,070	141	41,462
1910	899	1,816,189	811	1,795,419	88	20,770
1911	1,189	2,405,681	1,093	2,368,354	96	37,327
1912	1,278	2,688,306	1,172	2,650,124	106	38,182
1913	1,183	2,884,529	1,076	2,844,144	107	40,385

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1890	Steam	60	167,974	135	74,157	685	1,234,183
	Sail	377	20,201	10	9,294	95	141,000
	Total	437	188,175	145	83,451	780	1,375,183
1895	Steam	27	10,312	58	9,769	544	1,093,938
	Sail	120	38,875	.....	.....	45	58,721
	Total	147	49,187	58	9,769	589	1,152,659
1900	Steam	60	27,208	72	14,734	834	2,004,397
	Sail	212	102,084	.....	.....	107	120,515
	Total	272	129,292	72	14,734	941	2,124,912
1905	Steam	58	18,610	1	342	992	2,234,080
	Sail	109	36,022	.....	.....	21	13,413
	Total	167	54,632	1	342	1,013	2,247,493
1908	Steam	50	20,812	.....	.....	822	1,685,584
	Sail	90	35,300	.....	.....	31	19,889
	Total	140	56,112	.....	.....	853	1,705,473
1909	Steam	35	7,085	.....	.....	723	1,502,985
	Sail	80	20,760	.....	.....	61	20,702
	Total	115	27,845	.....	.....	784	1,523,687
1910	Steam	32	7,389	.....	.....	779	1,788,030
	Sail	64	16,348	.....	.....	24	4,422
	Total	96	23,737	.....	.....	803	1,792,452

6. CONSTRUCTION—Continued.

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1911	Steam	50	15,478	2	636	1,041	2,352,240
	Sail	58	15,560	1	111	37	21,656
	Total	108	31,038	3	747	1,078	2,373,896
1912	Steam	48	15,211	1	154	1,123	2,634,759
	Sail	74	23,264	.....	.....	32	14,918
	Total	122	38,475	1	154	1,155	2,649,677
1913	Steam	57	15,106	.....	.....	1,019	2,829,038
	Sail	66	23,480	.....	.....	41	16,905
	Total	123	38,586	.....	.....	1,060	2,845,943

Year.	All nations.				United Kingdom.			
	Sail.		Steam.		Sail.		Steam.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
1890	482	318,268	880	1,328,541	84	121,015	632	1,076,220
1895	165	97,596	629	1,114,019	29	36,999	463	919,308
1900	319	222,599	966	2,046,339	6	6,605	645	1,452,802
1905	130	49,435	1,051	2,253,032	3	2,461	667	1,516,193
1908	121	55,189	872	1,706,396	4	7,897	433	922,415
1909	141	41,462	758	1,510,070	11	2,910	452	968,203
1910	88	20,770	811	1,795,419	3	685	451	1,140,153
1911	96	37,327	1,093	2,405,681	15	7,992	613	1,671,102
1912	106	38,182	1,172	2,650,124	16	5,670	613	1,656,197
1913	107	40,385	1,076	2,844,144	14	4,310	598	1,788,977

Year.	France.				Germany.			
	Sail.		Steam.		Sail.		Steam.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
1890	18	6,896	14	27,666	12	15,083	56	87,382
1895	20	8,074	11	14,683	1	3,854	62	76,576
1900	52	70,224	13	31,094	20	8,671	70	203,179
1905	14	2,130	17	72,075	8	6,298	105	231,832
1908	7	943	33	83,114	6	2,844	79	189,898
1909	14	2,174	20	43,891	11	3,870	62	121,438
1910	13	2,134	18	61,353	3	515	69	132,818
1911	20	3,766	32	107,799	12	7,883	124	250,946
1912	28	5,070	38	146,283	4	1,425	114	351,137
1913	12	2,085	30	154,707	2	711	99	344,831

7. THE WORLD'S SHIPBUILDING IN 1915 (EXCLUDING WARSHIPS).[a]

[Lloyd's Register, London, January, 1916.]

UNITED KINGDOM.

Particulars of total output.—As has been pointed out for some time past in the society's quarterly shipbuilding returns, the rate of progress in merchant ship construction in the United Kingdom has been very much reduced in present circumstances, resulting in a corresponding decrease in the immediate output.

Excluding all vessels not intended for merchant purposes, during 1915, 327 vessels of 650,919 tons (viz, 317 steamers of 648,629 tons and 10 sailing vessels of 2,290 tons) have been launched in the United Kingdom. The sailing ship tonnage is composed, however, almost entirely of barges and similar craft.

[a] This summary does not include particulars of vessels of less than 100 tons gross and takes into account only vessels that were launched in 1915, whether they were completed during the year or are still under construction. On account of the war, it is impossible to give figures in respect of several countries; for the same reason warship tonnage has been excluded throughout this summary.

The output of mercantile tonnage in the United Kingdom during 1915 shows a decrease of 1,032,634 tons on that of last year. Practically the whole of the tonnage launched is composed of steel steam tonnage.

Nationality of tonnage launched.—Of the total output, nearly 85¼ per cent, or 554,803 tons (553,363 steam tons and 1,440 sailing tons), has been built for registration in the United Kingdom.

The amount of tonnage launched for other countries during 1915 was 96,116 tons (including 20,965 tons for the British colonies), forming about 14¾ per cent of the total output, as compared with an average percentage of 22½ for the previous five years.

Size of vessels.—The returns for 1915 show that 33 vessels of 6,000 tons and above were launched. Of these, 3 were over 10,000 tons each, the largest being one of 13,400 tons.

The average tonnage of steamers launched in the United Kingdom during 1915 is 2,046 tons, but if steamers of less than 500 tons be excluded the average of the remaining steamers reaches 3,791 tons gross, which is a considerable reduction on the mean of the averages of the five previous years.

Vessels fitted with turbines or with internal-combustion engines.—Six steamers were launched with a total of 53,192 tons which will have Parsons steam turbine engines. All these vessels will be fitted with geared turbines.

The launches for the year also include 2 vessels with a total of 10,700 tons fitted with internal-combustion engines.

Special types of vessels.—Of steamers building on the Isherwood system of longitudinal framing, 7 were launched during 1915 with a gross total of 43,665 tons. Including 4 of these vessels with 24,084 tons, there were launched during the past year 5 steamers of 31,684 tons for the carriage of oil in bulk.

The returns also include 8 vessels of 66,334 tons with cruiser sterns; 104 steam trawlers and other fishing vessels; besides a number of tugs, dredgers, barges, and other vessels designed for channel, river, and other special services.

Output of leading districts.—As was the case last year, the Clyde district occupies the first place among the shipbuilding centers of the country, showing an output of 205,073 tons (Glasgow, 106,203 tons, and Greenock, 98,870 tons). Then follow the Tyne (124,001 tons), the Wear (110,942 tons), Hartlepool (59,308 tons), Middlesbrough (58,574 tons), and Belfast (33,729 tons).

OTHER COUNTRIES.

Particulars of total output.—Attention is drawn to statistics given in Table VI, from which it appears that, outside the United Kingdom, there have been launched during the year 416 vessels of 550,719 tons (313 steamers of 518,948 tons and 103 sailing vessels of 31,771 tons). The figures show a decrease of nearly 53 per cent compared with those for 1914, but it should be borne in mind that they are incomplete, Germany, Austria-Hungary, and Belgium not being included. The returns for the year include 33 vessels of over 5,000 tons each. The largest vessel of the year was a collier built in the United States of about 11,000 tons. During 1915, 11 vessels of over 1,000 tons each, to be fitted with internal-combustion engines, were launched, their aggregate being about 42,000 tons. The returns for the year include 12 steamers with a total of 71,467 tons, building (all in the United States) on the Isherwood system of longitudinal framing, and 6 steamers of 35,000 tons to be fitted with steam turbine engines. There are also 6 oil-carrying vessels of about 33,000 tons.

United States.—The tonnage launched in the United States (177,460 tons) is 23,302 tons less than that of the previous year. During the year there were launched on the coast 13 seagoing steamers of from 5,000 to 7,000 tons each, and 1 collier of about 11,000 tons. The total output includes 5 steamers with a total of about 30,000 tons to carry oil in bulk. Including these 5 vessels, there were launched in the United States 12 steamers of 71,467 tons building on the Isherwood system of longitudinal framing.

Holland.—The total tonnage (113,075 tons) launched in Holland during the past year is about 5,000 tons less than the output in 1914, which was a record in the society's returns for that country. This total does not include vessels known to be exclusively intended for river navigation, and which tonnage appears from information to hand to amount to over 70,000 tons; so that the total output, including such craft, would appear to reach over 183,000 tons.

The largest vessel launched during the year was of about 8,000 tons. There are 4 other steamers of from 5,000 to 7,500 tons each.

Norway.—The returns for the year show the output to be 62,070 tons, which is about 8,000 tons more than the total for the previous year, and is the highest ever recorded in the society's returns for this country. As in other years, the tonnage launched is practically composed of vessels of between 1,000 and 2,000 tons. Only 1 vessel of a larger tonnage has been launched, viz, a motor vessel of 2,600 tons.

Japan.—The tonnage launched during the year (49,408 tons) is over 42 per cent lower than the output for 1914. It comprises 2 steamers of about 9,500 tons each and 1 steamer, 7,375 tons, fitted with steam turbine engines.

Denmark.—The figures (45,198 tons) exceed those for the previous year by nearly 13,000 tons and are the highest on record. Included in this total are 6 vessels of about 30,000 tons which are to be fitted with Diesel engines.

VESSELS CLASSED BY LLOYD'S REGISTER.

Of the merchant vessels launched during 1915, 378 of 874,775 tons (including 91 vessels of 299,743 tons launched outside the United Kingdom) have been built under the society's inspection with a view to classification in Lloyd's Register Book.

TABLE I.—*Vessels launched in the United Kingdom, 1890–1915.*

Year.	Steam.		Sail.		Total.	
	Number.	*Gross tons.*	*Number.*	*Gross tons.*	*Number.*	*Gross tons.*
1890	651	1,061,619	92	133,086	743	1,194,705
1891	641	878,353	181	252,463	822	1,130,816
1892	512	841,356	169	268,594	681	1,109,950
1893	438	718,277	98	118,106	536	836,383
1894	549	964,926	65	81,582	614	1,046,508
1895	526	904,991	53	45,976	579	950,967
1896	628	1,113,831	68	45,920	696	1,159,751
1897	545	924,382	46	28,104	591	952,486
1898	744	1,363,318	17	4,252	761	1,367,570
1899	714	1,414,774	12	2,017	726	1,416,791
1900	664	1,432,600	28	9,871	692	1,442,471
1901	591	1,501,078	48	23,661	639	1,524,739
1902	622	1,378,206	72	49,352	694	1,427,558
1903	632	1,165,503	65	25,115	697	1,190,618
1904	613	1,171,375	99	33,787	712	1,205,162
1905	737	1,604,796	58	18,372	795	1,623,168
1906	815	1,809,433	71	18,910	886	1,828,343
1907	752	1,581,521	89	26,369	841	1,607,890
1908	454	914,570	69	15,099	523	929,669
1909	465	972,799	61	18,267	526	991,066
1910	473	1,137,738	27	5,431	500	1,143,169
1911	700	1,782,908	72	20,936	772	1,803,844
1912	643	1,720,957	69	17,557	712	1,738,514
1913	641	1,919,578	47	12,575	688	1,932,153
1914	621	1,674,358	35	9,195	656	1,683,553
1915	317	648,629	10	2,290	327	650,919

TABLE II.—*Number and gross tonnage of merchant vessels launched in the world (outside the United Kingdom) from 1892 to 1915.*

Year.	Steam.		Sail.		Total.	
	Number.	*Gross tons.*	*Number.*	*Gross tons.*	*Number.*	*Gross tons.*
1892	147	126,210	223	121,885	370	248,095
1893	135	121,606	175	68,752	310	190,358
1894	148	203,279	170	73,751	318	277,030
1895	190	209,300	111	57,893	301	267,193
1896	260	299,421	157	108,710	417	408,131
1897	253	278,443	146	100,995	399	379,438
1898	371	415,907	158	109,866	529	525,773
1899	292	530,945	251	174,002	543	704,947
1900	347	602,989	325	258,703	672	861,692
1901	446	800,849	453	291,951	899	1,092,800
1902	487	747,945	469	327,252	956	1,075,197
1903	549	798,205	404	156,808	953	955,013
1904	570	626,190	361	156,583	931	782,773
1905	525	801,705	256	90,049	781	891,754
1906	642	984,613	308	106,807	950	1,091,420
1907	681	1,070,913	266	99,285	947	1,170,198
1908	550	791,609	332	112,008	882	903,617
1909	348	564,771	189	46,220	537	610,991
1910	453	719,903	324	94,781	777	814,684
1911	537	748,515	290	97,781	827	846,296
1912	720	1,074,911	287	88,344	1,007	1,163,255
1913	639	1,269,000	423	131,729	1,062	1,400,729
1914 [a]	473	1,111,027	190	58,173	663	1,169,200
1915 [a]	313	518,948	103	31,771	416	550,719

[a] Returns not complete.

TABLE III.—*Merchant vessels launched in the principal shipbuilding districts of the United Kingdom during the three years 1913–1915.*

District.	1915						Total, 1914.		Total, 1913.	
	Steam.		Sail.		Total.					
	No.	*Gr. tons.*	*No.*	*Gr. tons.*	*No.*	*Gr. tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Aberdeen	33	7,103	....	.....	33	7,103	47	10,190	38	11,148
Barrow, Maryport, and Workington	3	2,174	....	.....	3	2,174	1	284	4	1,837
Belfast	8	33,729	....	.....	8	33,729	21	239,819	15	129,081
Dundee	5	4,587	....	.....	5	4,587	10	11,793	8	17,944
Glasgow	40	104,953	5	1,250	45	106,203	110	248,103	150	415,044
Greenock	28	98,870	....	.....	28	98,870	51	196,518	64	269,743
Hartlepools and Whitby	13	59,308	....	.....	13	59,308	29	124,419	33	153,071
Hull and Grimsby	65	24,018	....	.....	65	24,018	93	53,726	88	49,682
Leith	10	5,889	....	.....	10	5,889	17	18,671	17	18,901
Liverpool	8	10,672	....	.....	8	10,672	15	39,465	16	34,404
Middlesbrough and Stockton	30	58,574	....	.....	30	58,574	70	137,165	62	154,743
Newcastle	34	123,586	2	415	36	124,001	91	315,585	94	366,331
Sunderland	31	110,942	....	.....	31	110,942	72	277,528	78	299,964

TABLE IV.—*Size of merchant vessels launched in the United Kingdom during 1915.*

Tonnage.	Steam.	Sail.	Tonnage.	Steam.	Sail.
100 and under 500 tons	156	10	10,000 and under 12,000 tons	2	.....
500 and under 1,000 tons	20	.....	12,000 and under 15,000 tons	1	.....
1,000 and under 2,000 tons	33	.....	15,000 and under 20,000 tons	.....	.....
2,000 and under 3,000 tons	17	.....	20,000 and under 25,000 tons	.....	.....
3,000 and under 4,000 tons	23	.....	25,000 and under 30,000 tons	.....	.....
4,000 and under 5,000 tons	26	.....	30,000 and under 40,000 tons	.....	.....
5,000 and under 6,000 tons	9	.....	40,000 tons and above	.....	.....
6,000 and under 8,000 tons	20	.....			
8,000 and under 10,000 tons	10	.....	Total	317	10

TABLE V.—*Total output of merchant vessels in the world during 1915.*

Where built.	Steam.		Sail.		Total.	
	Number.	*Gross tons.*	*Number.*	*Gross tons.*	*Number.*	*Gross tons.*
United Kingdom	317	648,629	10	2,290	327	650,919
Other countries	313	518,948	103	31,771	416	550,719
Total for the world	630	1,167,577	113	34,061	743	1,201,638

TABLE VI.—*Merchant vessels (over 100 tons) built in the world (outside the United Kingdom) during 1915.*[a]

Country and district.	Steam.				Sail.				Total built in each country.	
	Steel.		Wood.		Steel.		Wood.			
	No.	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Tons.*
British colonies:										
Canada—										
Great Lakes	4	8,725	....	.....	....	.....	....	.....		
Coast	.....	.....	....	.....	.....	.....	3	1,016	31	22,014
Other colonies	15	10,236	4	888	4	1,000	1	149		
Chile	.....	.....	1	234	....	.....	....	.....	1	234
Denmark:										
Copenhagen and Elsinore	16	43,430	....	.....	....	.....	....	.....	23	45,198
Other ports	5	1,427	....	.....	....	.....	2	341		
France:										
Havre and River Seine	2	15,918	....	.....	....	.....	....	.....		
Nantes and St. Nazaire	3	8,244	....	.....	....	.....	....	.....	6	25,402
Mediterranean ports	1	1,240	....	.....	....	.....	....	.....		
Holland:										
Amsterdam, Groningen, and Friesland	13	19,908	....	.....	4	631	....	.....	120	113,075
Rotterdam, Dordrecht, and Flushing	71	88,700	....	.....	32	3,836	....	.....		
Italy:										
Gulf of Genoa	2	9,935	....	.....	3	500	6	681		
Leghorn and Viareggio	.....	.....	....	.....	....	.....	5	1,212		
Gulf of Naples	.....	.....	1	239	....	.....	11	2,265	30	22,132
Ancona	1	2,800	....	.....	....	.....	....	.....		
Palermo	1	4,500	....	.....	....	.....	....	.....		
Japan:										
Kobe and Osaka	19	31,235	....	.....	....	.....	....	.....	26	49,408
Nagasaki	4	17,674	....	.....	2	340	....	.....		
Other ports	.....	.....	....	.....	....	.....	1	159		
Norway:										
Stavanger, Bergen, and Trondhjem	20	20,028	1	123	1	120	....	.....	59	62,070
Christiania (Lindesnæs to Fredrikshald)	35	40,525	1	924	1	350	....	.....		
Russia	1	161	....	.....	2	366	1	115	4	642
Spain	5	12,765	....	.....	....	.....	....	.....	5	12,765
Sweden	21	19,233	3	592	....	.....	3	494	27	20,319
United States:										
Maine and Massachusetts	3	7,261	1	100	1	468	7	6,834		
New Hampshire, Connecticut, and New York	9	2,097	2	516	1	1,861	....	.....		
New Jersey, Pennsylvania, and Delaware	16	58,068	....	.....	1	283	3	2,954	84	177,460
Maryland and Virginia	12	43,658	....	.....	1	650	7	5,146		
Great Lakes	8	20,293	....	.....	....	.....	....	.....		
Pacific coast	5	22,132	7	5,139	....	.....	....	.....		
Total	292	510,193	21	8,755	53	10,405	50	21,366	416	550,719

[a] On account of the European war it is impossible to give figures in respect to other countries.

TABLE VII.—*Number and tonnage of merchant vessels of 100 tons gross and upward launched, 1892–1915.*

Year.	United Kingdom.		British colonies.				Austria-Hungary.		Denmark.		France.	
					Canadian lake ports.							
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
1892	681	1,109,950	58	19,792	(a)	(a)	7	2,302	22	12,707	19	17,228
1893	536	836,383	41	17,089	(a)	(a)	6	7,435	18	10,719	22	20,337
1894	614	1,046,508	26	6,055	1	748	5	1,703	16	7,300	28	19,636
1895	579	950,967	23	6,105	7	4,276	10	7,371	14	10,982	27	28,851
1896	696	1,159,751	36	8,394	5	2,730	9	6,246	14	11,814	41	44,565
1897	591	952,486	36	10,489	4	1,942	6	6,601	13	13,539	39	49,341
1898	761	1,367,570	65	22,664	5	2,357	9	5,432	17	12,703	48	67,160
1899	726	1,416,791	31	6,475	3	1,989	8	9,248	30	26,613	51	89,794
1900	692	1,442,471	38	6,967	2	2,596	12	14,889	17	11,060	66	116,858
1901	639	1,524,739	68	16,610	6	11,524	7	20,013	41	22,856	92	177,543
1902	694	1,427,558	65	18,235	4	10,584	16	15,192	44	27,148	99	192,196
1903	697	1,190,618	64	20,866	9	13,824	6	11,328	39	28,609	75	92,768
1904	712	1,205,162	55	27,253	6	3,712	40	16,645	30	15,859	69	81,245
1905	795	1,623,168	45——10,798				27	16,402	19	17,557	43	73,124
1906	886	1,828,343	50	16,026	7	10,016	25	18,590	18	24,712	48	35,214
1907	841	1,607,890	83	21,479	14	24,964	7	8,717	29	28,819	50	61,635
1908	523	929,669	111	25,512	8	8,669	24	23,502	24	19,172	50	83,429
1909	526	991,066	35	6,592	3	869	15	25,006	11	7,508	51	42,197
1910	500	1,143,169	53	14,601	7	11,742	8	14,304	18	12,154	55	80,751
1911	772	1,803,844	59	16,006	3	3,656	16	37,836	18	18,689	79	125,472
1912	712	1,738,514	76	25,090	8	9,700	12	38,821	22	26,103	80	110,734
1913	688	1,932,153	77	26,744	14	21,595	17	61,757	31	40,932	89	176,095
1914	656	1,683,553	58	22,288	22	25,246	11	b34,335	25	32,815	33	114,052
1915	327	650,919	27	13,289	4	8,725	(a)	(a)	23	45,198	6	25,402

Year.	Germany.		Holland.		Italy.		Japan.		Norway.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
1892	73	64,888	15	14,368	21	13,888	.....	.....	42	24,572
1893	65	60,167	8	1,339	21	10,626	3	1,132	30	16,552
1894	77	119,702	41	15,360	10	5,396	14	3,173	25	17,169
1895	75	87,786	25	8,292	10	5,603	3	2,296	21	12,873
1896	63	103,295	28	12,405	10	6,779	26	7,849	17	12,059
1897	84	139,728	42	20,351	8	12,910	22	6,740	25	17,248
1898	104	153,147	27	19,468	19	26,530	9	11,424	29	22,670
1899	93	211,684	50	34,384	31	49,472	3	6,775	34	27,853
1900	93	204,731	61	45,074	36	67,522	3	4,543	42	32,751
1901	101	217,593	33	29,927	35	60,526	94	37,208	40	36,875
1902	108	213,961	114	69,101	62	46,270	53	27,181	46	37,878
1903	120	184,494	109	59,174	81	50,089	62	34,514	54	41,599
1904	149	202,197	109	55,636	35	30,016	67	32,969	67	50,469
1905	148	255,423	58	44,135	46	61,629	81	31,725	58	52,580
1906	205	318,230	89	66,809	30	30,560	107	42,489	69	60,774
1907	188	275,003	60	68,623	31	44,666	78	66,254	82	57,556
1908	120	207,777	76	58,604	34	26,864	73	59,725	81	52,839
1909	84	128,696	52	59,106	28	31,217	75	52,319	45	28,601
1910	117	159,303	105	70,945	21	23,019	70	30,215	64	36,931
1911	154	255,532	113	93,050	14	17,401	109	44,359	71	35,435
1912	165	375,317	112	99,439	27	25,196	168	57,755	89	50,255
1913	162	465,226	95	104,296	38	50,356	152	64,664	74	50,637
1914	89	b387,192	130	118,153	47	42,981	32	85,861	61	54,204
1915	(a)	(a)	120	113,075	30	22,132	26	49,408	59	62,070

a No returns. b Returns not complete.

TABLE VII.—*Number and tonnage of merchant vessels of 100 tons gross and upward launched, 1892–1915*—Continued.

Year.	Sweden.		United States.				Other countries.		Total.	
			Coast.		Great Lakes.					
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
1892	12	4,659	73	62,588	(a)	(a)	28	11,103	1,051	1,358,045
1893	18	6,566	36	27,174	(a)	(a)	42	11,222	846	1,026,741
1894	14	7,310	36	44,847	7	22,047	18	6,584	932	1,323,538
1895	13	2,767	41	42,431	20	42,446	12	5,114	880	1,218,160
1896	14	4,405	112	77,964	32	106,211	10	3,415	1,113	1,567,882
1897	14	6,984	63	34,076	21	52,762	22	6,727	990	1,331,924
1898	12	4,385	141	110,186	21	63,064	23	4,583	1,290	1,893,343
1899	29	10,367	127	146,108	21	78,170	32	6,015	1,269	2,121,738
1900	19	5,735	196	190,962	39	142,565	48	15,439	1,364	2,304,163
1901	31	8,241	234	268,091	52	165,144	65	20,649	1,538	2,617,539
1902	32	9,030	206	223,360	45	155,814	62	29,247	1,650	2,502,755
1903	30	11,855	195	211,219	51	170,601	58	24,073	1,650	2,145,631
1904	32	10,267	208	189,430	19	49,088	45	17,987	1,643	1,987,935
1905	20	5,282	157	107,368	43	195,459	36	20,272	1,576	2,514,922
1906	23	11,579	192	169,358	50	271,729	37	15,334	1,836	2,919,763
1907	28	11,781	208	217,530	47	257,145	42	26,026	1,788	2,778,088
1908	23	9,546	202	158,645	36	145,898	20	23,435	1,405	1,833,286
1909	12	6,316	73	80,485	29	129,119	24	12,960	1,063	1,602,057
1910	17	8,904	156	177,601	39	153,717	47	20,497	1,277	1,957,853
1911	11	9,427	112	95,693	30	75,876	38	17,864	1,599	2,650,140
1912	22	13,968	144	194,273	30	89,950	52	46,654	1,719	2,901,769
1913	25	18,524	182	228,232	23	48,216	83	43,455	1,750	3,332,882
1914	26	15,163	84	162,937	10	37,825	35	b 36,148	1,319	b2,852,753
1915	27	20,319	76	157,167	8	20,293	10	b 13,641	743	b1,201,638

a No returns. b Returns not complete.

8. MERCHANT VESSELS UNDER CONSTRUCTION JUNE 30, 1916.

NOTE.—In consequence of the war it is not possible at present to publish the usual information regarding the shipbuilding industry throughout the world. The present returns are therefore confined to merchant vessels in course of construction in the United Kingdom.

The returns compiled by Lloyd's Register of Shipping, which only take into account vessels of 100 tons and upward the construction of which has actually begun, show that there were 440 merchant vessels of 1,540,218 tons gross under construction in the United Kingdom at the close of the quarter ended June 30, 1916. The particulars of the vessels in question are as follows, similar details being given for the last quarter and for June 30, 1915, for the purpose of comparison:

Description.	June 30, 1916.		Mar. 31, 1916.		June 30, 1915.	
	No.	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*
Steam: Steel	432	1,538,640	420	1,422,545	434	1,505,025
Sail:						
Steel	7	1,478	3	790	6	1,450
Wood and composite	1	100	1	100	2	450
Total	8	1,578	4	890	8	1,900
Total steam and sail	440	1,540,218	424	1,423,435	442	1,506,925

The tonnage now under construction in the United Kingdom is about 117,000 tons more than that which was in hand at the end of last quarter, and about 33,000 tons more than the tonnage building 12 months ago. It will be understood that the rate of progress in merchant ship construction continues to be very much reduced in the present circumstances and that the immediate output will be considerably less than that which would be obtained under normal conditions.

Of the merchant vessels being built in the United Kingdom at the end of June, 382 of 1,254,366 tons are under the inspection of the surveyors of Lloyd's Register with a view to classification by this society.

WORK IN HAND IN PRINCIPAL DISTRICTS.

The following table gives the total figures for vessels now under construction in some of the principal shipbuilding districts of the country, as compared with those for the last quarter and 12 months ago. Each district, of course, includes places in the neighborhood of the port after which it is named:

District and class.	June 30, 1916.		Mar. 31, 1916.		June 30, 1915.	
	No.	*Gross tons.*	*No.*	*Gross tons.*	*No.*	*Gross tons.*
Barrow, Maryport, and Workington: Steam	3	2,175	3	1,810	3	1,885
Belfast: Steam	24	262,050	23	228,550	24	260,700
Glasgow:						
Steam	67	295,159	64	294,229	80	353,173
Sail	4	863	1	400	2	750
Total	71	296,022	65	294,629	82	353,923
Greenock: Steam	52	238,830	47	217,320	46	209,004
Hartlepool and Whitby: Steam	12	69,625	14	72,800	15	71,350
Hull:						
Steam	60	31,268	60	30,721	50	26,032
Sail	1	160	1	160	.....	.....
Total	61	31,428	61	30,881	50	26,032
Liverpool: Steam	13	26,687	13	26,687	11	24,065
Middlesbrough and Stockton: Steam	18	51,670	26	43,405	31	83,165
Newcastle:						
Steam	66	310,347	60	293,886	61	270,684
Sail	1	230	1	230	1	170
Total	67	310,577	61	294,116	62	270,854
Sunderland: Steam	52	197,359	44	169,129	43	162,836

SIZE OF VESSELS UNDER CONSTRUCTION.

The following table shows the vessels under construction in the United Kingdom classified according to gross tonnage:

Gross tonnage.	Number.		Gross tonnage.	Number.	
	Steam.	Sail.		Steam.	Sail.
100 [a] and under 500 tons	140	8	10,000 and under 12,000 tons	6	.....
500 and under 1,000 tons	25	.....	12,000 and under 15,000 tons	5	.....
1,000 and under 2,000 tons	33	.....	15,000 and under 20,000 tons	7	.....
2,000 and under 3,000 tons	35	.....	20,000 and under 25,000 tons	2	.....
3,000 and under 4,000 tons	33	.....	25,000 and under 30,000 tons	1	.....
4,000 and under 5,000 tons	51	.....	30,000 and under 40,000 tons	2	.....
5,000 and under 6,000 tons	32	.....	40,000 tons and above	.....	.....
6,000 and under 8,000 tons	39	.....			
8,000 and under 10,000 tons	21	.....	Total	432	8

[a] Vessels of less than 100 tons are not included in Lloyd's Register Shipbuilding Returns.

OTHER DETAILS.

The following details concerning the shipbuilding work of the United Kingdom during the past three months may be added:

During quarter ended June 30, 1916.	Steam.		Sail.	
	Number.	*Gross tons.*	*Number.*	*Gross tons.*
Vessels commenced	81	193,256	3	463
Vessels launched	86	156,529	5	1,065

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1914, AS REPORTED UP TO JULY 12, 1915; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY.

STEAM VESSELS.

[Vessels under 100 tons gross are not included in this return.]

Flag.	Steam vessels owned, according to Lloyd's Register Book, 1914–15.			How lost.[a]					
				Abandoned at sea.			Foundered.		
British:	*No.*	*Net tons.*	*Gross tons.*	*No.*	*Net tons.*	*Gross tons.*	*No.*	*Net tons.*	*Gross tons.*
United Kingdom	8,587	11,545,746	18,892,089	1	1,814	2,821	6	4,178	6,799
Colonies	1,536	949,386	1,631,617	1	47	113	2	879	1,370
United States	[b] 1,113	1,315,976	2,026,908	.....	.....	.....	5	3,537	5,026
Austro-Hungarian	433	653,873	1,052,346	.....	.....	.....	.....	.....	.....
Danish	576	454,262	770,430	.....	.....	.....	1	1,333	2,110
Dutch	709	910,123	1,471,710	.....	.....	.....	2	2,952	4,728
French	1,025	1,099,914	1,922,286	.....	.....	.....	2	553	1,121
German	2,090	3,116,968	5,134,720	.....	.....	.....	1	73	245
Italian	637	872,308	1,430,475	.....	.....	.....	1	430	803
Japanese	1,103	1,088,333	1,708,386	.....	.....	.....	2	1,002	1,616
Norwegian	1,656	1,173,036	1,957,353	.....	.....	.....	5	2,901	4,846
Russian	747	500,352	851,949	.....	.....	.....	.....	.....	.....
Spanish	589	537,575	883,926	.....	.....	.....	2	2,037	3,447
Swedish	1,088	591,382	1,015,364	.....	.....	.....	1	906	1,561
Other European countries	.....	.....	.....	.....	.....	.....	2	468	811
Central and South America	.....	.....	.....	.....	.....	.....	1	107	165
Total	.....	.....	.....	2	1,861	2,934	33	21,356	34,648

Flag.	How lost—Continued.											
	Missing.[c]			Burned.			Collision.			Wrecked.[d]		
British:	*No.*	*Net tons.*	*Gross tons.*	*No.*	*Net tons.*	*Gross tons.*	*No.*	*Net tons.*	*Gross tons.*	*No.*	*Net tons.*	*Gross tons.*
United Kingdom	19	5,958	11,068	7	16,195	25,680	17	16,658	28,488	43	63,392	108,387
Colonies	.....	.....	.....	1	92	185	2	833	1,443	17	10,108	16,520
United States	1	1,615	2,564	1	142	276	3	4,576	7,444	7	2,180	3,166
Austro-Hungarian	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	324	594
Danish	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	5,545	8,869
Dutch	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	237	429
French	1	116	419	.....	.....	.....	2	227	604	7	4,306	6,890
German	4	5,115	8,222	1	2,713	4,247	1	182	268	12	4,755	8,433
Italian	1	1,452	2,269	1	1,700	3,014	.....	.....	.....	6	3,306	5,585
Japanese	3	4,141	6,277	.....	.....	.....	6	4,876	7,893	11	8,429	13,111
Norwegian	1	276	485	.....	.....	.....	4	1,886	3,338	20	14,490	23,474
Russian	.....	.....	.....	1	1,246	2,005	.....	.....	.....	4	3,602	5,940
Spanish	1	1,280	2,385	1	288	584	2	716	1,216	1	1,951	3,179
Swedish	3	4,619	9,164	1	498	904	3	853	1,429	7	4,944	8,392
Other European countries	.....	.....	.....	1	696	1,251	1	1,936	3,033	6	7,627	12,304
Central and South America	.....	.....	.....	1	243	412	.....	.....	.....	5	5,301	8,062
Other countries	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	61	124
Total	34	24,572	42,853	16	23,813	38,558	41	32,743	55,156	154	140,558	233,459

[a] Vessels condemned after damage by fire, collision, stranding, etc., are included, according to the date of the casualties, under "Burned," "Collision," "Wrecked," etc. Cases of breaking up, condemnation, etc., not known to be consequent upon stress of weather, etc., are excluded from the table; during 1914 54 steamers of 96,728 tons gross (including 20 belonging to the United Kingdom of 43,395 tons gross) come within this category.

[b] Excluding vessels trading on the Great Lakes of North America.

[c] Under the heading "Missing" are included only vessels so posted or reported during the period covered by the return.

[d] Under the heading "Wrecked" are included vessels lost through stranding or through striking rocks, sunken wrecks, etc.

NOTE.—Material of construction of steam vessels: Steel, 296 of 675,261 tons; iron, 103 of 85,965 tons; wood and composite, 38 of 12,708 tons.

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1914, AS REPORTED UP TO JULY 12, 1915; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY—Continued.

STEAM VESSELS—Continued.

Flag.	How lost—Continued.									Percentage lost.	
	Lost, etc.[a]			Sunk by warships or by mines.			Total.[b]			Vessels owned.	Gross tonnage owned.
British:	*No.*	*Net tons.*	*Gross tons.*	*No.*	*Net tons.*	*Gross tons.*	*No.*	*Net tons.*	*Gross tons.*		
United Kingdom	1	54	134	100	141,975	227,588	194	250,224	410,965	2.25	2.12
Colonies	1	54	229	1	185	473	25	12,198	20,333	1.63	1.24
United States	1	3,795	5,853	....	.....	.....	18	15,845	24,329	1.62	1.20
Austro-Hungarian	....	.....	.....	4	3,477	6,289	5	3,801	6,883	1.15	.65
Danish	....	.....	.....	6	6,697	10,941	11	13,575	21,920	1.91	2.85
Dutch	....	.....	.....	5	7,680	11,574	9	10,869	16,731	1.27	1.13
French	....	.....	.....	1	3,067	4,803	13	8,269	13,837	1.27	.72
German	....	.....	.....	13	37,055	67,641	32	49,893	89,056	1.53	1.73
Italian	....	.....	.....	....	.....	.....	9	6,888	11,671	1.41	.82
Japanese	....	.....	.....	....	.....	.....	22	18,448	28,897	1.99	1.69
Norwegian	....	.....	.....	8	7,205	11,902	38	26,758	44,045	2.29	2.25
Russian	....	.....	.....	7	5,001	8,266	12	9,849	16,211	1.61	1.90
Spanish	....	.....	.....	....	.....	.....	7	6,272	10,811	1.19	1.28
Swedish	....	.....	.....	8	6,026	9,875	23	17,846	31,325	2.11	3.08
Other European countries	....	.....	.....	....	.....	.....	10	10,727	17,399	.....	.....
Central and South America	....	.....	.....	....	.....	.....	7	5,651	8,639	.....	.....
Other countries	....	.....	.....	1	449	758	2	510	882	.....	.....
Total	3	3,903	6,216	154	218,817	360,110	437	467,623	773,934	.....	.....

SAILING VESSELS.

Flag.	Sailing vessels owned, according to Lloyd's Register Book, 1914–15.		How lost.									
			Abandoned at sea.		Foundered.		Missing.[c]		Broken up, condemned, etc.[d]		Burned.	
British:	*No.*	*Net tons.*	*No.*	*Net tons.*	*No.*	*Net tons.*	*No.*	*Net tons.*	*No.*	*Net tons.*	*No.*	*Net tons.*
United Kingdom	653	364,677	....	.....	3	707	4	3,536	....	.....	2	269
Colonies	552	156,666	6	1,373	1	128	1	113	....	.....	....	.....
United States	[e] 1,377	943,376	14	12,429	12	11,545	3	1,801	1	599	....	.....
Austro-Hungarian	12	3,373	....	.....	....	.....	1	1,858	....	.....	....	.....
Danish	246	49,751	....	.....	....	.....	1	102	....	.....	....	.....
Dutch	97	24,745	....	.....	....	.....	1	101	....	.....	....	.....
French	551	397,152	5	1,243	6	764	2	4,279	....	.....	....	.....
German	298	324,576	....	.....	1	105	2	2,476	1	1,785	....	.....
Italian	523	237,821	....	.....	....	.....	1	899	1	1,546	....	.....
Norwegian	535	547,369	8	6,976	1	2,083	4	6,006	9	8,672	1	1,114
Russian	507	201,869	2	1,864	1	246	1	760	....	.....	....	.....
Spanish	58	14,897	....	.....	....	.....	....	.....	....	.....	....	.....
Swedish	378	102,722	....	.....	2	557	1	474	....	.....	....	.....
Other European countries	.....	.....	....	.....	....	.....	....	.....	....	.....	1	308
Central and South America	.....	.....	....	.....	....	.....	....	.....	1	439	....	.....
Total	.....	.....	35	23,885	27	16,135	22	22,405	13	13,041	4	1,691

[a] Under the heading "Lost, etc.," are included total losses which, for want of sufficient information or for other reasons, can not be otherwise classified.

[b] Excluding cases of breaking up, condemnation, etc., which are not known to be consequent upon stress of weather, etc. Including such cases the grand total for 1914 is 491 steamers of 870,662 tons gross.

[c] Under the heading "Missing" are included only vessels so posted or reported during the period covered by the return.

[d] Vessels condemned after damage by fire, collision, stranding, etc., are included, according to the date of the casualties under "Burned," "Collision," "Wrecked," etc. Cases of breaking up, condemnation, etc., not known to be consequent upon stress of weather, etc., are excluded from the table; during 1914, 45 vessels of 32,250 tons (including 3 belonging to the United Kingdom, of 804 tons), come within this category.

[e] Excluding vessels trading on the Great Lakes of North America.

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1914, AS REPORTED UP TO JULY 12, 1915; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY—Continued.

SAILING VESSELS—Continued.

Flag.	How lost.										Percentage lost.	
	Collision.		Wrecked.[a]		Lost, etc.[b]		Sunk by warships or by mines.		Total.[c]		Vessels owned.	Tonnage owned.
British:	*No.*	*Net tons.*	*No.*	*Net tons*	*No.*	*Net tons.*	*No.*	*Net tons.*	*No.*	*Net tons.*		
United Kingdom	6	2,434	14	4,722	1	166	1	1,591	31	13,425	4.75	3.68
Colonies	....	.....	15	4,578	....	.....	1	1,798	24	7,990	4.35	5.10
United States	4	3,455	26	16,545	....	.....	....	.....	60	46,374	4.36	4.92
Austro-Hungarian	....	.....	....	.....	....	.....	....	.....	1	1,858	8.33	55.08
Danish	1	178	6	917	....	.....	1	199	9	1,396	3.66	2.81
Dutch	....	.....	....	.....	....	.....	....	.....	1	101	1.03	.41
French	4	813	4	2,602	....	.....	4	8,294	25	17,995	4.54	4.53
German	....	.....	1	1,994	....	.....	....	.....	5	6,360	1.68	1.96
Italian	....	.....	10	8,604	....	.....	....	.....	12	11,049	2.30	4.65
Norwegian	1	819	9	5,548	....	.....	....	.....	33	31,218	6.17	5.70
Russian	....	.....	3	2,688	....	.....	....	.....	7	5,558	1.38	2.75
Spanish	....	.....	....	.....	....	.....	....	.....	....	.....	.....	.....
Swedish	....	.....	9	2,915	....	.....	....	.....	12	3,946	3.18	3.84
Other European countries	....	.....	4	642	....	.....	1	285	6	1,235	.....	.....
Central and South America	....	.....	3	3,256	....	.....	....	.....	4	3,695	.....	.....
Total	16	7,699	104	55,011	1	166	8	12,167	230	152,200	.....	.....

[a] Under the heading "Wrecked" are included vessels lost through stranding, or through striking rocks, sunken wrecks, etc.

[b] Under the heading "Lost, etc.," are included total losses which, for want of sufficient information, or for other reasons, can not be otherwise classified.

[c] Excluding cases of breaking up, condemnation, etc., which are not known to be consequent upon stress of weather, etc. Including such cases, the grand total for 1914 is 275 vessels of 184,450 tons net.

NOTE.—Material of construction of sailing vessels: Steel, 34 of 46,052 tons; iron, 29 of 36,934 tons; wood and composite, 167 of 69,214 tons.

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1914, AS REPORTED UP TO JULY 12, 1915; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY—Continued.

STEAM AND SAILING VESSELS.

[The tonnage given is gross for steam vessels and net for sailing vessels.]

Flag.	Steam and sailing vessels owned according to Lloyd's Register Book 1914-15.		How lost.									
			Abandoned at sea.		Foundered.		Missing.[a]		Broken up, condemned, etc.[b]		Burned.	
British:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
United Kingdom	9,240	19,256,766	1	2,821	9	7,506	23	14,604	....	.....	9	25,949
Colonies	2,088	1,788,283	7	1,486	3	1,498	1	113	....	.....	1	185
United States	[c] 2,490	2,970,284	14	12,429	17	16,571	4	4,365	1	599	1	276
Austro-Hungarian	445	1,055,719	....	.....	....	.....	1	1,858	....	.....	....	.....
Danish	822	820,181	....	.....	1	2,110	1	102	....	.....	....	.....
Dutch	806	1,496,455	....	.....	2	4,728	1	101	....	.....	....	.....
French	1,576	2,319,438	5	1,243	8	1,885	3	4,698	....	.....	....	.....
German	2,388	5,459,296	....	.....	2	350	6	10,698	1	1,785	1	4,247
Italian	1,160	1,668,296	....	.....	1	803	2	3,168	1	1,546	1	3,014
Japanese[d]	1,103	1,708,386	....	.....	2	1,616	3	6,277	....	.....	....	.....
Norwegian	2,191	2,504,722	8	6,976	6	6,929	5	6,491	9	8,672	1	1,114
Russian	1,254	1,053,818	2	1,864	1	246	1	760	....	.....	1	2,005
Spanish	647	898,823	....	.....	2	3,447	1	2,385	....	.....	1	584
Swedish	1,466	1,118,086	....	.....	3	2,118	4	9,638	....	.....	1	904
Other European countries	.....	.....	....	.....	2	811	....	.....	....	.....	2	1,559
Central and South America	.....	.....	....	.....	1	165	....	.....	1	439	1	412
Other countries	.....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
Total	.....	.....	37	26,819	60	50,783	56	65,258	13	13,041	20	40,249

Flag.	How lost—Continued.										Percentage lost.	
	Collision.		Wrecked.[e]		Lost, etc.[f]		Sunk by warships or by mines.		Total.[g]		Vessels owned.	Tonnage owned.
British:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*		
United Kingdom	23	30,922	57	113,109	2	300	101	229,179	225	424,390	2.43	2.20
Colonies	2	1,443	32	21,098	1	229	2	2,271	49	28,323	2.35	1.58
United States	7	10,899	33	19,711	1	5,853	....	.....	78	70,703	3.13	2.38
Austro-Hungarian	....	.....	1	594	....	.....	4	6,289	6	8,741	1.35	.83
Danish	1	178	10	9,786	....	.....	7	11,140	20	23,316	2.43	2.84
Dutch	....	.....	2	429	....	.....	5	11,574	10	16,832	1.24	1.10
French	6	1,417	11	9,492	....	.....	5	13,097	38	31,832	2.41	1.37
German	1	268	13	10,427	....	.....	13	67,641	37	95,416	1.55	1.75
Italian	....	.....	16	14,189	....	.....	....	.....	21	22,720	1.81	1.37
Japanese[d]	6	7,893	11	13,111	....	.....	....	.....	22	28,897	2.00	1.69
Norwegian	5	4,157	29	29,022	....	.....	8	11,902	71	75,263	3.24	3.00
Russian	....	.....	7	8,628	....	.....	7	8,266	19	21,769	1.51	2.07
Spanish	2	1,216	1	3,179	....	.....	....	.....	7	10,811	1.08	1.20
Swedish	3	1,429	16	11,307	....	.....	8	9,875	35	35,271	2.39	3.15
Other European countries	1	3,033	10	12,946	....	.....	1	285	16	18,634	.....	.....
Central and South America	....	.....	8	11,318	....	.....	....	.....	11	12,334	.....	.....
Other countries	....	.....	1	124	....	.....	1	758	2	882	.....	.....
Total	57	62,855	258	288,470	4	6,382	162	372,277	667	926,134	.....	.....

[a] Under the heading "Missing" are included only vessels so posted or reported during the period covered by the return.

[b] Vessels condemned after damage by fire, collision, stranding, etc., are included, according to the date of the casualties, under "Burned," "Collision," "Wrecked," etc. Cases of breaking up, condemnation, etc., not known to be consequent upon stress of weather, etc., are excluded from the table; during 1914, 99 vessels, of 128,978 tons (including 23 belonging to the United Kingdom of 44,199 tons), come within this category.

[c] Excluding vessels trading on the Great Lakes of North America.

[d] Japanese sailing vessels are not inserted in Lloyd's Register Book, and are therefore not included in these tables.

[e] Under the heading "Wrecked" are included vessels lost through stranding, or through striking rocks, sunken wrecks, etc.

[f] Under the heading "Lost, etc.," are included total losses which, for want of sufficient information, or for other reasons, can not be otherwise classified.

[g] Excluding cases of breaking up, condemnation, etc., which are not known to be consequent upon stress of weather, etc. Including such cases the grand total for 1914 is 766 vessels, of 1,055,112 tons.

NOTE.—Material of construction of steam and sailing vessels: Steel, 330, of 721,313 tons; iron, 132, of 122,899 tons; wood and composite, 205, of 81,922 tons.

Appendix G.

PROGRESS OF BRITISH, GERMAN, AND JAPANESE SHIPPING.

The following tables illustrate the progress of British, German, and Japanese shipping. The statement of British shipping for earlier years is compiled from complete returns published in full in the report for 1901 (pp. 468–483), supplemented by the annual returns on navigation and shipping.

1. Progress of British Shipping.

Table 1.—*Number and net tonnage of registered vessels of British Empire, 1801–1914, with number of men employed, 1801–1878.*

Year ended Dec. 31—	United Kingdom.		British possessions.		Total in British Empire.		
	Number.	*Net tons.*	*Number.*	*Net tons.*	*Number.*	*Net tons.*	*Men.*
1801	16,426	1,786,325	3,285	251,928	19,711	2,038,253	149,766
1810	20,253	2,210,661	3,450	215,383	23,703	2,426,044	164,195
1820	21,969	2,439,029	3,405	209,564	25,374	2,648,593	174,514
1830	19,174	2,201,592	4,547	330,227	23,721	2,531,819	154,812
1840	22,654	2,768,262	6,308	543,276	28,962	3,311,538	201,340
1850	25,984	3,565,133	8,304	667,829	34,288	4,232,962	239,283
1860	27,663	4,658,687	10,838	1,052,281	38,501	5,710,968	294,460
1870	26,367	5,690,789	11,220	1,458,345	37,587	7,149,134	327,449
1878	25,884	6,555,164	12,732	1,774,257	38,616	8,329,421	358,158
1880	25,185	6,574,513	13,754	1,872,658	38,939	8,447,171	.....
1890	21,591	7,978,538	14,623	1,709,550	36,214	9,688,088	.....
1895	21,003	8,988,450	14,908	1,516,212	35,911	10,504,662	.....
1900	19,982	9,304,108	14,893	1,447,284	34,875	10,751,392	.....
1905	20,581	10,735,582	16,736	1,596,822	37,317	12,332,404	.....
1906	20,764	11,167,332	17,108	1,624,049	37,872	12,791,381	.....
1907	21,042	11,485,099	17,300	1,698,256	38,342	13,183,355	.....
1908	21,168	11,541,394	17,440	1,721,960	38,608	13,263,354	.....
1909	21,189	11,585,878	17,609	1,762,135	38,798	13,348,013	.....
1910	21,090	11,555,663	17,838	1,806,325	38,928	13,361,988	.....
1911	21,072	11,698,508	18,082	1,834,990	39,154	13,533,498	.....
1912	20,892	11,894,791	18,453	1,951,574	39,345	13,846,365	.....
1913	20,938	12,119,891	18,654	2,048,383	39,592	14,168,274	.....
1914	21,065	12,415,204	18,868	2,036,776	39,933	14,451,980	.....

Table 2.—*Number and net tonnage of steam vessels belonging to the British Empire, 1814–1914.*

Year.	United Kingdom.		British possessions.		Total in British Empire.	
	Number.	*Net tons.*	*Number.*	*Net tons.*	*Number.*	*Net tons.*
1814	1	69	1	387	2	456
1820	34	3,018	9	4,225	43	7,243
1830	298	30,339	17	3,105	315	33,444
1840	771	87,928	53	7,879	824	95,807
1850	1,187	168,474	163	19,157	1,350	187,631
1860	2,000	454,327	337	45,817	2,337	500,144
1870	3,179	1,112,934	618	89,200	3,796	1,202,134
1880	5,247	2,723,468	1,656	225,814	6,903	2,949,282
1890	7,410	5,042,517	2,730	371,189	10,140	5,413,706
1895	8,386	6,121,555	3,151	422,900	11,537	6,544,455
1900	9,209	7,207,610	3,672	532,188	12,881	7,739,798
1905	10,522	9,604,816	4,515	690,450	15,037	9,755,266
1906	10,907	9,612,013	4,753	728,576	15,660	10,340,589
1907	11,394	10,023,723	5,024	814,808	16,418	10,838,531
1908	11,626	10,138,613	5,171	841,678	16,797	10,980,291
1909	11,797	10,284,818	5,373	888,740	17,170	11,173,558
1910	12,000	10,442,719	5,547	926,399	17,547	11,369,118
1911	12,242	10,717,511	5,755	961,241	17,997	11,678,752
1912	12,382	10,992,073	6,084	1,043,417	18,466	12,035.490
1913	12,602	11,273,387	6,336	1,129,844	18,938	12,403,231
1914	12,862	11,621,637	6,589	1,113,200	19,451	12,734,837

TABLE 2.—*Number and net tonnage of steam vessels belonging to the British Empire, 1814–1914*—Continued.

GROSS STEAM TONNAGE, UNITED KINGDOM, 1890-1914.

Year.	Gross tons.	Year.	Gross tons.	Year.	Gross tons
1890	8,095,370	1900	11,816,924	1909	16,994,732
1895	9,952,211	1904	14,358,823	1910	17,263,833
1896	10,237,703	1905	14,883,594	1911	17,743,746
1897	10,401,202	1906	15,783,724	1912	18,197,117
1898	10,829,811	1907	16,513,782	1913	18,683,039
1899	11,341,622	1908	16,735,722	1914	19,145,140

TABLE 3.—*Number and net tonnage of vessels built and registered in British Empire, 1800–1914.*[a]

Year.	United Kingdom.		British possessions.		Total in British Empire.	
	Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1800	939	111,589	126	11,004	1,065	122,593
1810	(b)	(b)	(b)	(b)	870	115,638
1820	635	68,142	248	16,440	883	84,582
1830	750	77,411	367	32,719	1,117	110,130
1840	1,448	220,064	771	143,288	2,219	363,352
1850	725	137,530	714	124,953	1,439	262,483
1860	1,047	214,410	675	104,418	1,722	318,828
1870	970	342,299	642	122,699	1,612	464,998
1880	822	403,841	614	79,070	1,436	482,911
1890	858	652,013	475	58,554	1,333	710,567
1895	860	519,622	400	22,566	1,260	542,188
1900	1,171	736,906	597	34,002	1,768	770,908
1905	999	853,433	612	29,333	1,611	882,766
1906	1,153	922,182	715	37,285	1,868	924,050
1907	1,266	740,812	692	51,751	1,958	792,563
1908	894	413,052	566	40,663	1,460	453,715
1909	824	510,890	547	33,880	1,371	544,770
1910	866	600,972	504	30,364	1,370	631,336
1911	1,076	914,662	543	34,742	1,619	949,404
1912	1,010	900,257	619	44,290	1,629	944,547
1913	1,045	975,174	582	53,981	1,627	1,029,155
1914	1,010	838,608	575	61,783	1,585	900,391

[a] In 1880 and subsequent years all vessels built in the United Kingdom for British owners are included, whether registered or not. Vessels built in the British possessions in years prior to those in which they were registered appear in the years in which they were first registered.
[b] Records destroyed by fire at customhouse.

TABLE 4.—*Number and net tonnage of steam vessels built and registered in British Empire, 1814–1914.*[a]

Year.	United Kingdom.		British possessions.		Total in British Empire.	
	Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1814	5	285	1	387	6	672
1820	8	655	1	116	9	771
1830	18	1,745	1	481	19	2,226
1840	74	10,178	3	461	77	10,639
1850	68	14,584	13	943	81	15,527
1860	200	54,018	11	1,724	211	55,742
1870	430	225,365	31	2,693	461	228,058
1880	474	346,361	70	4,715	544	351,076
1890	581	528,789	97	6,499	678	535,288
1895	541	465,467	93	6,809	634	472,276
1900	667	698,330	136	7,352	803	705,682
1905	713	821,059	205	8,008	918	829,067
1906	819	890,280	246	11,261	1,065	891,345
1907	929	716,538	279	24,319	1,208	740,857
1908	593	386,431	201	13,843	794	400,274
1909	570	484,290	263	13,740	833	498,030
1910	604	580,495	236	12,125	840	592,620
1911	790	887,733	245	15,821	1,035	903,554
1912	721	857,177	303	13,113	1,024	870,290
1913	755	950,010	277	24,278	1,032	974,288
1914	754	812,351	296	31,953	1,050	844,304

[a] In 1880 and subsequent years all vessels built in the United Kingdom for British owners are included whether registered or not. Vessels built in the British possessions in years prior to those in which they were registered appear in the year in which they were first registered.

TABLE 5.—*Net tonnage built in United Kingdom for British and colonial register and for foreigners, 1858–1914.*

Year.	For home and the colonies.			For foreigners.			Total.		
	Sailing vessels.	Steam vessels.	Total.	Sailing vessels.	Steam vessels.	Total.	Sailing vessels.	Steam vessels.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1858	154,930	53,150	208,080	1,518	26,956	28,474	156,448	80,106	236,554
1860	158,172	53,796	211,968	.....	13,903	13,903	158,172	67,699	225,871
1870	117,032	125,674	342,706	9,429	42,222	51,651	126,461	267,896	394,357
1880	57,480	346,361	403,841	585	68,470	69,055	58,065	414,831	472,896
1890	123,224	528,789	652,013	25,468	135,157	160,625	148,692	663,946	812,638
1895	54,155	465,467	519,622	10,562	117,450	128,012	64,717	582,917	647,634
1900	38,576	698,330	736,906	7,546	199,815	207,361	46,122	898,145	944,267
1905	30,374	821,059	851,433	7,716	178,719	186,435	38,080	999,778	1,037,858
1906	31,902	890,280	922,182	17,181	209,197	226,378	49,093	1,099,477	1,148,560
1907	24,274	716,538	737,812	15,516	280,639	296,155	36,790	997,177	1,033,967
1908	26,621	386,431	413,052	10,771	169,390	180,161	37,692	555,621	593,513
1909	21,381	482,304	503,685	7,315	102,389	109,704	28,696	584,693	613,389
1910	16,801	577,164	593,965	7,773	89,724	97,497	24,574	666,888	691,462
1911	21,304	883,851	905,155	11,115	182,019	193,134	32,419	1,065,870	1,098,289
1912	37,193	854,282	891,475	9,736	186,936	196,672	46,929	1,041,218	1,088,147
1913	19,967	946,020	965,987	5,218	220,097	225,315	25,185	1,166,117	1,191,302
1914	21,690	807,977	829,667	2,850	193,714	196,564	24,540	1,001,691	1,026,231

TABLE 6.—*Number and net tonnage of sail and steam vessels purchased from foreigners and registered in United Kingdom, 1853–1914.*

Year.	Sailing vessels.		Steam vessels.		Total.	
	Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1853	(a)	(a)	(a)	(a)	102	30,073
1854	(a)	(a)	(a)	(a)	267	97,641
1855	(a)	(a)	(a)	(a)	91	39,437
1856	(a)	(a)	(a)	(a)	57	11,650
1857	(a)	(a)	(a)	(a)	74	26,432
1858	(a)	(a)	(a)	(a)	57	20,408
1859	(a)	(a)	(a)	(a)	60	15,840
1860	(a)	(a)	(a)	(a)	54	19,271
1861	125	76,325	5	4,353	130	80,678
1862	150	73,017	2	1,612	152	74,629
1863	298	221,011	2	2,212	300	223,223
1864	211	127,657	5	1,104	216	128,761
1865	82	32,187	3	2,095	85	34,282
1866	60	19,768	3	1,169	63	20,937
1867	71	22,630	2	313	73	22,943
1868	58	28,519	4	1,495	62	30,014
1869	31	6,267	3	1,112	34	7,379
1870	54	11,562	3	573	57	12,135
1880	19	6,306	11	4,811	30	11,117
1890	20	5,851	18	5,184	38	11,035
1895	15	2,142	15	10,899	30	13,041
1900	27	8,262	35	26,934	62	35,196
1905	11	1,577	31	9,480	42	11,057
1906	10	1,191	53	37,177	63	38,368
1907	18	4,556	43	17,614	61	22,170
1908	15	2,993	33	30,338	48	33,331
1909	7	855	34	18,723	41	19,578
1910	21	6,791	52	29,465	73	36,256
1911	15	4,125	48	52,409	63	56,534
1912	9	1,889	37	14,616	46	16,505
1913	12	4,110	54	25,046	66	29,156
1914	14	4,809	54	64,633	68	69,442

a Not distinguished.

TABLE 7.—*Number and net tonnage of sail and steam vessels belonging to United Kingdom sold to foreigners, 1856–1914.*[a]

Year.	Sailing vessels.		Steam vessels.		Total.	
	Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1856	(b)	(b)	(b)	(b)	149	44,235
1860	38	12,230	49	15,721	88	27,951
1870	141	58,515	95	26,730	236	85,245
1880	168	75,031	79	36,425	247	111,456
1890	234	93,106	105	52,361	339	145,467
1894	162	62,470	136	121,197	298	183,667
1895	145	62,089	196	183,035	341	245,124
1896	137	73,962	190	164,603	327	238,565
1900	245	99,834	301	306,180	546	406,014
1905	134	83,934	268	265,975	402	349,909
1906	108	75,967	266	215,545	374	291,512
1907	117	62,930	230	166,907	347	329,837
1908	74	46,474	165	106,143	239	152,614
1909	98	79,208	192	169,547	290	248,755
1910	159	146,704	231	226,317	390	373,021
1911	157	105,580	360	379,662	517	485,242
1912	128	53,444	392	364,735	520	418,179
1913	56	35,812	374	450,371	430	486,183
1914	47	44,282	277	354,348	324	398,630

[a] There are no returns of vessels belonging to the British possessions that were sold to foreigners.
[b] Not distinguished.

TABLE 8.—*Number and net tonnage of sail and steam vessels of United Kingdom stricken from register for causes other than sale, 1861–1914.*

Year.	Sailing vessels.		Steam vessels.		Total.	
	Number.	*Tons.*	*Number.*	*Tons.*	*Number.*	*Tons.*
1861	872	184,222	50	13,157	922	197,379
1870	1,490	287,917	135	35,703	1,625	323,620
1880	848	221,526	148	80,271	996	301,797
1890	531	130,243	233	160,424	764	290,667
1894	433	85,433	209	157,168	642	242,601
1895	473	116,376	210	163,479	683	279,855
1896	467	115,165	206	160,791	673	275,956
1900	461	82,254	230	154,503	691	236,757
1905	372	75,740	357	228,547	729	304,287
1906	387	68,434	363	220,489	750	288,923
1907	440	62,367	347	250,952	787	313,319
1908	364	55,389	338	236,034	702	291,423
1909	365	60,325	284	243,517	649	303,842
1910	356	62,073	370	281,411	726	343,484
1911	338	54,487	344	256,083	682	310,570
1912	422	46,642	528	423,296	950	469,938
1913	343	44,545	463	317,369	806	361,914
1914	257	26,757	521	432,706	778	459,463

TABLE 9.—*Trade of shipping of United Kingdom and men employed in various trades, 1849–1914.*

[This return, prepared by the registrar general of seamen, can not be given for earlier years. It includes Channel Islands vessels. The home trade signifies on the coast of the United Kingdom or to ports between the limits of the River Elbe and Brest. The foreign trade signifies to ports beyond such limits. No foreign-going vessel is included which has not been so reported within four years, and no home-trade vessel which has not been reported within one year. It is possible that some vessels may be included which have ceased to exist or are no longer employed as British vessels, but every endeavor is made to ascertain and strike off such vessels. With respect to the crews, a very small deduction ought to be made for the case of men who join a fresh ship immediately on their discharge from the former one which happens to remain in port.]

IN THE HOME TRADE.

Year.	Sailing vessels.			Steam vessels.			Total.		
	Number.	Tons.	Men employed, exclusive of masters.	Number.	Tons.	Men employed, exclusive of masters.	Number.	Tons.	Men employed, exclusive of masters.
1849	9,298	665,726	40,208	312	54,089	4,442	9,610	719,815	44,650
1850	8,830	666,957	38,527	320	54,196	4,491	9,150	721,153	43,018
1860	10,848	821,079	39,163	402	92,254	6,416	11,250	913,333	45,579
1870	11,598	766,742	40,265	[a] 1,071	170,746	11,445	12,669	937,488	51,710
1880	10,677	693,501	35,839	1,317	236,358	14,088	11,994	929,859	49,927
1890	8,894	575,147	[b] 37,618	2,004	325,082	[b] 22,850	10,898	900,229	[b] 60,468
1895	7,495	479,764	[b] 31,757	2,633	406,477	[b] 30,424	10,128	886,241	[b] 62,181
1900	6,203	378,957	[b] 23,734	3,545	508,359	[b] 40,288	9,748	887,316	[b] 64,022
1905	5,280	314,112	[b] 19,346	4,135	541,958	[b] 46,366	9,415	856,070	[b] 65,712
1906	5,217	305,976	[b] 19,127	4,358	583,836	[b] 48,986	9,575	889,812	[b] 68,113
1907	5,044	294,587	[b] 18,389	4,661	645,551	[b] 52,858	9,705	940,138	[b] 71,247
1908	4,903	283,867	[b] 17,795	4,890	626,103	[b] 55,014	9,793	909,970	[b] 72,809
1909	4,777	273,858	[b] 17,279	4,954	645,763	[b] 55,395	9,731	919,621	[b] 72,674
1910	4,559	259,130	[b] 16,344	5,088	658 044	[b] 56,721	9,647	917,174	[b] 73,065
1911	3,504	211,345	[b] 13,419	5,107	637,374	[b] 56,855	8,611	848,719	[b] 70,274
1912	3,105	190,283	[b] 12,045	5,249	658,616	[b] 58,577	8,354	848,899	[b] 70,622
1913	2,957	183,726	[b] 11,326	5,392	685,364	[b] 59,754	8,349	869,090	[b] 71,080
1914	2,671	167,772	[b] 10,084	5,268	742,391	[b] 58,588	7,939	910,163	[b] 68,672

PARTLY IN THE HOME AND PARTLY IN THE FOREIGN TRADE.

1849	1,897	281,951	12,715	20	5,539	262	1,917	287,490	12,977
1850	1,487	222,341	10,291	20	5,298	396	1,507	227,639	10,687
1860	1,366	226,556	8,700	80	29,803	1,731	1,446	256,359	10,431
1870	1,585	283,682	9,988	234	108,813	4,221	1,819	392,495	14,209
1880	988	132,534	4,989	179	68,598	2,700	1,167	201,132	7,689
1890	381	50,991	[b] 2,219	250	133,563	[b] 4,386	631	184,554	[b] 6,605
1895	222	26,721	[b] 1,210	329	238,633	[b] 6,444	551	265,354	[b] 7,654
1900	134	15,936	[b] 719	267	201,542	[b] 4,930	401	217,478	[b] 5,649
1905	95	28,856	[b] 739	293	351,077	[b] 7,701	388	379,933	[b] 8,440
1906	77	10,384	[b] 439	308	390,875	[b] 8,586	385	401,259	[b] 9,025
1907	59	7,136	[b] 320	239	240,938	[b] 5,362	298	248,074	[b] 5,682
1908	53	10,284	[b] 332	248	270,524	[b] 6,022	301	280,808	[b] 6,354
1909	51	6,594	[b] 283	306	410,740	[b] 8,957	357	417,334	[b] 9,240
1910	48	6,151	[b] 282	321	518,251	[b] 11,250	369	524,402	[b] 11,532
1911	47	6,856	[b] 282	339	524,482	[b] 11,487	386	531,338	[b] 11,769
1912	39	5,043	[b] 233	295	445,030	[b] 9,991	334	450,073	[b] 10,224
1913	38	4,829	[b] 222	337	611,325	[b] 13,081	375	616,154	[b] 13,303
1914	31	6,957	[b] 224	360	605,631	[b] 12,298	391	612,588	[b] 12,522

[a] A large number of vessels under this head are tugboats, for which no returns were received prior to the year 1870.

[b] Includes masters and pilots as well as lascars and Asiatics.

TABLE 9.—*Trade of shipping of United Kingdom and men employed in various trades, 1849–1914*—Continued.

IN THE FOREIGN TRADE.

Year.	Sailing vessels.			Steam vessels.			Total.		
	Number.	Tons.	Men employed, exclusive of masters.	Number.	Tons.	Men employed, exclusive of masters.	Number.	Tons.	Men employed, exclusive of masters.
1849	6,612	2,040,344	91,242	82	48,693	3,742	6,694	2,089,037	94,984
1850	7,149	2,143,234	93,912	86	45,186	3,813	7,235	2,188,420	97,725
1860	6,876	2,804,610	97,624	447	277,437	17,958	7,323	3,082,047	115,582
1870	6,757	3,468,717	96,954	935	760,410	33,089	7,692	4,229,127	130,047
1880	4,518	2,924,407	67,840	2,293	2,289,179	67,516	6,811	5,213,586	135,356
1890	2,295	2,267,434	[a] 44,381	3,601	4,563,119	[a] 124,654	5,896	6,830,553	[a] 169,035
1895	1,765	2,230,285	[a] 38,639	3,661	5,479,968	[a] 132,012	5,426	7,710,253	[a] 170,651
1900	1,143	1,594,838	[a] 25,856	3,643	6,695,575	[a] 151,921	4,786	8,290,413	[a] 177,777
1905	771	1,125,473	[a] 17,482	3,947	8,236,285	[a] 172,052	4,718	9,361,758	[a] 189,534
1906	712	1,049,108	[a] 16,056	4,044	8,695,593	[a] 177,597	4,756	9,744,701	[a] 193,653
1907	638	944,191	[a] 14,350	4,105	9,156,356	[a] 185,867	4,743	10,100,547	[a] 200,217
1908	556	846,430	[a] 12,408	4,042	9,131,366	[a] 184,150	4,598	9,977,796	[a] 196,558
1909	485	736,955	[a] 10,772	3,960	9,066,891	[a] 181,621	4,445	9,803,846	[a] 192,393
1910	406	628,556	[a] 9,207	4,018	9,233,107	[a] 182,502	4,424	9,861,663	[a] 191,709
1911	312	481,134	[a] 7,027	4,102	9,653,015	[a] 192,230	4,414	10,134,149	[a] 199,257
1912	242	373,712	[a] 5,505	4,128	10,041,514	[a] 200,455	4,370	10,415,226	[a] 205,960
1913	203	318,246	[a] 4,618	4,062	10,156,001	[a] 203,056	4,265	10,474,247	[a] 207,674
1914	175	256,465	[a] 3,786	3,981	10,435,324	[a] 210,672	4,156	10,691,789	[a] 214,458

TOTAL OF VARIOUS TRADES.

1849	17,807	2,988,021	144,165	414	108,321	8,446	18,221	3,096,342	152,611
1850	17,466	3,032,532	142,730	426	104,680	8,700	17,892	3,137,212	151,430
1860	19,090	3,852,245	145,487	929	399,494	26,105	20,019	4,251,739	171,592
1870	19,940	4,519,141	147,207	2,240	1,039,969	48,755	22,180	5,559,110	195,962
1880	16,183	3,750,442	108,668	3,789	2,594,135	84,304	19,972	6,344,577	192,972
1890	11,570	2,893,572	[a] 84,218	5,855	5,021,764	[a] 151,890	17,425	7,915,336	[a] 236,108
1895	9,482	2,736,770	[a] 71,606	6,623	6,125,078	[a] 168,880	16,105	8,861,848	[a] 240,486
1900	7,480	1,989,731	[a] 50,309	7,455	7,405,476	[a] 197,139	14,935	9,395,207	[a] 247,448
1905	6,146	1,468,441	[a] 37,867	8,375	9,129,320	[a] 226,119	14,521	10,597,761	[a] 263,686
1906	6,006	1,365,468	[a] 35,622	8,710	9,670,304	[a] 235,169	14,716	11,035,772	[a] 270,791
1907	5,741	1,245,914	[a] 33,059	9,005	10,042,845	[a] 244,087	14,746	11,288,759	[a] 277,146
1908	5,512	1,140,581	[a] 30,535	9,180	10,027,993	[a] 245,186	14,692	11,168,574	[a] 275,721
1909	5,313	1,017,407	[a] 28,334	9,220	10,123,364	[a] 245,973	14,533	11,140,801	[a] 274,307
1910	5,013	893,837	[a] 25,833	9,427	10,409,402	[a] 250,473	14,440	11,303,239	[a] 276,306
1911	3,863	699,335	[a] 20,728	9,548	10,814,871	[a] 260,572	13,411	11,514,206	[a] 281,300
1912	3,386	569,038	[a] 17,783	9,672	11,145,160	[a] 269,023	13,058	11,714,198	[a] 286,806
1913	3,198	506,801	[a] 16,166	9,791	11,452,690	[a] 275,891	12,989	11,959,491	[a] 292,057
1914	2,877	431,194	[a] 14,094	9,609	11,783,346	[a] 581,558	12,486	12,214,540	[a] 295,652

[a] Includes masters and pilots as well as lascars and Asiatics.

TABLE 10.—*Combined entries and clearances of vessels in foreign and colonial trade of United Kingdom, 1814–1914, with British percentage of total.*

Year.	British.	Foreign.	Per cent British.	Total.
	Net tons.	*Net tons.*		*Net tons.*
1814	3,722,525	1,137,929	77	4,860,454
1820	4,478,063	799,392	85	5,277,455
1830	4,282,189	1,517,196	74	5,799,385
1840	6,490,485	2,949,182	69	9,439,667
1850	9,442,544	5,062,520	65	14,505,064
1860	13,914,923	10,774,369	56	24,689,292
1870	25,072,180	11,568,002	68	36,640,182
1880	41,348,984	17,387,079	70	58,736,063
1890	53,973,112	20,310,757	73	74,283,869
1895	58,691,926	21,847,248	73	80,539,174
1900	62,710,836	35,812,857	64	98,523,693
1905	70,963,087	41,077,647	63	112,040,734
1906	76,465,979	44,324,331	63	120,790,310
1907	81,308,442	51,963,278	61	133,271,720
1908	77,869,772	53,576,424	59	131,446,196
1909	79,763,971	53,503,711	59	133,267,682
1910	79,815,086	54,215,228	59	134,030,314
1911	81,885,454	57,023,887	59	138,909,341
1912	88,666,788	63,790,257	58	152,457,045
1913	93,249,573	71,560,008	56	164,809,581
1914	78,660,406	61,429,132	56	140,089,538

2. Progress of German Shipping.

TABLE 1.—*Number and tonnage of the sail and steam vessels, together with number of crews, of the German maritime States and the German Empire, 1885–1914.*

[Handbuch für die Deutsche Handels-Marine.]

HAMBURG.

Year.	Sailing vessels.				Steam vessels.				Total.			
	Number.	Gross tons.	Net tons.	Crew.	Number.	Gross tons.	Net tons.	Crew.	Number.	Gross tons.	Net tons.	Crew.
1885...	293	.....	132,925	3,404	187	.....	186,546	5,495	480	.....	319,471	8,899
1890...	262	.....	156,204	3,233	258	.....	293,535	7,987	520	.....	449,739	11,220
1895...	431	.....	193,945	3,793	358	.....	466,881	11,500	789	.....	660,826	15,293
1900...	411	235,833	222,119	3,842	435	993,709	624,245	13,888	846	1,229,542	846,634	17,730
1905...	542	296,958	276,080	4,498	597	1,570,790	980,807	21,811	1,139	1,866,748	1,256,887	26,309
1910...	621	304,293	281,850	4,678	704	2,113,322	1,305,026	28,336	1,325	2,417,615	1,586,876	33,014
1911...	621	304,819	281,609	4,619	711	2,145,286	1,322,806	28,403	1,332	2,450,105	1,604,415	33,022
1912...	618	298,526	275,762	4,501	730	2,267,883	1,400,614	29,041	1,348	2,566,409	1,676,376	33,542
1913...	636	285,136	262,769	4,361	798	2,485,681	1,534,739	31,341	1,434	2,770,817	1,797,508	35,702
1914...	644	290,226	267,451	4,475	822	2,679,474	1,640,828	35,964	1,466	2,969,700	1,908,279	40,439

BREMEN.

1885...	250	.....	215,312	3,816	112	.....	101,891	4,023	362	.....	317,203	7,839
1890...	208	.....	192,357	3,003	130	.....	156,096	6,107	338	.....	348,453	9,110
1895...	217	.....	198,084	2,863	191	.....	228,406	7,583	408	.....	426,490	10,446
1900...	247	213,840	202,742	3,022	273	510,029	306,591	9,828	520	723,869	509,333	12,850
1905...	261	203,910	191,322	3,098	371	833,302	502,548	15,868	632	1,037,212	693,870	18,966
1910...	254	155,962	144,763	2,405	465	1,175,254	705,168	20,858	719	1,331,216	849,931	23,263
1911...	252	152,877	141,702	2,346	435	1,195,199	717,362	20,749	687	1,348,076	859,064	23,095
1912...	267	158,210	146,376	2,576	445	1,248,213	747,011	21,044	712	1,406,423	893,387	23,620
1913...	251	156,682	145,069	2,587	446	1,268,547	757,152	21,331	697	1,425,229	902,221	23,918
1914...	252	137,820	127,335	2,271	461	1,356,970	810,275	22,861	713	1,494,790	937,610	25,132

PRUSSIA.

1885...	2,387	.....	343,055	13,076	302	.....	106,343	3,721	2,689	.....	449,298	16,797
1890...	1,848	.....	204,449	8,235	368	.....	146,610	4,560	2,216	.....	351,059	12,795
1895...	1,616	.....	128,370	5,965	419	.....	164,479	5,130	2,035	.....	292,849	11,095
1900...	1,561	92,123	78,882	5,064	514	314,844	191,585	6,403	2,075	409,967	270,467	11,467
1905...	1,560	80,690	66,924	5,001	576	362,800	216,247	7,225	2,136	443,490	283,171	12,226
1910...	1,616	80,168	63,294	5,478	631	386,694	222,977	7,673	2,247	466,862	286,271	13,151
1911...	1,609	78,437	61,208	5,468	637	410,375	236,790	7,838	2,246	488,812	297,998	13,306
1912...	1,620	82,353	64,371	5,522	640	430,933	248,342	7,901	2,260	513,286	312,713	13,423
1913...	1,633	81,076	62,952	5,540	651	411,190	235,632	7,883	2,284	492,266	298,584	13,423
1914...	1,642	85,213	66,722	5,461	687	440,302	251,924	8,274	2,329	525,515	318,646	13,735

OTHER NORTH SEA AND BALTIC STATES.

1885...	3,064	.....	532,108	18,794	351	.....	125,506	4,469	3,415	.....	657,614	23,173
1890...	2,309	.....	354,249	12,202	427	.....	168,280	5,325	2,736	.....	522,529	17,527
1895...	1,973	.....	268,795	9,127	494	.....	197,759	6,116	2,467	.....	466,554	15,243
1900...	1,808	182,181	162,768	6,981	586	360,107	219,496	7,325	2,394	542,288	382,264	14,306
1905...	1,763	129,166	111,123	6,275	677	484,547	290,717	9,068	2,454	613,713	401,840	15,343
1910...	1,833	104,696	83,137	7,012	781	576,700	339,363	10,227	2,614	681,396	422,500	17,239
1911...	1,829	105,736	83,526	7,084	827	609,274	356,565	10,792	2,656	715,010	440,091	17,876
1912...	1,838	110,940	87,921	7,083	834	628,226	366,041	10,883	2,672	739,166	453,962	17,966
1913...	1,865	113,743	90,390	7,085	854	626,120	333,605	11,041	2,719	739,863	453,995	18,126
1914...	1,869	116,701	92,973	6,928	887	657,746	381,209	11,399	2,756	774,447	474,182	18,327

GERMAN EMPIRE.

1885...	5,994	.....	1,223,400	39,090	952	.....	520,186	17,708	6,946	.....	1,743,586	56,708
1890...	4,627	.....	907,259	26,673	1,183	.....	764,521	23,979	5,810	.....	1,671,780	50,652
1895...	4,237	.....	789,194	21,748	1,462	.....	1,057,525	30,329	5,699	.....	1,846,719	52,077
1900...	4,027	723,977	666,511	18,909	1,808	2,178,689	1,341,917	37,444	5,835	2,905,666	2,008,428	56,353
1905...	4,129	709,750	645,471	18,874	2,221	3,251,489	1,990,319	53,972	6,362	3,961,189	2,635,790	72,846
1910...	4,324	645,119	573,044	19,573	2,581	4,251,970	2,572,534	67,094	6,905	4,897,089	3,145,578	86,667
1911...	4,311	641,869	538,045	19,517	2,610	4,360,134	2,633,523	67,782	6,921	5,002,003	3,202,568	87,299
1912...	4,343	650,029	574,430	19,682	2,649	4,575,255	2,762,008	68,869	6,992	5,225,284	3,336,438	88,551
1913...	4,385	636,647	561,180	19,573	2,749	4,791,538	2,861,128	71,596	7,134	5,428,175	3,452,108	91,169
1914...	4,407	629,960	554,481	19,135	2,857	5,134,492	3,084,236	78,498	7,264	5,764,452	3,638,717	97,633

3. Progress of Japanese Shipping.

Table 1.—*Number and gross and net tonnage of steam and number and net tonnage of sail vessels of Japan, 1900–1917.*

[Bureau Veritas.]

Year.	Steam vessels.			Sailing vessels.		Total.	
	Number.	*Gr. tons.*	*Net tons.*	*Number.*	*Net tons.*	*Number.*	*Tons.*[a]
1900	338	477,311	296,639	1,053	117,364	1,391	594,675
1905	502	843,710	537,342	1,336	166,723	1,838	1,010,433
1908	626	1,076,170	682,501	1,326	165,929	1,952	1,242,099
1909	614	1,095,427	697,253	1,372	170,781	1,986	1,266,208
1910	623	1,108,843	745,417	1,356	173,142	1,979	1,281,985
1911	641	1,202,458	765,043	1,347	171,206	1,988	1,373,664
1912	708	1,308,446	828,714	1,344	168,431	2,052	1,476,877
1913	803	1,507,145	953,117	1,308	167,119	2,111	1,674,264
1914	851	1,680,561	1,077,794	1,443	185,758	2,294	1,866,319
1915	892	1,772,831	1,131,941	1,493	191,767	2,385	1,964,598
1916	932	1,816,623	1,140,767	1,493	191,867	2,425	2,008,490
1917	1,123	1,858,999	1,155,864	1,549	200,002	2,672	2,059,001

[a] Steam vessels, gross tons, sail vessels, net tons.

Table 2.—*Number and gross tonnage of Japanese merchant vessels registered, 1895–1916.*

[Official Japanese list.]

Tonnage.	Steam vessels.		Sailing vessels.		Total.	
1895.	*Number.*	*Gr. tons.*	*Number.*	*Gr. tons.*	*Number.*	*Gr. tons.*
4,000 tons or over	3	14,600	.....	.....	3	14,660
1,000 to 4,000 tons	111	228,302	1	1,221	112	229,523
Under 1,000 tons	414	88,472	172	28,100	586	116,572
Total	528	331,374	173	29,321	701	360,695
1900.						
4,000 tons or over	20	118,348	.....	.....	20	118,348
1,000 to 4,000 tons	139	292,190	1	1,524	140	293,714
Under 1,000 tons	[a]351	105,755	1,107	153,139	1,458	258,894
Total	510	516,293	1,108	154,663	1,618	670,956
1901.						
4,000 tons or over	23	136,037	.....	.....	23	136,037
1,000 to 4,000 tons	147	307,602	.....	.....	147	307,602
Under 1,000 tons	369	112,819	1,203	165,555	1,572	278,374
Total	539	556,458	1,203	165,555	1,742	722,013
1902.						
4,000 tons or over	24	140,677	.....	.....	24	140,677
1,000 to 4,000 tons	158	329,186	.....	.....	158	329,186
Under 1,000 tons	369	112,071	1,243	170,721	1,612	282,792
Total	551	581,934	1,243	170,721	1,794	752,655
1903.						
4,000 tons or over	27	157,206	.....	.....	27	157,206
1,000 to 4,000 tons	170	354,462	.....	.....	170	354,462
Under 1,000 tons	386	121,074	1,223	167,569	1,609	288,643
Total	583	632,742	1,223	167,569	1,806	800,311
1904.						
4,000 tons or over	34	187,497	.....	.....	34	187,497
1,000 to 4,000 tons	207	444,416	1	2,287	208	446,703
Under 1,000 tons	414	131,896	1,208	165,446	1,622	297,342
Total	655	763,809	1,209	167,733	1,864	931,542
1905.						
4,000 tons or over	35	194,971	.....	.....	35	194,971
1,000 to 4,000 tons	257	548,608	1	2,287	258	550,895
Under 1,000 tons	448	157,646	1,218	166,051	1,666	323,697
Total	740	901,225	1,219	168,338	1,959	1,069,563

[a] The falling off in the number and tonnage of vessels under 1,000 tons for 1900 and since is due to the fact that vessels of 100 tons or less were omitted from the tables for those years.

TABLE 2.—*Number and gross tonnage of Japanese merchant vessels registered, 1895–1916*—Continued.

Tonnage.	Steam vessels.		Sailing vessels.		Total.	
1906.	*Number.*	*Gr. tons.*	*Number.*	*Gr. tons.*	*Number.*	*Gr. tons.*
4,000 tons or over	40	221,916			40	221,916
1,000 to 4,000 tons	279	597,041	1	2,287	280	599,328
Under 1,000 tons	480	174,346	1,254	169,992	1,734	344,338
Total	799	993,303	1,255	172,279	2,054	1,165,582
1907.						
4,000 tons or over	45	244,384			45	244,384
1,000 to 4,000 tons	292	637,945	1	2,287	293	640,232
Under 1,000 tons	511	184,103	1,295	175,825	1,806	359,928
Total	844	1,066,432	1,296	178,112	2,144	1,244,544
1908.						
4,000 tons or over	50	296,931			50	296,931
1,000 to 4,000 tons	285	625,792	1	2,287	286	628,079
Under 1,000 tons	520	186,182	1,309	176,861	1,829	363,043
Total	855	1,108,905	1,310	179,148	2,165	1,288,053
1909.						
4,000 tons or over	55	334,888			55	334,888
1,000 to 4,000 tons	282	621,598	1	2,287	283	623,885
Under 1,000 tons	532	188,703	1,318	178,011	1,850	366,714
Total	869	1,145,189	1,319	180,298	2,188	1,325,487
1910.						
4,000 tons or over	62	375,442			62	375,442
1,000 to 4,000 tons	274	612,362	1	2,439	275	614,801
Under 1,000 tons	541	189,613	1,324	178,491	1,865	368,104
Total	877	1,177,417	1,325	180,930	2,202	1,358,347
1911.						
4,000 tons or over	71	431,015			71	431,015
1,000 to 4,000 tons	309	700,004	1	2,439	310	702,443
Under 1,000 tons	590	202,479	1,303	175,395	1,893	377,874
Total	970	1,333,498	1,304	177,834	2,274	1,511,332
1912.						
4,000 tons or over	76	458,097			76	458,097
1,000 to 4,000 tons	312	715,198	1	2,439	313	717,637
Under 1,000 tons	644	212,173	1,316	176,067	1,960	388,240
Total	1,032	1,385,468	1,317	178,506	2,349	1,563,974
1913.						
4,000 tons or over	81	500,552			81	500,552
1,000 to 4,000 tons	325	753,142	1	2,439	326	755,581
Under 1,000 tons	654	212,826	1,445	193,418	2,099	406,244
Total	1,060	1,466,520	1,446	195,857	2,506	1,662,377
1914.						
4,000 tons or over	85	540,483			85	540,483
1,000 to 4,000 tons	329	768,466	1	2,439	330	770,905
Under 1,000 tons	671	219,075	1,490	199,478	2,161	418,553
Total	1,085	1,528,024	1,491	201,917	2,576	1,729,941
1915.						
4,000 tons or over	93	582,740			93	582,740
1,000 to 4,000 tons	323	748,568	1	2,439	324	751,007
Under 1,000 tons	680	226,449	1,494	199,675	2,174	426,124
Total	1,096	1,557,757	1,495	202,114	2,591	1,759,871
1916.						
4,000 tons or over	98	617,489			98	617,489
1,000 to 4,000 tons	349	803,588	1	2,439	350	806,027
Under 1,000 tons	667	228,398	1,615	218,901	2,282	447,299
Total	1,114	1,649,475	1,616	221,340	2,730	1,870,815

APPENDIX I.

FOREIGN-BUILT YACHTS.

TAX LEVIED AT THE RATE OF $7 PER GROSS TON UNDER AUTHORITY OF SECTION 37 OF THE ACT OF AUG. 5, 1909, AND COLLECTED DURING THE FISCAL YEAR JUNE 30, 1918.

Port and vessel.	Payer.	Tax.	Interest.	Total.
New York, N. Y., Albatross	Taylor S. Buck	$1,078.00	$390.60	$1,468.60

APPENDIX J.

SQUARE-RIGGED AMERICAN VESSELS.

The steady decline in the square-rigged ships of the world (except in France, where they are paid high bounties) has been noted from time to time in the reports of the Bureau. The following is the inventory of the square-rigged sail vessels of the United States, as returned by collectors of customs on June 30, 1918. The list is printed at this time chiefly for historical reference.

NUMBER AND GROSS TONNAGE OF SQUARE-RIGGED VESSELS OF THE UNITED STATES, BY RIG AND MATERIAL OF WHICH BUILT, JUNE 30, 1918.

Rig.	American built.		Foreign built.		Total.	
	Number.	*Gross tons.*	*Number.*	*Gross tons.*	*Number.*	*Gross tons.*
Ships:						
Steel	4	13,167	12	26,721	16	39,888
Iron	.....	.....	9	16,047	9	16,047
Wood	15	26,861	.....	.....	15	26,861
Total	19	40,028	21	42,768	40	82,796
Barks:						
Steel	1	1,699	7	14,253	8	15,952
Iron	.....	.....	10	13,956	10	13,956
Wood	25	28,998	3	3,723	28	32,721
Total	26	30,697	20	31,932	46	62,629
Barkentines:						
Steel	.....	.....	2	2,466	2	2,466
Iron	1	2,903	3	4,397	4	7,300
Wood	28	25,013	3	2,494	31	27,507
Total	29	27,916	8	9,357	37	37,273
Brigs and brigantines: Wood	2	785	.....	.....	2	785
Total, according to material:						
Steel	5	14,866	21	43,440	26	58,306
Iron	.....	.....	22	34,400	22	34,400
Wood	71	84,560	6	6,217	77	90,777
Total	76	99,426	49	84,057	125	183,483
Total, according to rigs:						
Ships	19	40,028	21	42,768	40	82,796
Barks	26	30,697	20	31,932	46	62,629
Barkentines	29	27,916	8	9,357	37	37,273
Brigs and brigantines	2	785	.....	.....	2	785
Total	76	99,426	49	84,057	125	183,483
Total—1917	82	98,143	52	87,640	134	185,783
1916	87	103,126	42	66,418	129	169,544
1915	93	107,140	41	64,008	134	171,148
1914	110	129,047	23	36,630	133	165,677
1913	122	139,625	24	37,753	146	177,373
1912	129	144,088	24	37,753	153	181,841
1911	139	153,176	26	39,702	165	192,878
1910	157	171,240	26	39,702	183	210,942
1909	171	188,884	26	39,706	197	228,590
1908	191	211,720	29	45,095	220	256,815
1907	214	239,751	29	45,095	243	284,846

The table following gives a summary according to year of American build, from which can be formed an approximate idea of the durability of the fleet.

NUMBER, GROSS TONNAGE, AND RIG OF SQUARE-RIGGED VESSELS BUILT IN THE UNITED STATES, 1840–1918,[a] AND DOCUMENTED ON JUNE 30, 1918.

Calendar year built.	Ships.		Barks.		Barkentines.		Brigs and brigantines.		Total.	
	No.	*Gross.*	*No.*	*Gross.*	*No.*	*Gross.*	*No.*	*Gross.*	*No.*	*Gross.*
1840–1849			1	313					1	313
1850–1867			1	177	1	345			2	522
1869	1	1,798							1	1,798
1871			1	953					1	953
1873			1	1,436					1	1,436
1874	1	1,893	3	3,541	1	885			5	6,319
1875	2	3,094			2	4,189			4	7,283
1876	2	3,022							2	3,022
1877	1	1,392	3	3,727					4	5,119
1878			2	1,232					2	1,232
1879			2	2,946					2	2,946
1880			1	1,317	1	470			2	1,787
1881	3	5,510	1	1,819	2	1,069			6	8,398
1882	3	5,873	1	1,634	1	606			5	8,113
1883	1	2,156	1	523	1	515			3	3,194
1884			2	3,403					2	3,403
1885			1	952					1	952
1887					1	604			1	604
1890			2	1,883	2	1,779			4	3,662
1891			1	1,673					1	1,673
1892			1	1,469	2	1,746	1	495	4	3,710
1893	1	2,123					1	290	2	2,413
1896					1	707			1	707
1899	1	3,206	1	1,699	1	674			3	5,579
1901	2	6,580			6	6,590			8	13,170
1902	1	3,381			5	5,122			6	8,503
1917					1	1,220			1	1,220
1918					1	1,395			1	1,395
Total	19	40,028	26	30,697	29	27,916	2	785	76	99,426

[a] None built in 1895, 1897, 1903–1909, 1911–1916.

Following is a list of vessels included in the tabulation, the total crews being 1,987, steel vessels being printed in small capitals and iron vessels in italics. Those marked with an asterisk were built abroad.

SQUARE-RIGGED VESSELS OF THE UNITED STATES, DOCUMENTED ON JUNE 30, 1918.

SHIPS.

Name.	Crew.	Tonnage.	Year built.	Name.	Crew.	Tonnage.	Year built.
STAR OF LAPLAND	33	3,381	1902	A. J. Fuller	11	1,848	1881
STAR OF ZEALAND	30	3,292	1901	*Falls of Clyde**	16	1,809	1878
STAR OF POLAND	29	3,288	1901	St. Nicholas	10	1,798	1869
EDWARD SEWALL	29	3,206	1899	*Star of Italy**	16	1,784	1877
JOHN ENA*	29	2,842	1892	*Star of France**	17	1,766	1877
MUSCOOTA*	36	2,660	1888	TONAWANDA*	23	1,745	1892
STAR OF SCOTLAND*	29	2,598	1887	Tacoma	14	1,738	1881
GOLDEN GATE*	25	2,340	1888	*Marion Chilcott**	16	1,737	1882
*Katherine**	20	2,205	1887	*Rhine**	18	1,690	1886
STAR OF GREENLAND*	21	2,179	1892	Bohemia	18	1,633	1875
ANNIE M. REID*	26	2,165	1892	*Avon**	21	1,573	1884
ARAPAHOE*	16	2,163	1892	Santa Clara	18	1,535	1876
WILLIAM T. LEWIS*	25	2,156	1891	*Brynhilda**	21	1,502	1885
Benj. F. Packard	15	2,156	1883	Indiana	14	1,487	1876
DUNSYRE*	23	2,149	1891	Elwell	15	1,461	1875
Aryan	21	2,123	1893	Llewellyn J. Morse	18	1,392	1877
Charles E. Moody	20	2,003	1882				
*Star of Russia**	19	1,981	1874	American built (19 vessels)	362	40,028	
Abner Coburn	19	1,972	1882				
Reuce	17	1,924	1881	Foreign built (21 vessels)	457	42,768	
St. Frances	17	1,898	1882				
St. Paul	14	1,893	1874	Total (40 vessels)	819	82,796	
STAR OF ALASKA*	18	1,862	1886				
CHILLICOTHE*	12	1,862	1892				

SQUARE-RIGGED VESSELS OF THE UNITED STATES, DOCUMENTED ON JUNE 30, 1918—Continued.

BARKS.

Name.	Crew.	Tonnage.	Year built.	Name.	Crew.	Tonnage.	Year built.
MOSHULU*	15	3,116	1904	St. Katherine	13	1,201	1890
MONONGAHELA*	18	2,782	1892	*Oriole**	14	1,152	1887
*Phyllis**	23	2,246	1886	*Snowdon**	15	1,111	1877
STAR OF ICELAND*	17	2,161	1896	*Star of Peru**	16	1,027	1863
*Star of England**	17	2,123	1893	CALLAO*	14	1,014	1885
STAR OF HOLLAND*	19	2,121	1885	*Diamond Head**	5	1,012	1866
*Celtic Monarch**	11	2,118	1884	*Star of Chile**	12	1,001	1868
George Curtis	18	1,837	1884	Anna Maria d'Abundo*	12	954	1903
E. B. Sutton	20	1,819	1881	Independence	4	953	1871
STAR OF FINLAND	17	1,699	1899	W. B. Flint	13	952	1885
Oriental	17	1,688	1874	C. D. Bryant	13	929	1878
Pactolus	18	1,673	1891	*Doon**	13	848	1877
Berlin	17	1,634	1882	Albert	10	682	1890
Levi G. Burgess	16	1,616	1877	Will W. Case	12	582	1877
Guy C. Goss	20	1,572	1879	Ferris S. Thompson	9	531	1874
Harvard	10	1,566	1884	Narwhal	9	523	1883
WINDRUSH*	17	1,531	1891	Charles W. Morgan(W)	27	313	1841
Hecla	28	1,529	1877	Wanderer (W)	37	303	1878
BELMONT*	19	1,528	1891	Grey Hound (W)	22	177	1851
Olympic	15	1,469	1892				
Montauk*	21	1,467	1884	American built (26 vessels)	428	30,697	
Louisiana	14	1,436	1873	Foreign built (20 vessels)	310	31,932	
McLaurin	17	1,374	1879				
B. P. Cheney	19	1,322	1874	Total (46 vessels)	738	62,629	
*Star of India**	16	1,318	1863				
Emily F. Whitney	13	1,317	1880				
Launberga*	16	1,302	1893				

BARKENTINES.

City of Sydney	18	2,903	1875	Edward May	5	885	1874
*E. R. Sterling**	18	2,577	1883	Charles F. Crocker	10	860	1890
Conqueror	15	1,395	1918	Mannie Swan	10	776	1892
ALTA*	13	1,381	1900	*Carioca**	11	762	1866
Prins Valdemar*	13	1,338	1892	Echo	9	707	1896
Centennial	8	1,286	1875	Amos Pegs*	7	685	1877
James Tuft	12	1,274	1901	Benicia	9	674	1899
Herdis	13	1,220	1917	J. M. Griffith	9	606	1882
Aurora	13	1,211	1901	S. G. Wilder	10	604	1887
Amazon	14	1,167	1902	Retriever	11	547	1881
James Johnson	13	1,149	1901	Mary Winkelman	9	522	1881
HAWAII*	13	1,085	1900	Thrasher	10	515	1883
Puako	13	1,084	1902	St. Paul*	7	471	1890
Lahaina	13	1,067	1901	Wrestler	10	470	1880
*Coronado**	13	1,058	1874	Fremont	3	345	1850
Thos. P. Emigh	12	1,040	1902				
Georgina	12	998	1901	American built (29 vessels)	318	27,916	
Jane L. Stanford	13	970	1892	Foreign built (8 vessels)	95	9,357	
John C. Meyer	11	932	1902				
John S. Emory	10	919	1890	Total (37 vessels)	413	37,273	
Makaweli	12	899	1902				
Kohala	11	891	1901				

BRIGS AND BRIGANTINES.

Name.	Crew.	Tonnage.	Year built.
Geneva	8	495	1892
Jeanette	9	290	1893
Total (2 vessels)	17	785	

(W)=whaling vessel.

Appendix L.

FOREIGN-BUILT VESSELS ADMITTED TO AMERICAN REGISTRY DURING THE TWO YEARS ENDED JUNE 30, 1918, CLASSIFIED IN CHRONOLOGICAL ORDER OF ISSUE OF REGISTRY.

[Abbreviations for rig column: Ga. s., gasoline screw; ga. y., gasoline yacht; st. s., steam screw. Abbreviations for service column: Frt., freight; pas., passenger; tow., towing; yct., yacht.]

Vessel and crew.	Permanent register.[a]	Rig.	Service.	Gross tons.	Net tons.	When built.	Home port.	Present owner.	Former owner and flag.	Former name.
	1916.									
183. Clinchdale (21)[b]	July 21	St. s.	Frt.	1,430	969	1902	New York, N. Y.	Clinchfield Navigation Co. (Inc.).	Companie Mexicana de Navigacion S. A. of Mexico (Mex.).	Puebla.
	1917.									
184. Colombia (70)	Jan. 1	St. s.	Pas.	5,643	3,448	1915	San Francisco, Cal.	Pacific Mail Steamship Co. (Inc.).	Royal Dutch West India Mail Co. (Dutch).	Colombia.
	1916.									
185. Harsteel (10)	Aug. 26	St. s.	Tow.	183	59	1897	Galveston, Tex.	The J. H. W. Steele Co.	Honduran Government	Gral. Barhona.
186. Waseca (2)	Sept. 13	Ga. y.	Yct.	33	24	1914	Boston, Mass.	Homer Loring	Jean Versailles (Br.)	La Sirene.
187. Vigo (30)	Dec. 7	St. s.	Frt.	2,426	1,476	1875	New York, N. Y.	Arthur A. Miller	Compagnie Francais des Cables Telegraphiques (Fr.).	Contre Amiral Caubet.
	1917.									
188. Rama (32)	Mar. 12	St. s.	Pas.	1,577	957	1905	New Orleans, La.	Rama Navigation Co. (Inc.).	Argentine Navigation Co. (Ltd.) (Arg.).	Madrid.
	1916.									
189. Fordonian (20)	Dec. 8	Ga. s.	Frt.	2,367	1,905	1912	New York, N. Y.	A. J. Outerbridge	Canada Steamship Lines (Ltd.) (Br.).	Fordonian.
190. Algonquin (20)	Dec. 18	St. s.	Frt.	1,805	1,172	1888	do	National Surety Co. (Inc.)	Wassis Steamship Co. (Ltd.) (Br.).	Algonquin.
191. Glenmount (21)	Dec. 29	St. s.	Frt.	1,957	1,246	1907	do	Oriental Navigation Co. (Inc.).	Montreal Transportation Co. (Ltd.) (Br.).	Glenmount.
192. Argonne (30)		St. s.	Frt.	5,869	4,333	1916	do	Argonne Steamship Co. (Inc.).	Kawasaki Dockyard Co. (Ltd.) (Jap.).	Taifuku Maru.
	1917.									
193. St. Charles (35)	Jan. 4	St. s.	Frt.	1,649	1,046	1884	do	Maru Navigation Co. (Inc.).	Mexican Constitutional Government.	Plan de Guadaloupe.
194. Tanamo (46)	Jan. 13	St. s.	Pas.	3,298	2,005	1914	do	Sarnia Steamship Corp.	Maatschappij Stoomship Van Hogendorp (Dutch).	Van Hogendorp.

[a] Provisional registration was granted certain of the above vessels, as follows: 1916—Aug. 8, Colombia; Sept. 21, Vigo; Nov. 29, Rama; Dec. 30, Argonne; 1917—Apr. 10, Bay Crane; Apr. 10, Celtic Monarch; Mar. 27, Severance; June 5, Doon; July 12, William T. Lewis; July 24, Kerlew; Aug. 16, Keresan; Sept. 4, Shoshone; Oct. 16, Argonaut; Oct. 16, Jason; Oct. 18, Carib.

[b] The serial number represents the order in which the vessel was admitted to registry under the acts of Aug. 18, 1914, Feb. 24, 1915, and Sept. 7, 1916. During the year ended June 30, 1917, 24 vessels of 61,139 gross tons, and during the year ended June 30, 1918, 34 vessels of 97,492 gross tons, were admitted to registry, making the total number 240 vessels of 774,664 gross tons.

FOREIGN-BUILT VESSELS ADMITTED TO AMERICAN REGISTRY DURING THE TWO YEARS ENDED JUNE 30, 1918, CLASSIFIED IN CHRONOLOGICAL ORDER OF ISSUE OF REGISTRY—Continued.

Vessel and crew.	Permanent register.	Rig.	Service.	Gross tons.	Net tons.	When built.	Home port.	Present owner.	Former owner and flag.	Former name.
195. Sagua (46)	Feb. 3	St. s.	Pas.	3,298	2,005	1914	New York, N. Y.	Sibiria Steamship Corp.	Duyn (Dutch)	Van der Duyn.
196. Orleans (36)	Feb. 7	St. s.	Frt.	2,993	2,104	1905	do	Oriental Navigation Corp.	Alberto A. Dodero (Urug.)	Avellaneda.
197. Maryanne (30)	Feb. 16	St. s.	Frt.	2,518	1,583	1887	Wilmington, Del.	Maryanne Shipping Co. (Inc.).	Alfred Charles Sam (Br.)	Liberia.
198. Christiane (14)	Mar. 12	Bark.	Frt.	964	918	1877	Portland, Me.	The Bennett Trading Co.	Jules Ayer (Rus.)	Christiane.
199. Yumuri (32)	Mar. 30	St. s.	Frt.	1,835	1,133	1902	New York, N. Y.	New York and Cuba Mail Steamship Co. (Inc.).	Compania Cubana de Navegacion (Cuban).	Yumuri.
200. Celtic Monarch (11)	May 18	Bark.	Frt.	2,118	1,982	1884	San Francisco, Cal.	James Rolph, jr.	Seaham Collier Co. (Br.)	Celtic Monarch.
201. Bay Crane (15)	.....	St. s.	Frt.	1,330	822	1914	do	Bay Steamship Co. of America (Ltd.).	Brazilian Government	Paraguassu.
202. Manzanillo (32)	May 11	St. s.	Frt.	1,921	1,178	1902	New York, N. Y.	New York and Cuba Mail Steamship Co. (Inc.).	Compania Cubana de Navegacion (Cuban).	Manzanillo.
203. McClellan (46)	May 10	St. s.	Frt.	3,006	1,870	1885	do	Emergency Fleet Corp., U. S. Shipping Board.	Quartermaster Department, U. S. Army.	McClellan.
204. Dora (70)	June 16	St. s.	Frt.	7,037	4,536	1913	do	do	Union Austriaca di Nav. (Aust.)	Dora.
205. Ida (70)	do	St. s.	Frt.	4,730	3,093	1906	do	do	do	Ida.
206. Edith Wolden (14)	June 18	Bark.	Frt.	1,152	1,056	1887	do	Oriental Navigation Corp.	Hans E. Wolden (Urug.)	Edith Wolden.
207. Anna (55)	Sept. 5	St. s.	Frt.	1,598	933	1882	do	United States Shipping Board.	Unione Austriaca di Nav. (Aust.)	Anna.
208. Clara (57)	Aug. 3	St. s.	Frt.	3,931	2,540	1903	do	do	do	Clara.
209. Erny (69)	July 20	St. s.	Frt.	6,515	4,170	1914	do	do	do	Erny.
210. Lucia (69)	Nov. 28	St. s.	Frt.	6,744	4,386	1912	do	do	do	Lucia.
211. Teresa (57)	Aug. 3	St. s.	Frt.	3,769	2,380	1900	do	do	do	Teresa.
212. Amelia (23)	July 3	St. s.	Frt.	1,271	743	1906	do	Atlantic Fruit Co. (Inc.)	Donald Steamship Co. (Ltd.) (Br.)	Amelia.
213. Frances L. Skinner. (48).	July 12	St. s.	Frt.	4,806	3,649	1897	Seattle, Wash.	H. F. Ostrander	Kosmos Line (Ger.)	Sesostris.
214. Rolf (1)	July 25	Ga. s.	Frt.	19	11	1914	Norfolk, Va.	Bie & Schiott		Rolf.
215. Kerkenna (32)	July 19	St. s.	Frt.	3,621	2,337	1900	New York, N. Y.	Kerr Navigation Corp.	Soc. Anon. Ungherese di Armamento Mar. "Oriente."	Borneo.
216. Keresan (38)	Nov. 5	St. s.	Frt.	3,725	2,359	1912	do	do	Marco U. Martinolich & Co.	Erodiade.
217. Kerlew (37)	Aug. 22	St. s.	Frt.	3,562	2,313	1906	do	do	Unione Austriaca di Nav. (Aust.)	Virginia.
218. Kerwood (32)	July 19	St. s.	Frt.	3,651	2,321	1911	do	do	Atlantica Sea Nav. Co. (Aust.)	Budapest.
219. Kermoor (34)	do	St. s.	Frt.	4,795	3,106	1907	do	do	do	Morawitz.
220. Keresaspa (34)	do	St. s.	Frt.	4,636	3,019	1903	do	do	D. Tripcovich S. S. Co. (Aust.)	Franconia.
221. Kerowlee (32)	do	St. s.	Frt.	3,550	2,267	1901	do	do	do	Campania.
222. Kermanshah (35)	do	St. s.	Frt.	4,947	3,152	1910	do	do	do	Himalaia.
223. Susana (46)	July 30	St. s.	Frt.	3,710	2,358	1897	do	F. I. A. T. (Inc.)	Susana S. S. Co. (Inc.) (Phil.)	Susana.
224. Albatross (7)	Aug. 6	St. y.	Yct.	30	20	1894	New London, Conn	Reuben Lubchansky	Israel M. Lovitt (Br.)	Albatross.
225. Margaret O (2)	Sept. 18	Ga. y.	Yct.	24	22	1915	Boston, Mass.	Harold O. Whitney	Owen F. Oakes (Br.)	Margaret O.
226. Meteor (8)	Sept. 7	Sch.	Frt.	125	74	1902	San Juan, P. R.	Bartolome Cabanillas	John Pittman Vanterpool (Dutch)	Meteor.
227. Pilot (1)	Sept. 4	Ga. s.	Frt.	37	18	1912	Eastport, Me.	Booth Fisheries Co. (Inc.)	Robert G. Wallace (Br.)	Casarco No. 3.

228. Bella (29)	Sept. 24	St. s.	Frt.	1,321	781	1906	New York, N. Y.	Atlantic Fruit Co. (Inc.)	Donald Steamship Co. (Ltd.)(Br.).	Bella.
229. Shoshone (41)	Oct. 4	St. s.	Frt.	4,708	2,880	1912	.....do	Shoshone Navigation Corp.	Hamburg-American Line (Ger.).	Wasgenwald.
230. Annetta (28)	Oct. 10	St. s.	Frt.	1,336	775	1907	.....do	Atlantic Fruit Co. (Inc.)	Donald Steamship Co. (Ltd.)(Br.).	Annetta.
231. Anholt (12)	Oct. 13	Ga. s.	Frt.	255	124	1913	.....do	Pierce Oil Corp		Anholt.
232. Doon (13)	Nov. 23	Bark	Frt.	848	782	1877	Mobile, Ala	Horace Turner	W. N. C. Farquharson (Nor.)	Doon.
233. Severance (42)	Nov. 16	St. s.	Frt.	4,926	3,087	1909	New York, N. Y.	Union Sulphur Co. (Inc.)	Storbelt A. S. (Inc.) (Dan.)	Nordskov.
234. Jason (40)	Dec. 20	St. s.	Frt.	2,581	1,485	1889	.....do	Jason Navigation Corp	Hamburg-American Line (Ger.).	Virginia.
235. Argonaut (50)	...do...	St. s.	Frt.	4,826	2,857	1893	.....do	Argonaut Navigation Corp.	.....do	Albingia.
236. William T. Lewis (25).	Dec. 13 1918.	Bark	Frt.	2,156	1,964	1891	San Francisco, Cal.	James Rolph, jr	Augustus Phillips Rolph (Br.)	William T. Lewis.
237. Samuel Faunce (11)	Jan. 11	St. s.	Tow.	87	59	1912	New York, N. Y.	France & Canada Steamship Corp.	Com. Nav. Trans. de Petroleo (Mex.).	Romano.
238. Pauline M. Cummins (6).	Mar. 28	Sch.	Frt.	456	425	1916	Wilmington, Del.	Cummins Transportation Co. (Inc.).	J. Newton Pugsley (Br.)	Cumberland County.
239. Carib (42)	May 23	St. s.	Frt.	3,075	1,861	1889	New York, N. Y.	Carib Steamship Co. (Inc.).	Hamburg-American Line (Ger.).	Calabria.
240. Eastern Sun (49)	June 15	St. s.	Frt.	5,851	4,581	1918	Seattle, Wash	United States Shipping Board.		Taifuku Maru, No. 20.

APPENDIX M.

WAR LOSSES.

1. AMERICAN DOCUMENTED VESSELS DESTROYED BY MINES, SUBMARINES, ETC., FROM THE BEGINNING OF THE WAR TO JUNE 30, 1918.

[Chronologically arranged according to date of loss.]

Name of vessel.	Gross tons.	Lives lost.	Date of loss.	Approximate place of loss.	Owner.	Home port.
William P. Frye (ship) *a*	3,374	0	Jan. 28, 1915	29° 45′ N., 24° 50′ W	Samuel S. Sewall et al	Bath, Me.
Evelyn *b*	1,963	1	Feb. 19, 1915	53° 52′ N., 6° 7′ E	Harriss, Irby & Vose	New York, N. Y.
Carib *b*	2,087	3	Feb. 23, 1915	53° 56′ N., 7° 56′ E	Clyde Steamship Co	Do.
Greenbrier *b*	3,331	0	Apr. 2, 1915	North Frisian Islands, North Sea	Coast Steamship Co	Wilmington, N. C.
Seaconnet *b*	2,294	0	June 18, 1915	Yarmouth, England	Philadelphia Trust, Safe Deposit & Insurance Co.	Philadelphia, Pa.
Total, 1915 (5 vessels)	13,049	4				
Leelanaw	1,923	0	July 25, 1915	60° 00′ N., 4° 50′ W	Harby Steamship Co	New York, N. Y.
Vincent (ship) *b*	1,904	0	Sept. 27, 1915	Cape Orloff, Russia	do	Do.
Total, 1916 (2 vessels)	3,827	0				
Columbian	8,673	0	Nov. 8, 1916	44° 18′ N., 9° 20′ W	American-Hawaiian Steamship Co	Do.
Chemung	3,061	0	Nov. 26, 1916	36° 37′ N., 1° 35′ W	Harby Steamship Co	Do.
Housatonic	3,143	0	Feb. 3, 1917	20 miles south of Bishops Rock Light	Housatonic Steamship Co	Do.
Lyman M. Law (sch.)	1,300	0	Feb. 12, 1917	38° 32′ N., 7° 58′ E	W. F. Hull et al	Do.
Algonquin	1,805	0	Mar. 12, 1917	40° 52′ N., 7° 32′ W	National Surety Co	Do.
Vigilancia	4,115	15	Mar. 16, 1917	48° 57′ N., 9° 34′ W	Gaston, Williams & Wigmore Steamship Corporation.	Do.
City of Memphis	5,252	0	Mar. 17, 1917	50° 44′ N., 10° 7′ W	Ocean Steamship Co	Savannah, Ga.
Illinois (tank)	5,225	0	Mar. 18, 1917	20 miles north of Alderney Island	Texas Steamship Co	New York, N. Y.
Healdton (tank)	4,489	20	Mar. 21, 1917	Terschelling Island, Holland	Standard Oil Co. (N. J.)	Do.
Aztec	3,727	28	Apr. 1, 1917	25 miles northeast of Ouessant Island, France	Oriental Navigation Corporation	Do.
Marguerite (sch.)	1,553	0	Apr. 4, 1917	35 miles southwest of Sardinia	Universal Transportation Co	Do.
Missourian	7,924	0	do	43° 31′ N., 8° 14′ E	American-Hawaiian Steamship Co	Do.
Seward	3,390	0	Apr. 7, 1917	33 miles off Port Vendres, France	Seward Navigation Corporation	Do.
Edwin R. Hunt (sch.)	1,132	0	do	40 miles off Cape Gata, Spain	Archibald M. Ostrom	Do.
Woodward Abrahams (sch.)	744	0	Apr. 22, 1917	52° 00′ N., 24° 00′ W	Winfield S. Pendleton	Do.
Percy Birdsall (sch.)	1,127	0	Apr. 27, 1917	Bay of Biscay	Philip Scheuerman	Do.
Vacuum (tank)	2,551	18	Apr. 28, 1917	100 miles west of Barra Island, Scotland	Vacuum Oil Co	Do.
Rockingham	4,455	2	May 1, 1917	55° 12′ N., 12° 30′ W	Garland Steamship Corporation	Do.
Hilonian	2,959	4	May 16, 1917	3 miles off Albenga, Italy	Universal Transportation Co	Do.
Frances M. (sch.)	1,228	0	May 18, 1917	35° 55′ N., 11° 25′ W	Francis J. McDonald	Philadelphia, Pa.

Harwood Palmer (sch.)	2,885	0	May 23, 1917	5 miles southwest of La Blancha Island, France.	France & Canada Steamship Corporation	New York, N. Y.
Barbara (sch.)	838	0	May 24, 1917	34° 20′ N., 8° 44′ W	Archibald M. Ostrom	Do.
Magnus Manson (sch.)	1,751	0	May 25, 1917	50 miles west by south of Cape St. Vincent	McIntyre Lumber & Export Co	Do.
Margaret B. Rouss (sch.)	701	0	May 27, 1917	42 miles south of Monaco, France	John Swan	Do.
Dirigo (ship)	3,004	1	May 31, 1917	Southwest of Eddystone Light	Axim Transportation Co	Pensacola, Fla.
Winslow (sch.) [c]	566	0	June 6, 1917	Off Sunday Island, South Pacific	George E. Billings	San Francisco, Cal
Petrolite (tank)	3,710	0	June 10, 1917	35° 17′ N., 8° 29′ W	Standard Oil Co. (N. J.)	New York, N. Y.
Moreni (tank)	4,045	4	June 12, 1917	17 miles southwest of Tabarca Island, Spain	do	Do.
A. B. Johnson (sch.) [c]	529	0	June 14, 1917	2° 00′ S., 150° 00′ W	James Rolph, jr	San Francisco, Cal.
John D. Archbold (tank)	8,374	5	June 16, 1917	47° 47′ N., 6° 1′ W	Standard Oil Co. (N. J.)	New York, N. Y.
R. C. Slade (sch.) [c]	673	0	June 17, 1917	2° 00′ N., 150° 00′ W	Pacific Freighters Co	San Francisco, Cal.
Childe Harold (sch.)	781	0	June 21, 1917	47° 50′ N., 7° 30′ W	William M. Mills et al	New York, N. Y.
Galena (bark)	1,073	0	June 25, 1917	Off Ouessant Island, France	Galena Signal Oil Co	Do.
A. B. Sherman (sch.) [d]	611	0	June 26, 1917	48° 3′ N., 7° 25′ W	Jonathan May & Sons	Philadelphia, Pa.
Total, 1917 (34 vessels)	97,394	97				
Orleans	2,993	4	July 4, 1917	47° 12′ N., 7° 40′ W	Oriental Navigation Corporation	New York, N. Y.
Massapequa	3,193	0	July 7, 1917	46° 40′ N., 9° 00′ W	New York & Porto Rico Steamship Co	Do.
Mary W. Bowen (sch.)	2,153	0	July 8, 1917	47° 20′ N., 8° 10′ W	Robert Kerr	Do.
Manila (sch.) [c]	731	0	July 9, 1917	10° 0′ N., 144° 0′ W	Pacific Freighters Co	San Francisco, Cal.
Beluga (bkn.) [c]	507	0	do	26° 0′ S., 169° 0′ E	W. O. Stevenson	New York, N. Y.
Hildegard (bkn.)	622	0	July 10, 1917	Off Start Point, England	Hildegard Shipping Co. (Inc.)	New Orleans, La.
Kansan	7,708	4	do	Belle Ile, France	American-Hawaiian Steamship Co	New York, N. Y.
Grace	1,861	3	July 12, 1917	5 miles north of Andros Island, Greece	Standard Commercial Steamship Corporation.	Do.
Florence Creadick (sch.) [d]	732	0	July 15, 1917	20 miles north of Ile de Bas, France	Jonas Steelman et al	Philadelphia, Pa.
Encore (sch.) [c]	651	0	July 19, 1917	21° 0′ S., 169° E	Rolph Navigation Co	San Francisco, Cal.
Augustus Welt (sch.)	1,221	0	July 21, 1917	40° 30′ N., 7° 20′ W	Augustus Welt Corporation	New York, N. Y.
John Twohy (sch.)	1,019	0	do	120 miles south of Ponta Delgada, Azores	A. D. Cummins	Philadelphia, Pa.
Carmela (ga. s.)	1,379	0	July 27, 1917	25 miles southwest of Lizards, England	Arthur A. Miller	New York, N. Y.
John Hays Hammond (sch.)	132	0	do	350 miles northwest of Ireland	David W. Simpson	Boston, Mass.
Motano (tank)	2,730	24	July 31, 1917	20 miles southeast of Start Point, England	Standard Oil Co. (N. J.)	New York, N. Y.
Campana	3,675	0	Aug. 6, 1917	140 miles west of Ile de Re, France	do	Do.
Christiane (bark)	964	0	Aug. 7, 1917	37° 40′ N., 20° 40′ W	Bennett Trading Co	Portland, Me.
Carl F. Cressy (sch.)	898	0	Aug. 23, 1917	180 miles northwest of Cape Finisterre, France	France & Canada Steamship Corporation	New York, N. Y.
Laura C. Anderson (sch.)	960	0	Aug. 29, 1917	49° 43′ N., 0° 55′ W	William J. Quillin et al	Philadelphia, Pa.
William H. Clifford (sch.)	1,593	0	Sept. 8, 1917	Off Nantes, France	Atlantic Shipping Co	New York, N. Y.
Wilmore	5,398	0	Sept. 12, 1917	7 miles northeast of Hormigas Island, Spain	Wilmore Steamship Co. (Inc.)	Do.
Platuria (tank)	3,445	10	Sept. 15, 1917	Off Tangier, Africa	Standard Oil Co. (N. J.)	Do.
Ann J. Trainer (sch.)	426	0	Sept. 16, 1917	Off Brest, France	Maritime Carriers Co	Do.
Henry Lippitt	895	0	Sept. 23, 1917	48° 17′ N., 10° 5′ W	Henry Talmadge & Co	Do.
Paolina (bark)	1,337	0	Sept. 25, 1917	48° 37′ N., 8° 45′ W	Robert Badcock	Do.
Annie F. Conlon (sch.)	591	0	Oct. 3, 1917	15 miles southeast of Scilly Islands	Freeman R. Garrett	Portsmouth, N. H.
Lewis Luckenbach	4,415	10	Oct. 11, 1917	Off Brest, France	Luckenbach Co	New York, N. Y.
St. Helens	1,497	24	Oct. 15, 1917	45° 57′ N., 11° 19′ W	Tiltro Limited	Do.
Jennie E. Righter (sch.)	647	0	Oct. 16, 1917	43° 54′ N., 10° 2′ W	Shepherd & Morse Lumber Co	Boston, Mass.
Antilles	6,878	67	Oct. 17, 1917	48° 10′ N., 11° 20′ W	Southern Pacific Co	New York, N. Y.
Fannie Prescott (sch.)	404	0	Oct. 25, 1917	32° 47′ N., 9° 41′ W	Mandingo Development Corporation	Do.
D. N. Luckenbach	2,933	5	Oct. 27, 1917	46° 35′ N., 7° 40′ W	Luckenbach Co	Do.

[a] Sunk by German cruiser Prinz Eitel Friedrich. [b] Sunk by mine. [c] Sunk by German raider Wolf. [d] Wreck sold to aliens.

1. AMERICAN DOCUMENTED VESSELS DESTROYED BY MINES, SUBMARINES, ETC., FROM THE BEGINNING OF THE WAR TO JUNE 30, 1918—Contd.

Name of vessel.	Gross tons.	Lives lost.	Date of loss.	Approximate place of loss.	Owner.	Home port.
Rochester	2,551	2	Nov. 2,1917	55° 28′ N., 18° 00′ W	Rochester Navigation Corporation	New York, N. Y.
John H. Kirby (bark) [a]	1,395	0	Nov. 15,1917	320 miles southeast of Port Elizabeth, Africa	Gaston, Williams & Wigmore Steamship Corporation.	Do.
Margaret L. Roberts (sch.)	535	0	Nov. 16,1917	33° 20′ N., 19° 30′ E	W. S. Roberts	Crisfield, Md.
Schuylkill	2,720	0	Nov. 21,1917	36° 37′ N., 1° 30′ E	Schuylkill Steamship Corporation	New York, N. Y.
Actaeon	4,999	63	Nov. 25,1917	Near Corunna, Spain	United States Shipping Board	Do.
Albert Watts [b]	3,302	1	Nov. 28,1917	Near Genoa, Italy	American-Italian Commerical Corporation.	Do.
Owasco	4,630	2	Dec. 10,1917	37° 28′ N., 0° 13′ W	United States Shipping Board	Do.
Harry Luckenbach	2,798	8	Jan. 6,1918	Off Penmarch Point, France	Luckenbach Co	Do.
Julia Frances (sch.)	183	0	Jan. 27,1918	38° 00′ N., 11° 00′ W	Victor R. Moderno	Do.
Alamance	4,455	6	Feb. 5,1918	4 miles east The Maidens, Ireland	Garland Steamship Corporation	Do.
Atlantic Sun (tank)	2,333	2	Feb. 24,1918	17 miles off Scotland	Sun Co	Philadelphia, Pa.
Santa Maria (tank)	5,383	0	Feb. 25,1918	Off Lough Foyle, Ireland	do	Do.
A. E. Whyland (sch.)	130	0	Mar. 13,1918	Off Teneriffe, Canary Islands	A. Frank Clark	New Bedford, Mass.
A. A. Raven	3,405	7	Mar. 14,1918	Off Wolf Rock Light, England	Girard Trust Co., Trustee	New York, N. Y.
Chattahoochee	8,232	0	Mar. 23,1918	Off Penzance, England	United States Shipping Board	Do.
Lakemoor	1,985	46	Apr. 11,1918	2¾ miles off Crossley Light, Scotland	do	Do.
City of Pensacola (ga. s.)	705	0	Apr. 29,1918	Near Garrucha, Spain	City of Pensacola Ship Co	Port Arthur, Tex.
Tyler	3,928	11	May 2,1918	40° 24′ N., 5° 4′ W	Old Dominion Steamship Co	New York, N. Y.
Wm. Rockefeller (tank)	7,157	3	May 18,1918		Standard Oil Co. (N. J.)	Do.
John G. McCullough	1,985	1	do	8 miles south of Ile d'Yeu, France	J. G. McCullough Steamship Co	Do.
Hattie Dunn (sch.)	435	0	May 25,1918	37° 0′ N., 75° 7′ W	George Elliot et al	Thomaston, Me.
Hauppauge (sch.)	1,446	0	do	38 miles southeast Blackfish Bank, Md	East Coast Transportation Co	New York, N. Y.
Isabel B. Wiley (sch.)	776	0	June 2,1918	39° 10′ N., 73° 7′ W	Atlas Shipping Corporation	Philadelphia, Pa.
Sam C. Mengel (sch.)	915	0	do	38° 7′ N., 73° 46′ W	Axim Transportation Co	Pensacola, Fla.
Jacob M. Haskell (sch.)	1,778	0	do	Off Barnegat, N. J	Lewis K. Thurlow	Boston, Mass.
Edward H. Cole (sch.)	1,791	0	do	do	do	Do.
Carolina	5,093	13	do	62 miles off Tucker Beach Light, N. J	New York & Porto Rico Steamship Co	New York, N. Y.
Winneconne	1,869	0	do	39° 26′ N., 72° 5′ W	Winneconne Steamship Corporation	Do.
Argonaut	4,826	0	June 5,1918	49° 12′ N., 6° 45′ W	Jason Navigation Corporation	Do.
Pinar del Rio	2,504	0	June 8,1918	36° 15′ N., 73° 55′ W	American & Cuban Steamship Line	Do.
Californian, 1918	5,658	0	June 22,1918	46° 17′ N., 2° 10′ W	American-Hawaiian Steamship Co	Do.
Total, 1918 (63 vessels)	154,490	316				
Total 4 years (104 vessels)	268,760					

Lansford (*sch.)	830	0	July 21, 1918	Off Cape Cod, Mass	Lehigh Coal & Navigation Co	New York, N. Y.
740 (*sch.)	680	0	do	do	Lehigh Valley Transportation Co	Perth Amboy, N. J.
766 (bge.)	527	0	do	do	do	Do.
P. R. R. 403 (bge.)	422	0	do	do	Pennsylvania R. R. Co	New York, N. Y.
Robert and Richard (sch.)	140	0	July 22, 1918	Off Cape Porposie, Me	Chisholm Corporation et al	Gloucester, Mass.
Tippecanoe	6,187	1	July 25, 1918	47° 0′ N., 15° 40′ W	United States Shipping Board	San Francisco, Cal.
Lake Portage	1,998	3	Aug. 3, 1918	47° 15′ N., 4° 44′ W	do	Duluth, Minn.
Berwind	2,589	4	do	47° 50′ N., 44° 43′ W	New York & Porto Rico Steamship Co	New York, N. Y.
Muriel (sch.)	120	0	do	45 miles west of Seal Island, Nova Scotia	Atlantic Maritime Co	Boston, Mass.
Annie Perry (sch.)	116	0	do	30 miles west of Seal Island, Nova Scotia	Philip P. Manta	Do.
Rob Roy (ga. s.)	111	0	do	35 miles west of Seal Island, Nova Scotia	Gorton-Pew Vessels Co	Gloucester, Mass.
Cruiser (ga. s.)	28	0	do	41° 45′ N., 67° 10′ W	Bridget A. Barnwell	Boston, Mass.
O. B. Jennings	10,289	1	Aug. 4, 1918	34° 59′ N., 73° 18′ W	Standard Oil Co. (N. J.)	New York, N. Y.
Stanley M. Seaman (sch.)	1,060	0	Aug. 5, 1918	34° 59′ N., 73° 18′ W	Lewis K. Thurlow	Boston, Mass.
William H. Starbuck (ga. s.)	53	0	Aug. 10, 1918	41° 45′ N., 67° 10′ W	Robert A. Sanchez, jr	Providence, R. I.
Aleda May (ga. s.)	31	0	do	do	L. J. Costa, jr	Boston, Mass.
Earl and Nettie (ga. s.)	24	0	do	do	Anton Henriksen	New York, N. Y.
Katie L. Palmer (ga. s.)	31	0	do	do	F. S. Willard Co	Portland, Me.
Mary E. Sennett (ga. s.)	27	0	do	do	John F. O'Hara	Boston, Mass.
Progress (ga. s.)	24	0	do	do	Robert L. Jackson	Vineyard Haven, Mass.
Reliance (ga. s.)	30	0	do	do	Commonwealth Fisheries Co	Boston, Mass.
Montanan	6,659	5	Aug. 15, 1918	46° 47′ N., 13° 42′ W	American-Hawaiian Steamship Co	New York, N. Y.
Madrugada (ga. s.)	1,613	0	do	37° 50′ N., 74° 55′ W	Gravenhoist & Co	Do.
Cubore	7,117	0	do	46° 52′ N., 12° 0′ W	Ore Steamship Corporation	Do.
Dorothy B. Barrett (sch.)	2,088		Aug. 16, 1918	Off Anglesea, N. J	Gardiner G. Deering	Bath, Me.
Joseph Cudahy (tank)	3,302	1	Aug. 17, 1918	46° 25′ N., 17° 55′ W	American-Italian Commercial Corporation.	New York, N. Y.
A. Piatt Andrew (sch.)[d]	141	0	Aug. 20, 1918	50 miles southeast of Canso, Nova Scotia	Chisholm Corporation et al	Gloucester, Mass.
Francis J. O'Hara, jr. (sch.)[d]	117	0	do	do	Jose P. Mesquita et al	Do.
Sylvania (sch.)[d]	136	0	Aug. 21, 1918	90 miles southeast of Canso, Nova Scotia	Jeffry F. Thomas et al	Do.
Lake Edon	2,371	16	do	4 miles off west coast of Cornwall, England	United States Shipping Board	Cleveland, Ohio.
J. J. Flaherty (sch.)	162	0	Aug. 25, 1918	30 miles off St. Pierre-Miquelon	Gorton-Pew Vessels Co	Do.
Rush (ga. s.)	145	0	Aug. 26, 1918	44° 30′ N., 58° 2′ W	Commonwealth Fisheries Co	Boston, Mass.
Onega	3,636	2	Aug. 30, 1918		Barber & Co	New York, N. Y.
Lake Owens	2,308	5	Sept. 2, 1918	3 miles off Trevose Head, Cornwall, England	United States Shipping Board	Detroit, Mich.
Dora	7,037	0	Sept. 4, 1918	400 miles off French coast	do	New York, N. Y.
Buenaventura	4,876	21	Sept. 16, 1918	44° 32′ N., 13° 10′ W	United States Steel Products Co	Do.
Kingfisher	253	0	Sept. 20, 1918	43° 31′ N., 61° 53′ W	East Coast Fisheries Co	Portland, Me.
Ticonderoga	5,724	213	Sept. 30, 1918	Mid-Atlantic	United States Shipping Board	New York, N. Y.
Leucia	6,744	4	Oct. 19, 1918	38° 7′ N., 50° 30′ W	do	Do.
Total (39 vessels)	79,856	285				

[a] Sunk by German raider Wolf. [b] Torpedoed, towed into port and burned. [c] Sunk by mine. [d] Sunk by German raider Triumph.

3. In Addition to the Above the Following Undocumented American Vessels Were Also Destroyed.

Name of vessel.	Gross tons.	Lives lost.	Date of loss.	Approximate place of loss.	Owner.	Home port.
Lanao (Philippine)	692	0	Oct. 28, 1916	36° 45′ N., 8° 25′ W	Findlay Miller Steamship Co	Manila, P. I.
Alcedo	983	21	Nov. 5, 1917		United States Navy	Washington, D. C.
Villamer (Philippine)	3,401	2	Nov. 7, 1917	34° 54′ N., 27° 6′ E	Tabacalera Steamship Co	Manila, P. I.
Rizal (Philippine)	2,794	3	Nov. 9, 1917	5 miles north of Cavally, Algeria	do	Do.
Jacob Jones	a 1,150	64	Dec. 6, 1917		United States Navy	Washington, D. C.
President Lincoln	18,167	26	May 31, 1918		do	Do.
Texel (Dutch requisitioned)	3,210	0	June 2, 1918		United States Shipping Board	Do.
Covington	16,339	6	July 1, 1918		United States Navy	Do.
San Diego b	a 13,680	4	July 19, 1918	Off Fire Island, N. Y	do	
Merak (Dutch requisitioned)	3,023	0	Aug. 6, 1918		United States Shipping Board	Do.
Diamond Shoals Light Vessel No. 71	a 590	0	do	Diamond Shoal, N. C	Department of Commerce	Do.
Tampa a	1,181	118	Sept. 26, 1918	Bristol Channel	Coast Guard	Do.
Total (12 vessels)	65,210	244				

a Displacement.

b Sunk by mine.

Appendix N.

LIST OF DUTCH VESSELS REQUISITIONED UNDER AUTHORITY OF THE PROCLAMATION OF THE PRESIDENT OF THE UNITED STATES, MAR. 20, 1918.

[All vessels built of steel.]

Assigned to the United States Shipping Board.

Name of vessel.	Gross tonnage.	Net tonnage.	Length.	Breadth.	Depth.	When built.	Where built.	Home port (where permanent document issues).
			Feet.	*Feet.*	*Feet.*			
Adonis	1,704	1,053	251.0	34.5	18.2	1905	Rotterdam, Holland	New York, N. Y.
Alcor	3,551	2,170	361.3	49.8	22.0	1915	do	Do.
Alioth	2,069	1,279	279.9	41.0	20.8	1905	Alblasserdam, Holland	Baltimore, Md.
Alkaid	3,028	1,863	325.0	47.0	21.8	1910	Rotterdam, Holland	New York, N. Y.
Ameland	3,511	2,156	359.0	49.9	22.0	1916	do	Do.
Arakan	5,105	3,204	400.0	53.5	27.1	1912	West Hartlepool, England	San Francisco, Cal.
Arundo	3,195	1,997	331.6	48.1	22.3	1913	Rotterdam, Holland	Newport News, Va.
Bacchus	2,254	1,400	301.5	42.4	17.1	1899	Port Glasgow, Scotland	Do.
Barendrecht	3,704	2,324	337.0	47.2	24.1	1915	Greenock, Scotland	New York, N. Y.
Bellatrix	3,552	2,170	345.0	48.6	23.3	1915	Rotterdam, Holland	Do.
Biesbosch	484	241	151.9	25.3	11.5	1916		Do.
Bussum	3,683	2,288	360.0	48.2	22.8	1917	Capelle a/d Ysel, Holland	Philadelphia, Pa.
Clio	2,927	1,827	326.9	44.3	19.0	1910	Rotterdam, Holland	New York, N. Y.
Dubhe	3,233	1,967	331.0	48.0	24.6	1912	do	Do.
Elisabeth	1,797	1,113	280.0	38.3	18.2	1907	Stockton, England	Do.
Gooiland	3,898	2,486	344.8	49.8	17.9	1904	Port Glasgow, Scotland	Do.
Gorredyk	6,462	4,153	401.0	52.1	29.3	1902	West Hartlepool, England	Do.
Hercules	2,286	1,372	325.0	45.0	18.6	1914	Capelle, Holland	Do.
Jan Van Nassau	3,329	2,081	346.4	44.3	25.3	1913	Port Glasgow, Scotland	Do.
Jobshaven	3,528	2,150	359.4	49.9	22.1	1916	Rotterdam, Holland	Do.
Kralingen	1,378	798	239.2	36.1	16.7	1917	Kinderdijk, Holland	Do.
Larenberg	3,266	2,003	326.6	48.2	22.9	1915	Capelle, Holland	Do.
Leersum	3,681	2,286	360.0	48.0	25.3	1916	Amsterdam, Holland	Mobile, Ala.
Magdalen	2,173	1,346	287.0	44.0	18.9	1909	Stockton, England	New York, N. Y.
Merak	3,023	1,856	325.6	47.0	21.8	1910	Rotterdam, Holland	Do.
Mijdreeht	3,476	2,169	325.0	47.2	22.5	1912	do	Newport News, Va.
Mirach	3,530	2,139	361.3	49.8	22.0	1917	do	New York, N. Y.
Mizar	1,969	1,235	279.9	40.0	19.8	1905	do	Boston, Mass.
Neptunus	1,579	976	251.1	34.8	18.6	1906	do	New York, N. Y.
Nickerie	2,461	1,556	310.0	40.0	19.2	1907	Copenhagen, Denmark	Newport News, Va.
Noord Brabant	2,331	1,359	280.7	44.2	19.7	1916	Bolnes, Holland	New York, N. Y.
Oostdijk	3,051	1,870	325.6	47.2	21.8	1912	Rotterdam, Holland	Baltimore, Md.

Assigned to the United States Shipping Board—Continued.

Name of vessel.	Gross tonnage.	Net tonnage.	Length.	Breadth.	Depth.	When built.	Where built.	Home port (where permanent document issues).
			Feet.	*Feet.*	*Feet.*			
Phecda	2,636	1,652	305.6	44.6	21.7	1906	Rotterdam, Holland	New York, N. Y.
Pluto	1,156	708	229.7	32.0	15.8	1905	do	Do.
Pollux	2,886	1,815	326.8	44.1	18.7	1909	do	Do.
Poseidon [a]	1,908	1,007	295.7	43.2	17.2	1914	Port Glasgow, Scotland	Newport News, Va.
Prins Der Nederlanden	2,286	1,428	291.3	38.3	26.6	1902	Hamburg, Germany	New York, N. Y.
Prins Frederik Hendrik	2,164	1,366	317.8	40.1	18.5	1904	Amsterdam, Holland	Do.
Prins Willem I	2,120	1,331	284.2	38.0	19.5	1901	do	Do.
Procyon	3,565	2,175	345.8	48.7	23.2	1915	Rotterdam, Holland	Baltimore, Md.
Randwijk	2,401	1,517	287.4	45.2	20.9	1912	Alblasserdam, Holland	Newport, News, Va.
Rijswijk	1,672	1,037	256.4	38.9	18.7	1910	do	Baltimore, Md.
Roepat	7,562	4,746	450.6	56.3	35.6	1914	Port Glasgow, Scotland	San Francisco, Cal.
Ryndyk	3,556	2,172	345.6	48.8	23.2	1915	Rotterdam, Holland	New York, N. Y.
Sassenheim	2,158	1,226	269.5	42.1	18.1	1916	Schiedam, Holland	Do.
Sliedrecht	3,056	1,951	340.0	47.0	24.0	1905	Rotterdam, Holland	Mobile, Ala.
Texel [b]	3,210	1,986	331.0	48.0	24.6	1913	do	New York, N. Y.
Themisto	3,594	2,327	347.7	45.3	26.3	1901	Wallsend-on-Tyne, England	Philadelphia, Pa.
Thuban	3,565	2,174	345.8	48.7	23.2	1915	Rotterdam, Holland	Baltimore, Md.
Triton	1,883	1,028	296.1	43.2	17.2	1913	Port Glasgow, Scotland	New York, N. Y.
Veerhaven	3,003	1,873	325.0	47.0	22.4	1911	West Hartlepool, England	Do.
Vesta	1,835	1,146	270.2	38.2	18.9	1907	Rotterdam, Holland	Do.
Waalhaven	3,551	2,169	359.0	49.9	22.1	1916	do	Do.
Wieldrecht	3,559	2,209	331.7	47.3	22.6	1913	do	Do.
Wieringen	3,025	1,947	324.1	48.0	21.8	1902	Stockton, England	Do.
Winterswijk	3,205	1,937	320.2	47.6	22.9	1914	Alblasserdam, Holland	Do.
Woudrichem	4,014	2,529	356.9	43.7	25.5	1895	Kiel, Germany	Do.
Yselhaven	3,557	2,174	359.0	49.9	22.0	1916	Rotterdam, Holland	Do.
Total (58 vessels)	172,345							

Assigned to the Navy Department.

Bali	6,693	4,225	420.5	54.7	33.5	1917	Rotterdam, Holland	
Batjan	6,232	3,992	400.0	53.5	34.6	1913	West Hartlepool, England.	
Besoeki	3,778	2,435	345.0	44.5	20.8	1901	Hamburg, Germany	
Beukelsdijk	6,801	4,229	440.2	62.0	26.0	1903	Sunderland, England	
Buitenzorg	7,097	4,520	445.7	54.0	37.0	1916	Flushing, Holland	
Celebes	5,875	3,805	394.0	51.5	26.7	1907	West Hartlepool, England	
Drechterland	3,934	2,455	366.0	46.8	17.4	1903	Sunderland, England	
Gorontalo	5,883	3,787	395.8	51.5	34.3	1908	Rotterdam, Holland	

Koningin der Nederlanden ⊙	8,225	5,019	455.2	55.2	33.8	1911	Amsterdam, Holland
Maartensdyk ⊙	6,482	4,118	400.5	52.1	29.3	1902	West Hartlepool, England
Malang ⊙	3,526	2,251	332.8	44.0	28.4	1898	Newcastle, England
Merauke [c] ⊙	6,673	4,293	432.0	54.3	34.2	1911	Flushing, Holland
Mercurius ⊙	2,863	1,828	327.6	44.2	18.5	1909	Port Glasgow, Scotland
Oosterdijk [d] ⊙	8,252	5,226	450.4	55.0	38.7	1913	West Hartlepool, England
Ophir ⊙	4,725	2,928	394.4	47.1	27.2	1904	Flushing, Holland
Rijndam ⊙	12,527	7,975	550.3	62.3	26.2	1901	Belfast, Ireland
Rijnland ⊙	5,421	3,528	389.4	51.2	25.2	1900	Port Glasgow, Scotland
Rondo ⊙	7,548	4,758	450.3	55.9	35.6	1914	Rotterdam, Holland
Samarinda ⊙	6,825	4,384	430.3	55.3	34.3	1912	Port Glasgow, Scotland
Soestdijk ⊙	6,445	4,230	400.4	52.1	29.3	1901	West Hartlepool, England
Ternate ⊙	5,909	3,856	393.0	51.5	34.6	1907	Port Glasgow, Scotland
Tjikembang ⊙	8,013	5,028	493.6	58.3	31.2	1914	Flushing, Holland
Tjisondari ⊙	8,039	5,019	494.0	58.4	31.2	1915	....do
Veendyk ⊙	6,874	4,261	425.0	54.0	34.9	1914	Sunderland, England
Westerdijk ⊙	8,260	5,234	450.4	55.0	38.7	1913	West Hartlepool, England
Zaanland [e] ⊙	5,416	3,526	389.4	51.1	25.2	1900	Port Glasgow, Scotland
Zeelandia ⊙	7,994	4,959	440.0	55.7	34.0	1910	Glasgow, Scotland
Zuiderdijk ⊙	5,207	3,257	400.0	53.5	27.1	1912	West Hartlepool, England
Total (28 vessels)	181,517						

NOT ASSIGNED.

Poseidon	617	301	185.3	30.5	12.2	1914	Middlesbrough, England
Grand total (87 vessels)	354,479						

[a] Lost Aug. 1, 1918 [b] Lost June 2, 1918. [c] Lost Aug. 6, 1918. [d] Lost July 9, 1918. [e] Lost May 13, 1918.

APPENDIX O.

MISCELLANEOUS.

The following appendix contains miscellaneous information relating to matters in the text.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821–1918.

The following statement of the value of imports and exports of the United States carried in American and foreign vessels and in cars and other land vehicles for the fiscal years 1821 to 1918 is furnished by the Bureau of Foreign and Domestic Commerce of the Department of Commerce:

Year.	Imports.			Exports.[a]		
	In cars and other land vehicles.[b]	In American vessels.	In foreign vessels.	In cars and other land vehicles.[b]	In American vessels.	In foreign vessels.
1821		$58,025,890	$4,559,825		$55,175,572	$9,798,410
1822		76,984,331	6,257,210		60,715,568	11,444,713
1823		71,511,541	6,067,726		65,315,666	9,383,464
1824		75,265,053	5,283,954		67,411,706	8,574,951
1825		91,902,512	4,437,563		88,799,749	10,735,639
1826		80,778,120	4,196,357		69,553,516	8,041,806
1827		74,965,496	4,518,572		72,090,544	10,232,283
1828		81,951,319	6,558,505		61,108,374	11,156,312
1829		69,325,552	5,166,975		62,089,441	10,269,230
1830		66,035,739	4,481,181		63,882,719	9,966,789
1831		93,962,110	9,229,014		65,546,181	15,764,402
1832		90,298,229	10,731,037		66,140,760	21,036,183
1833		98,060,772	10,057,539		68,058,231	22,082,202
1834		113,700,174	12,821,858		77,693,461	26,643,512
1835		135,288,865	14,606,877		94,135,191	27,558,386
1836		171,056,442	18,323,593		97,132,457	31,530,583
1837		122,177,193	18,812,024		91,207,563	26,211,813
1838		103,887,448	10,629,956		89,818,799	18,666,817
1839		143,874,252	18,217,880		94,787,948	26,240,468
1840		92,802,352	14,339,167		105,622,257	26,463,689
1841		113,221,877	14,724,300		94,808,638	27,043,165
1842		88,724,280	11,437,807		79,893,023	24,798,511
1843		49,971,875	14,781,924		65,053,636	19,292,844
1844		94,174,673	14,260,362		78,450,529	32,749,517
1845		102,438,481	14,816,083		86,942,442	27,704,164
1846		106,008,173	15,683,624		86,550,175	26,938,341
1847		113,141,357	33,404,281		100,204,804	53,868,210
1848		128,647,232	26,351,696		109,657,931	44,374,200
1849		120,382,152	27,475,287		100,533,123	45,222,697
1850		139,657,043	38,481,275		99,615,041	52,283,679
1851		163,650,543	52,574,389		152,451,689	65,931,322
1852		155,258,467	53,038,388		139,476,937	70,181,429
1853		191,688,325	76,290,322		155,028,802	75,947,355
1854		215,376,273	86,117,821		191,322,266	84,474,054
1855		202,234,900	59,233,620		203,250,562	71,906,284
1856		249,972,512	64,667,430		232,295,762	94,669,146
1857		259,116,170	101,773,971		251,214,857	111,745,825
1858		203,700,016	78,913,134		243,491,288	81,153,133
1859		216,123,428	122,644,702		249,617,953	107,171,509
1860		228,164,855	134,001,399		279,082,902	121,039,394
1861		201,544,055	134,106,098		179,972,733	69,372,180
1862		92,274,100	113,497,629		125,421,318	104,517,667
1863		100,744,580	143,175,340		132,127,891	199,880,691
1864		81,212,077	248,350,818		102,849,409	237,442,730
1865		74,385,116	174,170,536		93,017,756	262,839,588
1866		112,040,395	333,471,763		213,671,466	351,754,928
1867		117,209,536	300,622,035		180,625,368	280,708,368

[a] Stated in mixed gold and currency values from 1862 to 1879, inclusive.
[b] Not separately stated prior to July 1, 1870.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821–1918—Continued.

Year.	Imports.			Exports.		
	In cars and other land vehicles.	In American vessels.	In foreign vessels.	In cars and other land vehicles.	In American vessels.	In foreign vessels.
1868	.....	$122,965,225	$248,659,583	.....	$175,016,348	$301,886,491
1869	.....	136,802,024	300,512,231	.....	153,154,748	285,979,781
1870	.....	153,237,077	309,140,510	.....	199,732,324	329,786,978
1871	$15,187,354	163,285,710	363,020,644	$7,798,156	190,378,462	392,801,932
1872	17,635,681	177,286,302	445,416,783	10,015,089	168,044,799	393,929,579
1873	17,070,548	174,789,834	471,806,765	10,799,430	171,566,758	494,915,886
1874	14,513,335	176,027,778	405,320,135	8,509,205	174,424,216	533,885,971
1875	13,083,859	157,872,726	382,949,568	7,304,376	156,385,066	501,838,949
1876	12,148,667	143,389,704	321,139,500	6,324,487	167,686,467	492,215,487
1877	10,697,640	151,834,067	329,565,833	6,767,170	164,826,214	530,354,703
1878	12,965,999	146,499,282	307,407,565	7,511,365	166,551,624	569,583,564
1879	11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	600,769,633
1880	15,142,465	149,317,368	503,494,913	5,838,928	109,029,209	729,770,521
1881	17,193,213	133,631,146	491,840,269	8,259,308	116,955,324	777,162,714
1882	22,854,946	130,266,826	571,517,802	12,118,371	96,962,919	641,460,967
1883	23,003,048	136,002,290	564,175,576	25,089,844	104,418,210	694,331,348
1884	20,140,294	135,046,207	512,511,192	26,573,774	98,652,828	615,287,007
1885	21,149,476	112,864,052	443,513,801	24,183,299	82,001,691	636,004,765
1886	24,555,683	118,942,817	491,937,636	19,144,667	78,406,686	581,973,477
1887	27,562,059	121,365,493	543,292,216	21,389,666	72,991,253	621,802,292
1888	32,209,459	123,525,298	568,222,857	22,147,368	67,332,175	606,474,964
1889	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,942,660
1890	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644
1891	40,932,755	127,471,678	676,511,763	31,923,439	78,988,047	773,569,324
1892	39,726,595	139,139,891	648,535,976	33,221,472	81,033,844	916,022,832
1893	44,121,094	127,095,434	695,184,394	43,862,947	70,670,073	733,132,174
1894	29,623,095	121,561,193	503,810,334	49,221,427	73,707,023	769,212,122
1895	33,201,988	108,229,615	590,538,362	49,902,754	62,277,581	695,357,830
1896	35,535,079	117,299,074	626,890,521	61,131,125	70,392,813	751,083,000
1897	35,812,620	109,133,454	619,784,338	65,082,305	79,941,823	905,969,428
1898	30,427,784	93,535,867	492,086,003	73,283,704	67,792,150	1,090,406,476
1899	33,424,821	82,050,118	581,673,550	83,870,907	78,562,088	1,064,590,307
1900	44,412,509	104,304,940	701,223,735	110,483,141	90,779,252	1,193,220,689
1901	47,100,814	93,055,493	683,015,858	111,900,931	84,343,122	1,291,520,938
1902	56,366,711	102,188,002	744,766,235	123,824,337	83,631,985	1,174,263,079
1903	66,208,195	123,666,832	835,844,210	138,851,301	91,028,200	1,190,258,178
1904	68,239,120	132,253,065	790,595,186	152,736,889	97,482,054	1,210,608,328
1905	78,725,270	160,649,571	878,138,230	163,540,059	129,958,375	1,225,063,232
1906	86,677,047	168,488,129	971,397,270	193,735,340	153,859,076	1,396,270,084
1907	94,172,649	176,550,716	1,163,698,060	218,472,537	141,780,310	1,520,598,231
1908	71,310,825	151,919,733	971,111,234	190,551,127	120,592,495	1,549,629,724
1909	71,391,142	150,528,075	1,090,001,007	182,189,155	108,129,142	1,372,692,807
1910	90,408,369	147,100,976	1,319,438,085	228,724,159	113,736,171	1,402,524,390
1911	91,074,620	146,640,912	1,289,510,573	274,828,714	133,565,552	1,640,925,933
1912	102,187,084	170,849,680	1,380,228,170	323,929,836	151,601,885	1,728,790,688
1913	115,346,125	193,094,242	1,504,567,867	390,485,334	187,938,253	1,887,460,562
1914	156,217,004	198,923,666	1,538,784,987	316,819,289	169,436,090	1,878,323,769
1915	147,900,328	281,334,841	1,244,934,571	302,233,277	290,597,071	2,175,758,992
1916	197,908,390	449,872,543	1,550,102,577	507,416,794	499,035,673	3,327,030,418
1917	304,616,383	648,256,478	1,706,482,324	825,292,063	803,829,990	4,660,926,341
1918	385,228,158	710,777,017	1,849,650,228	776,438,160	977,718,929	4,165,554,282

1. Foreign Carrying Trade of the United States, 1821–1918—Continued.

TOTAL UNITED STATES IMPORTS AND EXPORTS.

Year.	By sea.[a]				By land vehicles.	Total by land and sea.
	In American vessels.	In foreign vessels.	Total.	Per cent in American vessels.		
1821	$113,201,462	$14,358,235	$127,559,697	88.7	.....	.....
1822	137,699,899	17,701,923	155,401,822	88.4	.....	.....
1823	136,827,207	15,451,190	152,278,397	89.9	.....	.....
1824	142,676,759	13,858,905	156,535,664	91.2	.....	.....
1825	180,702,261	15,173,202	195,875,463	92.3	.....	.....
1826	150,331,636	12,238,163	162,569,799	92.5	.....	.....
1827	147,056,040	14,750,855	161,806,895	90.9	.....	.....
1828	143,059,693	17,714,817	160,774,510	88.9	.....	.....
1829	131,414,993	15,436,205	146,851,198	89.5	.....	.....
1830	129,918,458	14,447,970	144,366,428	89.9	.....	.....
1831	159,508,291	24,993,416	184,501,707	86.5	.....	.....
1832	156,438,989	31,767,220	188,206,209	83.1	.....	.....
1833	166,119,003	32,139,741	198,258,744	83.8	.....	.....
1834	191,393,635	39,464,670	230,858,305	83.0	.....	.....
1835	229,424,056	42,165,263	271,589,319	84.5	.....	.....
1836	268,188,899	49,854,176	318,043,075	84.3	.....	.....
1837	213,384,756	45,023,837	258,408,593	82.6	.....	.....
1838	192,907,247	29,296,773	222,204,020	84.2	.....	.....
1839	238,662,200	44,458,348	283,120,548	84.3	.....	.....
1840	198,424,609	40,802,856	239,227,465	82.9	.....	.....
1841	208,030,515	41,767,465	249,797,980	83.3	.....	.....
1842	168,617,303	36,236,318	204,853,621	82.3	.....	.....
1843	115,025,511	34,074,768	149,100,279	77.1	.....	.....
1844	172,625,202	47,009,879	219,635,081	78.6	.....	.....
1845	189,380,923	42,520,247	231,901,170	81.7	.....	.....
1846	192,558,348	42,621,965	235,180,313	81.7	.....	.....
1847	213,346,161	87,272,491	300,618,652	70.9	.....	.....
1848	238,305,163	70,725,896	309,031,059	77.4	.....	.....
1849	220,915,275	72,697,984	293,613,259	75.2	.....	.....
1850	239,272,084	90,764,954	330,037,038	72.5	.....	.....
1851	316,107,232	118,505,711	434,612,943	72.7	.....	.....
1852	294,735,404	123,219,817	417,955,221	70.5	.....	.....
1853	346,717,127	152,237,677	498,954,804	69.5	.....	.....
1854	406,698,539	170,591,875	577,290,414	70.5	.....	.....
1855	405,485,462	131,139,904	536,625,366	75.6	.....	.....
1856	482,268,274	159,336,576	641,604,850	75.2	.....	.....
1857	510,331,027	213,519,796	723,850,823	70.5	.....	.....
1858	447,191,304	160,066,267	607,257,561	73.7	.....	.....
1859	465,741,381	229,816,211	695,557,592	66.9	.....	.....
1860	507,247,757	255,040,793	762,288,550	66.5	.....	.....
1861	381,516,788	203,478,278	584,995,066	65.2	.....	.....
1862	217,695,418	218,015,296	435,710,714	50.0	.....	.....
1863	241,872,471	343,056,031	584,928,502	41.4	.....	.....
1864	184,061,486	485,793,548	669,855,034	27.5	.....	.....
1865	167,402,872	437,010,124	604,412,996	27.7	.....	.....
1866	325,711,861	685,226,691	1,010,938,552	32.2	.....	.....
1867	297,834,904	581,330,403	879,165,307	33.9	.....	.....
1868	297,981,573	550,546,074	848,527,647	35.1	.....	$848,527,647
1869	289,956,772	586,492,012	876,448,784	33.2	.....	876,448,784
1870	352,969,401	638,927,488	991,896,889	35.6	.....	991,896,889
1871	353,664,172	755,822,576	1,109,486,748	31.9	$22,985,510	1,132,472,258
1872	345,331,101	839,346,362	1,184,677,463	29.2	27,650,770	1,212,328,233
1873	346,306,592	966,722,651	1,313,029,243	26.4	27,869,978	1,340,899,221
1874	350,451,994	939,206,106	1,289,658,100	27.2	23,022,540	1,312,680,640
1875	314,257,792	884,788,517	1,199,046,309	26.2	20,388,235	1,219,434,544
1876	311,076,171	813,354,987	1,124,431,158	27.7	18,473,154	1,142,904,312
1877	316,660,281	859,920,536	1,176,580,817	26.9	17,464,810	1,194,045,627
1878	313,050,906	876,991,129	1,190,042,035	26.3	20,477,364	1,210,519,399
1879	272,015,692	911,269,232	1,183,284,924	23.0	19,423,685	1,202,708,609
1880	258,346,577	1,224,265,434	1,482,612,011	17.4	20,981,393	1,503,593,404
1881	250,586,470	1,269,002,983	1,519,589,453	16.5	25,452,521	1,545,041,974
1882	227,229,745	1,212,978,769	1,440,208,514	15.8	34,973,317	1,475,181,831
1883	240,420,500	1,258,506,924	1,498,927,424	16.0	48,092,892	1,547,020,316
1884	233,699,035	1,127,798,199	1,361,497,234	17.2	46,714,068	1,408,211,302
1885	194,865,743	1,079,518,566	1,274,384,309	15.3	45,332,775	1,319,717,084
1886	197,349,503	1,073,911,113	1,271,260,616	15.5	43,700,350	1,314,960,966
1887	194,356,746	1,165,194,508	1,359,551,254	14.3	48,951,725	1,408,502,979
1888	190,857,473	1,174,697,321	1,365,554,794	14.0	54,356,827	1,419,911,621
1889	203,805,108	1,217,063,541	1,420,868,649	14.3	66,664,378	1,487,533,027
1890	202,451,086	1,371,116,744	1,573,567,830	12.9	73,571,263	1,647,139,093
1891	206,459,725	1,450,081,087	1,656,540,812	12.5	72,856,194	1,729,397,006

[a] Includes also all water-borne foreign commerce of ports on the Great Lakes.

1. Foreign Carrying Trade of the United States, 1821–1918—Continued.

TOTAL UNITED STATES IMPORTS AND EXPORTS—Continued.

Year.	By sea.				By land vehicles.	Total by land and sea.
	In American vessels.	In foreign vessels.	Total.	Per cent in American vessels.		
1892	$220,173,735	$1,564,559,651	$1,784,733,386	12.3	$72,947,224	$1,857,680,610
1893	197,765,507	1,428,316,568	1,626,082,075	12.2	87,984,041	1,714,066,116
1894	195,268,216	1,273,022,456	1,468,290,672	13.3	78,844,522	1,547,135,194
1895	170,507,196	1,285,896,192	1,456,403,388	11.7	83,104,742	1,539,508,130
1896	187,691,887	1,377,973,521	1,565,665,408	12.0	96,666,204	1,662,331,612
1897	189,075.277	1,525,753,766	1,714,829,043	11.0	100,894,925	1,815,723,968
1898	161,328,017	1,582.492,479	1,743,820,496	9.3	103,711,488	1,847,531,984
1899	160,612,206	1,646,263,857	1.806,876,063	8.9	117,295,728	1,924,171,791
1900	195,084,192	1,894,444,424	2,089,528,616	9.3	154,895,650	2,244,424,266
1901	177,398,615	1,974,536,796	2,151,935,411	8.2	159,001,745	2,310,937,156
1902	185,819,987	1,919,029,314	2,104,849,301	8.8	180,191,048	2,285,040,349
1903	214,695,032	2,026,106,388	2,240,801,420	9.6	205,059,496	2,445,860,916
1904	229,735,119	2,001,203,514	2,230,938,633	10.3	220,976,009	2,451,914,642
1905	290,607,946	2,103,201.462	2,393,809,408	12.1	242,265.329	2,636,074,737
1906	322,347,205	2,367,667,354	2,690,014,559	12.0	280,412,387	2,970,426,946
1907	318,331,026	2,684,296,291	3,002,627,317	10.6	312,645,186	3,315,272,503
1908	272,513,322	2,520,739,864	2,793,253,186	9.8	261,861,952	3,055,115,138
1909	258,657,217	2,462,693,814	2,721,351,031	9.5	253,580,297	2,974,931,328
1910	260,837,147	2,721,962,475	2,982,799,622	8.7	319,132,528	3,301,932,150
1911	280,206,464	2,930,436,506	3,210,642,970	8.7	365,903,334	3,576,546,304
1912	322,451,565	3,109,018,858	3.431,470,423	9.4	426,116,920	3,857,587,343
1913	381,032,496	3,392,028,429	3,773,060.925	10.1	505.831,459	4,278,892,384
1914	368,359,756	3,417,108,756	3,785,468,512	9.7	473.036,293	4,258,504,805
1915	571,931,912	3,420,693,563	3,992,625,475	14.3	450,133,605	4,442,759,080
1916	948,908,216	4,877,132,995	5,826,041,211	16.3	705,325,184	6,531,366,395
1917	1,452,086,468	6,367,408,665	7,819,495,133	18.6	1,129,908.446	8,949,403,579
1918	1,688,495,946	6,015,204,510	7,703,700,456	21.9	1,161,666,318	8,865,366,774

2. Tonnage of American and Foreign Vessels Entered and Cleared in the Foreign Trade of the United States, Fiscal Years 1821–1918.

[Compiled in the Bureau of Foreign and Domestic Commerce of the Department of Commerce.]

Year.	Entered.				Cleared.				Total.			
	American.	Per cent.	Foreign.	Per cent.	American.	Per cent.	Foreign.	Per cent.	American.	Per cent.	Foreign.	Per cent.
1821	765,098	91	81,526	9	804,947	91	83,073	9	1,570,045	90	164,604	10
1822	787,961	89	100,541	11	813,748	90	97,490	10	1,501,709	88	198,031	12
1823	775,271	86	119,468	14	810,761	87	119,740	13	1,586,032	86	239,208	14
1824	850,033	89	102,367	11	919,278	89	102,552	11	1,769,311	90	204,919	10
1825	880,754	90	92,927	10	960,366	90	95,080	10	1,841,120	91	188,007	9
1826	942,206	89	105,654	11	953,012	90	99,417	10	1,895,218	89	205,071	11
1827	918,361	86	137,589	14	980,542	88	131,250	12	1,898,903	88	268,839	12
1828	868,481	86	150,223	14	897,404	86	151,030	14	1,765,785	85	301,253	15
1829	872,949	86	130,743	14	944,799	87	133,006	13	1,817,748	87	263,749	13
1830	967,227	88	131,900	12	971,760	88	133,436	12	1,938,987	88	265,336	12
1831	922,952	76	481,948	24	972,504	78	271,994	22	1,895,456	77	553,942	23
1832	949,622	70	393,038	30	974,865	71	387,505	29	1,924,487	71	780,543	29
1833	1,111,441	69	496,705	31	1,142,160	69	497,039	31	2,253,601	68	993,744	32
1834	1,074,670	65	568,052	35	1,134,020	66	577,700	34	2,208,690	66	1,145,752	34
1835	1,352,653	68	641,310	32	1,400,517	69	630,824	31	2,753,270	68	1,280,134	32
1836	1,255,384	64	680,213	36	1,315,523	66	674,721	34	2,570,907	65	1,354,934	35
1837	1,299,720	62	765,703	38	1,266,622	62	756,292	38	2,566,342	63	1,521,995	37
1838	1,302,764	68	592,110	32	1,408,761	69	604,166	31	2,711,735	69	1,196,276	31
1839	1,491,279	71	624,814	29	1,477,928	71	611,839	29	2,969,207	71	1,236,653	29
1840	1,576,946	68	712,363	32	1,647,009	69	706,486	31	3,223,955	69	1.418,849	31
1841	1,631,909	68	736,444	32	1,634,156	68	736,849	32	3,266,065	69	1,473,293	31
1842	1,510,111	67	732,775	33	1,536,451	67	740,497	33	3,046,562	68	1,473,272	32
1843	1,143,523	68	534,752	32	1,268,083	70	523,949	30	2,411,606	70	1,058,701	30
1844	1,977,438	68	916,922	32	2,010,924	68	906,814	32	3,988,362	69	1,823,736	31
1845	2,035,486	69	910,536	31	2,053,977	69	930,275	31	4,089,463	69	1,840,838	31
1846	2,151,114	69	959,739	31	2,221,028	69	968,178	31	4,372,142	70	1,927,917	30
1847	2,101,359	66	1,220,346	34	2,202,393	65	1,176,605	35	4,303,752	65	2,396,951	35
1848	2,393,482	63	1,405,191	37	2,461,280	63	1,404,159	37	4,854,762	64	2,809,350	36
1849	2,658,321	61	1,710,515	39	2,753,724	62	1,675,709	38	5,412,045	62	3,386,224	38
1850	2,573,016	59	1,175,623	41	2,632,788	60	1,728,214	40	5,205,804	60	3,503,837	40
1851	3,054,349	61	1,939,091	39	3,200,519	62	1,929,535	38	6,254,868	62	3,868,626	38
1852	3,235,522	61	2,057,358	39	3,230,590	61	2,047,575	39	6,466,112	62	4,104,933	38

73324°—18——9

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821–1918—Continued.

Year.	Entered.				Cleared.				Total.			
	American.	Per cent.	Foreign.	Per cent.	American.	Per cent.	Foreign.	Per cent.	American.	Per cent.	Foreign.	Per cent.
1853.....	4,004,013	63	2,277,930	37	3,766,789	62	2,298,790	38	7,770,802	63	4,576,720	37
1854.....	3,752,115	63	2,132,224	37	3,911,392	64	2,107,802	36	7,663,507	65	4,240,026	35
1855.....	3,861,391	64	2,083,948	36	4,068,979	65	2,110,322	35	7,930,373	65	4,194,270	35
1856.....	4,385,484	65	2,486,769	35	4,538,364	64	2,462,109	36	8,923,848	65	4,948,878	35
1857.....	4,721,370	65	2,464,946	35	4,580,651	64	2,490,170	36	9,302,021	66	4,955,116	34
1858.....	4,395,642	66	2,209,403	34	4,490,033	66	3,312,759	34	8,885,675	67	4,522,162	33
1859.....	5,265,648	67	2,540,387	33	5,297,367	66	2,618,338	34	10,563,015	68	5,158,775	32
1860.....	5,921,285	71	2,353,911	29	6,165,924	70	2,624,005	30	12,087,209	71	4,977,916	29
1861.....	5,023,917	69	2,217,554	31	4,889,313	68	2,262,042	32	9,913,230	70	4,479,596	30
1862.....	5,117,685	69	2,245,278	31	4,961,818	67	2,376,999	33	10,079,503	69	4,622,277	31
1863.....	4,614,698	63	2,640,378	37	4,447,261	59	3,064,023	41	9,061,959	62	5,704,401	38
1864.....	3,066,434	46	3,471,219	54	3,090,948	45	3,741,131	55	6,157,382	46	7,212,350	54
1865.....	2,943,661	47	3,216,967	53	3,025,134	45	3,595,123	55	5,968,795	47	6,812,090	53
1866.....	3,372,060	43	4,410,424	57	3,383,176	43	4,438,384	57	6,755,236	44	8,848,808	56
1867.....	3,455,052	44	4,318,673	56	3,419,502	43	4,465,490	57	6,874,554	44	8,784,163	56
1868.....	3,550,550	44	4,495,465	56	3,717,956	44	4,561,060	56	7,268,506	45	9,056,525	55
1869.....	3,402,668	38	5,347,694	62	3,381,363	38	4,372,570	62	6,784,031	39	10,720,264	61
1870.....	3,486,038	38	5,669,621	62	3,506,929	38	5,662,474	62	6,992,967	38	11,332,095	62
1871.....	3,742,740	37	6,266,444	63	3,746,942	37	6,151,537	63	7,489,682	38	12,417,981	62
1872.....	3,711,846	34	7,094,577	66	3,682,309	34	7,051,425	66	7,394,155	35	14,146,002	65
1873.....	3,612,631	30	8,083,086	70	3,756,564	30	8,065,132	70	7,369,195	32	16,148,218	68
1874.....	3,893,725	29	9,197,829	71	3,982,052	30	9,207,396	70	7,875,777	30	18,405,225	70
1875.....	3,573,950	30	8,118,860	70	3,736,639	31	8,159,868	69	7,310,589	30	16,278,728	70
1876.....	3,611,436	28	8,899,312	72	3,732,415	29	8,922,699	71	7,343,851	30	17,822,011	70
1877.....	3,663,403	27	9,791,386	73	3,765,171	28	9,677,218	72	7,428,574	28	19,468,604	72
1878.....	3,642,417	25	10,821,387	75	3,872,203	26	10,935,318	74	7,514,620	26	21,756,715	74
1879.....	3,415,410	21	12,777,734	79	3,464,360	21	12,610,923	79	6,879,770	22	25,388,657	78
1880.....	3,436,964	19	14,573,685	81	3,397,355	18	14,645,544	82	6,834,319	19	29,219,229	81
1881.....	3,253,584	17	15,065,620	83	3,375,535	18	15,094,392	82	6,629,119	19	30,160,012	81
1882.....	3,340,968	18	14,259,769	82	3,317,598	18	14,439,164	82	6,658,566	19	28,698,933	81
1883.....	3,255,543	20	13,126,184	80	3,307,223	20	13,233,673	80	6,562,766	20	26,359,857	80
1884.....	3,202,293	22	11,866,535	78	3,236,641	22	11,967,902	78	6,438,934	22	23,834,437	78
1885.....	3,132,011	21	12,172,816	79	3,231,556	21	12,283,213	79	6,363,567	21	24,456,029	79
1886.....	3,231,573	21	11,904,043	79	3,303,373	21	12,024,299	79	6,534,946	21	23,928,342	79
1887.....	3,365,516	21	12,450,767	79	3,259,046	20	12,404,185	80	6,624,562	20	24,944,952	80
1888.....	3,366,767	22	12,026,336	78	3,415,004	22	12,253,900	78	6,781,771	22	24,280,236	78
1889.....	3,724,325	23	12,227,794	77	3,988,454	24	12,354,693	76	7,712,779	33	24,582,487	77
1890.....	4,083,121	23	14,024,140	77	4,066,757	23	14,082,105	77	8,149,878	23	28,106,245	77
1891.....	4,380,804	24	13,823,491	76	4,455,402	24	13,805,430	76	8,836,206	24	27,628,921	76
1892.....	4,469,955	22	16,543,469	78	4,536,151	22	16,624,882	78	9,006,106	22	33,168,351	78
1893.....	4,358,686	22	15,223,130	78	4,403,362	22	15,357,384	78	8,762,048	22	30,588,514	78
1894.....	4,654,679	23	15,334,984	77	4,739,918	23	15,531,772	77	9,394,597	23	30,866,756	77
1895.....	4,472,830	23	14,822,085	77	4,504,227	23	15,246,319	77	8,977,057	23	30,068,404	77
1896.....	5,196,320	25	15,792,864	75	5,329,599	25	16,084,986	75	10,525,919	25	31,877,850	75
1897.....	5,525,328	23	18,234,922	77	5,618,142	24	18,091,053	76	11,143,470	23	36,325,975	77
1898.....	5,240,046	20	20,339,353	80	5,111,447	20	20,636,785	80	10,351,493	20	40,976,138	80
1899.....	5,340,660	20	20,770,156	80	5,471,752	21	20,794,224	79	10,812,412	21	41,564,380	79
1900.....	6,135,652	22	22,027,353	78	6,208,918	22	22,072,223	78	12,344,570	22	44,099,576	78
1901.....	6,381,305	21	23,386,716	79	6,417,347	22	23,402,546	78	12,798,652	21	46,789,262	79
1902.....	6,961,200	23	23,693,232	77	6,821,555	22	23,622,527	78	13,782,755	23	47,315,759	77
1903.....	6,906,582	22	24,187,081	78	6,975,227	22	24,340,941	78	13,881,809	22	48,528,022	78
1904.....	6,679,173	22	23,273,237	78	6,641,374	22	23,374,201	78	13,320,547	22	46,647,438	78
1905.....	7,080,624	23	23,902,593	77	7,203,008	23	23,954,533	77	14,283,632	23	47,857,126	77
1906.....	7,612,690	22	26,542,755	78	7,548,533	22	26,203,921	78	15,193,223	22	52,746,676	78
1907.....	8,115,656	22	28,506,600	78	8,092,557	22	27,897,500	78	16,208,213	22	56,404,100	78
1908.....	8,473,227	22	30,075,968	78	8,435,207	22	29,846,489	78	16,908,434	22	59,922,457	78
1909.....	8,771,464	22	30,286,674	78	8,491,725	22	29,704,756	78	17,263,189	22	59,991,430	78
1910.....	8,888,459	22	31,347,347	78	8,808,603	22	30,897,255	78	17,697,062	22	62,244,602	78
1911.....	9,692,770	23	32,982,219	77	9,753,463	23	32,683,684	77	19,446,233	23	65,665,903	77
1912.....	11,257,098	25	34,900,973	75	11,703,467	25	34,713,445	75	22,960,565	25	69,614,418	75
1913.....	13,072,567	26	37,566,606	74	13,945,801	27	37,206,158	73	27,018,368	26	74,772,764	74
1914.....	13,730,075	26	39,658,502	74	13,740,628	26	39,442,781	74	27,470,703	26	79,101,283	74
1915.....	13,275,454	28	33,435,012	72	13,418,282	29	33,466,806	71	26,693,736	29	66,901,818	71
1916.....	17,927,674	35	33,622,223	65	17,902,068	34	34,520,940	66	35,829,742	34	68,143,163	66
1917.....	18,724,710	37	31,747,466	63	19,145,754	37	32,931,316	63	37,870,464	37	64,678,782	63
1918.....	19,283,530	42	26,172,407	58	19,206,233	42	26,807,749	58	38,489,763	42	52,980,156	58

3. WATER-BORNE IMPORTS AND DOMESTIC EXPORTS OF UNITED STATES, BY NATIONALITY OF VESSELS, FISCAL YEARS 1914–1918.

Nationality of vessels.	1914	1915	1916	1917	1918
IMPORTS.					
American	$198,923,666	$281,334,841	$449,872,543	$648,256,478	$710,777,017
Austrian	24,358,126	3,025,275	7,408	19,153	190
Belgian	35,461,566	7,053,131	2,875,491	1,070,358	218,806
British	852,672,141	694,219,523	830,168,016	774,803,474	591,280,540
Danish	(a)	(a)	55,359,614	91,919,443	197,297,448
Dutch	68,786,793	124,687,344	110,888,920	113,965,111	111,809,995
French	111,799,180	68,341,417	91,006,098	100,779,934	89,931,305
German	241,319,067	31,081,662	416,149	907,550	11,358
Italian	34,714,668	49,072,575	45,878,084	32,432,151	24,622,487
Japanese	55,305,703	68,080,817	177,059,632	289,277,360	476,875,651
Norwegian	66,475,681	115,729,291	140,805,658	171,413,038	289,426,606
Spanish	(a)	(a)	14,284,512	26,489,080	23,839,878
All others	47,892,062	83,643,536	81,352,995	103,405,672	134,344,964
Total	1,737,708,653	1,526,269,412	1,999,975,120	2,354,733,802	2,560,427,245
DOMESTIC EXPORTS.					
American	166,055,061	284,410,965	490,559,739	794,604,353	961,698,576
Austrian	35,086,502	877,044	.....	.....	.....
Belgian	12,504,875	15,439,965	31,946,584	60,786,422	84,241,569
British	1,172,354,610	1,394,215,920	2,110,758,160	2,858,235,887	2,428,564,249
Danish	(a)	(a)	62,936,331	94,459,741	155,365,743
Dutch	84,589,948	108,386,976	115,397,348	126,876,635	59,341,632
French	63,702,289	126,517,813	186,660,775	274,820,210	258,288,268
German	280,818,368	19,917,218	.....	1,049,340	.....
Italian	38,727,602	75,668,508	142,661,161	178,477,022	206,463,364
Japanese	25,657,162	36,004,988	140,344,245	240,065,407	310,413,437
Norwegian	65,552,041	158,416,411	244,270,259	371,821,646	307,106,072
Spanish	(a)	(a)	56,811,688	117,896,809	129,169,640
All others	82,742,184	210,972,956	205,076,001	312,662,014	192,876,617
Total	2,027,790,642	2,430,828,764	3,787,422,291	5,431,755,486	5,093,529,167
TOTAL IMPORTS AND DOMESTIC EXPORTS.					
American	364,978,727	565,745,806	940,432,282	1,442,860,831	1,672,475,593
Austrian	59,444,628	3,902,319	7,408	19,153	190
Belgian	47,966,441	22,493,096	34,822,075	61,856,780	84,460,375
British	2,025,026,751	2,088,435,443	2,940,926,176	3,633,039,361	2,929,844,789
Danish	(a)	(a)	118,295,945	186,379,184	352,663,191
Dutch	153,376,741	233,074,320	226,286,268	240,841,746	171,151,627
French	175,501,469	194,859,230	277,666,873	375,600,144	348,219,573
German	522,137,435	50,998,880	416,049	1,956,890	11,358
Italian	73,442,270	124,741,083	188,339,245	210,909,173	231,085,851
Japanese	80,962,865	104,085,805	317,403,877	529,342,767	787,289,088
Norwegian	132,027,722	274,145,702	385,075,917	543,234,684	596,532,678
Spanish	(a)	(a)	71,096,200	144,385,889	153,000,518
All others	130,634,246	294,616,492	286,428,996	416,067,686	327,221,581
Total	3,765,499,295	3,957,098,176	5,787,397,411	7,786,494,288	7,653,956,412

a Included in "All others."

4. Water-Borne Imports and Exports of the United States, by Months, Fiscal Years 1914–1918.

Month.	1914	1915	1916	1917	1918
IMPORTS.					
July	$129,404,598	$147,536,541	$129,867,009	$165,192,171	$197,069,889
August	127,832,907	115,826,908	127,410,886	178,932,335	238,206,221
September	158,710,680	127,525,688	135,594,597	143,397,959	202,784,941
October	120,191,863	124,726,464	129,897,060	154,089,629	186,778,707
November	132,222,756	113,204,516	138,015,316	151,798,183	185,892,535
December	168,431,647	102,040,876	155,974,296	180,655,485	198,927,635
January	140,676,048	110,757,664	170,306,329	218,879,283	207,533,878
February	136,490,649	113,037,111	179,893,028	178,828,556	182,094,335
March	169,107,706	145,461,525	195,510,428	241,637,380	210,497,310
April	161,269,229	151,113,615	200,431,659	224,042,802	243,210,494
May	151,365,626	130,896,905	209,358,124	244,416,626	283,920,078
June	142,004,944	144,141,599	227,716,388	272,868,393	223,511,222
Total	1,737,708,653	1,526,269,412	1,999,975,120	2,354,738,802	2,560,427,245
EXPORTS.					
July	131,929,490	131,259,033	236,858,862	395,392,484	322,433,982
August	158,637,530	86,157,767	229,904,980	448,145,392	421,016,010
September	191,248,453	135,526,346	268,871,938	457,762,548	399,476,281
October	243,337,160	173,709,455	299,910,710	433,360,153	484,507,771
November	218,059,057	182,273,846	294,344,741	453,127,680	456,565,307
December	208,337,572	224,833,227	317,431,353	453,794,875	496,146,660
January	182,020,419	244,300,755	285,528,322	542,290,995	453,418,741
February	151,054,773	268,652,373	356,056,514	404,718,922	368,190,370
March	160,202,105	268,064,718	362,628,810	469,214,320	451,173,987
April	135,122,728	267,849,664	342,803,692	458,967,394	425,639,423
May	136,223,277	247,353,319	419,831,802	462,987,586	464,680,399
June	131,587,295	236,375,560	411,894,367	484,993,982	400,024,280
Total	2,047,759,859	2,466,356,063	3,826,066,091	5,464,756,331	5,143,273,211
TOTAL IMPORTS AND EXPORTS.					
July	261,334,088	278,795,574	366,725,871	560,584,655	519,503,871
August	286,470,437	201,984,675	357,315,866	627,077,727	659,222,231
September	349,959,133	263,052,034	404,466,535	601,160,507	602,261,222
October	363,529,023	298,435,919	429,807,770	587,449,782	671,286,478
November	350,281,813	295,478,362	432,360,057	604,925,863	642,457,842
December	376,769,219	326,874,103	473,405,649	634,450,360	695,074,295
January	322,696,467	355,058,419	455,834,651	761,170,278	660,952,619
February	287,545,422	381,689,484	535,949,542	583,547,478	550,284,705
March	329,309,811	413,526,243	558,139,238	710,851,700	661,671,297
April	296,391,957	418,963,279	543,235,351	683,010,196	668,849,917
May	287,588,903	378,250,224	629,189,926	707,404,212	748,600,477
June	273,592,239	380,517,159	639,610,755	757,862,375	623,535,502
Total	3,785,468,512	3,992,625,475	5,826,041,211	7,819,495,133	7,703,700,456

5. American Merchant Vessels Sold to Aliens and Reported During the Past Two Years.

YEAR ENDED JUNE 30, 1917.

Official No.	Rig.	Name of vessel.	Gross tons.	Flag.	Date of sale.
106710	St. s.	A. McVittie	2,046	British	Mar. 17, 1917
200181	St. s.	A. D. Davidson	1,640	French	Sept. 11, 1916
107390	Sch.	A. J. West	543	Philippine	Sept. 29, 1916
200086	Ga. y.	Adrea	99	Haitian	Dec. 18, 1916
211055	Ga. s.	Agnes B	11	British	Sept. 16, 1916
1572	Ga. s.	Alaska	27	French	Nov. 14, 1916
200091	St. s.	Albert M. Marshall	1,640	do	Sept. 11, 1916
107227	St. s.	Alert	42	British	Apr. 15, 1916
202899	Ga. s.	Alice C	13	do	Aug. 31, 1916
107095	Sch.	Alice M. Parsons	75	Dutch	Dec. —, 1916
125882	St. s.	Alpha	366	Venezuelan	Sept. 22, 1916
107623	St. y.	Alvina	526	Russian	Dec. 27, 1916
209976	St. s.	Amagansett	390	British	Jan. 26, 1917
165769	St. s.	America	1,205	Greek	Dec. 8, 1916
210490	Ga. s.	Annie G	12	British	June 20, 1917
107217	Sch.	Annie Greenlaw	83	Cuban	Nov. 16, 1916
213931	St. s.	Arborean	5,825	Norwegian	Oct. 14, 1916
213885	St. s.	Artisan	5,825	do	Aug. 28, 1916
210955	Ga. s.	Bertha L	21	British	June 16, 1917
3329	St. s.	Beverley	1,413	do	Apr. 20, 1917
3716	St. s.	Biscayne	99	Cuban	Mar. 6, 1917
211943	St. s.	Blairstown	460	British	June 21, 1915
3945	Sch.	Brina P. Pendleton	933	Spanish	Jan. 2, 1917
3800	St. s.	Britannia	249	British	Jan. 24, 1917
126876	St. s.	Cadillac	1,263	do	Oct. 30, 1916
210652	St. s.	Caldera	41	do	June 29, 1916
214643	St. s.	Capto	4,823	Norwegian	Jan. 10, 1917
127246	St. y.	Cara	19	British	—— —, 1907
126260	Sch.	Carrie C. Ware	185	Portuguese	Sept. 11, 1916
106860	St. p.	Casa Blanca	507	Cuban	Mar. 17, 1916
126191	St. s.	Charles F. Mayer	1,218	British	Aug. 11, 1916
5015	Sch.	Christiana L	44	Haitian	Aug. —, 1890
214273	St. s.	Clinchdale	1,430	Uruguayan	Oct. 23, 1916
116500	St. s.	Clincher	300	British	Sept. 7, 1916
214541	St. s.	Clinchwood	2,532	Norwegian	Nov. 20, 1916
207346	St. s.	Commissioner	403	British	June 21, 1915
202127	Sch.	Conqueror	139	do	Dec. 5, 1916
127180	Sch.	Crete	2,083	do	Oct. 20, 1916
205166	Ga. s.	Crowley No. 9	9	Peruvian	Dec. 4, 1916
125823	Ga. s.	Crusader	72	Cuban	Oct. 18, 1916
211690	St. y.	Cyprus	1,286	Russian	May 8, 1917
162350	Bge.	D. L. Co. XXIV	622	British	Apr. 10, 1917
214301	St. s.	Davanger	5,876	Norwegian	July 29, 1916
140530	Sch.	David Baird	665	Portuguese	Sept. 7, 1916
211224	St. y.	Diana	751	British	May 14, 1917
77317	*St. p.	Eagle	188	Colombian	Feb. 5, 1917
135758	St. s.	Eaglet	386	British	Jan. 16, 1917
211338	St. s.	Edgar H. Vance	2,521	Norwegian	Dec. 14, 1916
210661	St. s.	Edison Light	2,549	Uruguayan	July 24, 1916
136861	Sch.	Edith	1,263	Norwegian	Oct. 27, 1916
110833	Sch.	Edith S. Cummings	641	British	Nov. 28, 1916
136541	Slp.	Edna	12	do	July 3, 1916
115901	Sch.	Edward G. Hight	495	Portuguese	June 30, 1917
136844	Sch.	Eleanor A. Percy	3,401	Norwegian	Oct. 27, 1916
135966	Sch.	Ella R. Simpson	83	Mexican	Jan. 29, 1917
207617	St. s.	Erwin L. Fisher	1,184	British	Oct. 17, 1916
135400	St. s.	Escort	16	do	Dec. 31, 1916
136584	Slp.	Ethel E	6	Swedish	Aug. 30, 1916
127682	St. s.	Eugene F. Moran	164	British	Oct. 10, 1916
211378	Ga. s.	Evelyn	15	do	Aug. 18, 1916
209191	St. s.	F. J. Lisman	2,294	Uruguayan	July 24, 1916
120834	St. s.	F. W. Fletcher	495	Panaman	Feb. 24, 1917
120657	Ga. s.	Fidget	39	Mexican	Jan. 24, 1917
100086	St. y.	Flora	184	Peruvian	Oct. 31, 1916
120892	Sch.	Florence E. Stream	95	Dutch	Dec. —, 1916
204722	Sch.	Florence M. Belding	569	Norwegian	Nov. 20, 1916
207916	St. s.	Foam	244	Russian	May 17, 1917
120640	Sch.	Fortuna	145	Peruvian	Feb. 27, 1917
210028	St. s.	Frank Somers	309	Norwegian	July 1, 1916
121239	Sch.	Frank W. Benedict	534	do	Jan. 2, 1917
120559	Sch.	Fred Carney	361	British	Dec. 13, 1916
208259	St. s.	General Hubbard	2,183	Norwegian	Oct. 4, 1916
208984	Ga. s.	George B. Cluett	210	Danish	Mar. 6, 1917
200000	St. s.	Geo. C. Howe	1,550	French	Sept. 11, 1916
204835	St. s.	George W. Fenwick	2,009	Norwegian	Nov. 21, 1916
86536	St. s.	Georgetown	1,358	French	Jan. 25, 1917
85045	Sch.	Georgetta Lawrence	315	Uruguayan	Jan. 15, 1917
207765	St. s.	Georgian	6,577	Norwegian	Oct. 3, 1916
86546	St. s.	Gertrude	39	Mexican	Sept. 30, 1916

5. American Merchant Vessels Sold to Aliens and Reported During the Past Two Years—Continued.

YEAR ENDED JUNE 30, 1917—Continued.

Official No.	Rig.	Name of vessel.	Gross tons.	Flag.	Date of sale.
110939	Sch.	Gladys	726	Spanish	Sept. 26, 1916
214644	St. s.	Glenmount	1,957	Uruguayan	Dec. 30, 1916
86189	Sch.	Gov. Russell	135	Norwegian	Dec. 28, 1916
85759	Sch.	Gracie Bell	32	Cuban	Apr. 18, 1916
96692	St. s.	H. G. Dalton	1,614	French	Sept. 11, 1916
213994	Ga. s.	H. T. P. Co. V	8	Japanese	Dec. 5, 1916
213956	Ga. s.	H. T. P. Co. VIII	9	do	Do.
207238	Sch.	Harriett	95	Cuban	Oct. 27, 1916
166328	Scow.	Harsen	531	British	June 12, 1917
95054	Sch.	Helen Hasbrouck	325	do	Sept. 21, 1916
95590	Sch.	Henry Witbeck	498	do	Dec. 13, 1916
208887	St. s.	Herbert N. Edwards	323	do	Jan. 26, 1917
208046	St. s.	Honolulan	6,570	Norwegian	Oct. 3, 1916
100368	St. s.	I. J. Merritt	359	British	June 21, 1915
100595	Ga. s.	Ida A	28	Honduran	Aug. 14, 1916
100641	St. s.	Inabal	203	Costa Rican	
100565	Sch.	Indiana	122	Portuguese	Aug. 12, 1916
212420	St. s.	International	1,696	French	Aug. 9, 1916
100244	Sch.	Isaac Stephenson	461	British	Dec. 13, 1916
205039	St. s.	Isthmian	5,404	Norwegian	Nov. 1, 1916
77360	*Sch.	J. B. King & Co. No. 19	1,166	French	Sept. 17, 1916
77385	*Sch.	J. B. King & Co. No. 20	1,170	do	Do.
77390	*Sch.	J. B. King & Co. No. 21	1,166	do	Do.
213529	St. s.	J. C. Stewart	94	British	Oct. 5, 1916
77580	St. s.	J. S. Keefe	1,640	French	Sept. 11, 1916
200939	Sch.	J. W. Clise	845	Norwegian	Jan. 9, 1917
206638	St. s.	J. W. Thompson	186	British	Jan. 26, 1917
75622	Sch.	James H. Hoyt	414	Greek	Dec. 1, 1916
76203	St. s.	James W. Follette	756	British	May 1, 1916
76718	St. s.	Jennie	127	Mexican	Dec. 5, 1916
200089	St. s.	John Crerar	1,550	French	Sept. 11, 1916
77583	St. s.	John Lambert	1,550	do	Do.
76484	Sch.	John L. Treat	500	Greek	Nov. 9, 1916
208428	Sch.	Jorgina	103	British	Nov. 3, 1916
201493	St. s.	Joseph W. Fordney	3,667	Norwegian	Nov. 10, 1916
77365	St. y.	Josephine	974	Russian	June 19, 1916
46612	Bge.	Joshia B. Meyers	273	Cuban	June 30, 1916
96324	St. y.	Juanita	109	British	Oct. 3, 1916
96646	St. s.	Julia C. Moran	164	do	Oct. 10, 1916
15991	Ga. s.	Kathleen	34	Danish	Dec. 31, 1912
115769	St. s.	Kongo	672	British	Oct. 12, 1916
161196	St. s.	Korea	11,332	Japanese	July 18, 1916
116606	St. s.	L. Edward Hines	982	Nicaraguan	Aug. 9, 1916
204157	Ga. y.	La Vedette	16	British	Nov. 24, 1915
141313	St. s.	Le Baron	102	Cuban	Mar. 2, 1916
213378	St. s.	Levisa	1,709	Uruguayan	Aug. 30, 1916
215128	St. s.	Liborio	258	Cuban	June 13, 1917
140819	Sch.	Lilla B. Fernald	82	French	Dec. —, 1916
205392	Ga. s.	Lillian S	10	British	Nov. 25, 1916
140545	Ga. s.	Louisa Polleys	71	Panaman	Nov. 10, 1916
141405	Ga. y.	Lucero	59	Mexican	Jan. 11, 1917
141202	Sch.	Lucy H	58	British	Dec. 15, 1916
210643	St. s.	M. Moran	256	do	Sept. 23, 1916
209192	St. s.	M. E. Harper	2,294	Uruguayan	Aug. 7, 1916
164433	Bge.	Managua	177	Nicaraguan	—— —, 1913
209484	Ga. y.	Manuwai	47	Mexican	Apr. 13, 1917
203055	Ga. y.	Marietta	56	Haitian	Dec. 22, 1916
202118	Sch.	Marjorie A. Spencer	421	Norwegian	July 1, 1916
17223	Sch.	Marshall O. Wells	88	Haitian	Dec. 31, 1916
208698	St. s.	Martin J. Marran	308	British	Jan. 26, 1917
91475	Ga. s.	Mary Dodge	303	Peruvian	Nov. 23, 1916
164432	Bge.	Masaya	177	Nicaraguan	—— —, 1913
91490	Sch.	Mascot	81	British	Dec. 14, 1916
210585	St. s.	Mauch Chunk	287	do	June 21, 1915
92654	St. s.	Melba	12	Venezuelan	Aug. —, 1913
91551	Sch.	Menominee	455	British	Dec. 13, 1916
91991	St. s.	Miami	228	do	May 8, 1917
93126	St. s.	Mills	3,070	Norwegian	Nov. 14, 1916
93365	St. y.	Minga	22	British	Jan. 20, 1917
93161	Sch.	Monitor	137	do	June 15, 1916
51389	Bge.	Morgan	200	Cuban	July 1, 1905
107189	St. y.	Mousquetaire	232	Dominican	Aug. 5, 1916
204755	St. s.	Nann Smith	2,093	Norwegian	July 6, 1916
92689	St. y.	Narcissa	51	British	June 23, 1917
130131	Sch.	Normandy	543	French	Mar. 24, 1917
130528	St. s.	Norwalk	1,007	Nicaraguan	Aug. 8, 1916
130462	St. s.	Nyanza	2,296	British	Nov. 1, 1916
203770	St. s.	Ogeechee	2,667	Norwegian	Sept. 20, 1916
203175	St. s.	Ohio	308	British	June 21, 1915

5. American Merchant Vessels Sold to Aliens and Reported During the Past Two Years—Continued.

YEAR ENDED JUNE 30, 1917—Continued.

Official No.	Rig.	Name of vessel.	Gross tons.	Flag.	Date of sale.
214483	Sch.	Olivette	226	Danish	Apr. 7, 1917
120682	St. s.	Omega	2,080	British	Jan. 11, 1917
155081	Sch.	Onaway	932	Portuguese	Dec. 14, 1916
155235	Sch.	Oscar G	230	Nicaraguan	Sept. 22, 1916
200272	St. s.	Paul Jones	945	French	Jan. 30, 1917
210607	Ga. s.	Penelope	16	Mexican	July 7, 1916
209001	St. s.	Penobscot	2,294	Uruguayan	Aug. 3, 1916
150714	St. y.	Peregrine	246	Norwegian	July 16, 1916
120812	St. s.	Pere Marquette No. 5	1,722	British	Sept. 14, 1916
213041	St. s.	Petrel	428	do	Sept. 8, 1916
213602	Ga. y.	Pitalena	15	Mexican	—— —, 1916
214770	St. s.	Pitirre	258	Cuban	Mar. 17, 1917
208426	*Sch.	Poilu	1,290	British	July 26, 1916
150869	St. y.	Pryun	56	do	Dec. 31, 1916
111002	Sch.	Ramona	88	do	Apr. 26, 1917
110408	Sch.	Rebecca M. Walls	590	do	Apr. 13, 1917
25270	St. y.	Restless	159	do	May 11, 1917
110864	Ga. s.	Rio Rey	94	Mexican	Apr. 21, 1916
208239	St. s.	Ripple	244	Russian	May 17, 1917
111466	St. s.	Robert Wallace	1,640	French	Sept. 11, 1916
208918	St. s.	Rollin E. Mason	323	British	Jan. 26, 1917
211341	Ga. s.	Rose City	24	do	Oct. 10, 1916
202525	Sch.	Rose Dorothea	147	do	Oct. 24, 1916
206675	H. bt.	Rudder Grange	17	do	Oct. 5, 1915
117240	St. s.	S. N. Parent	1,640	French	Sept. 11, 1916
212688	St. s.	Sacramento	5,692	British	Dec. 7, 1916
23354	St. s.	St. Joseph	304	do	Nov. 27, 1916
115814	Sch.	Samuel B. Hubbard	403	do	Sept. 19, 1916
115762	Sch.	Samuel S. Thorpe	528	Danish	Jan. 5, 1917
213170	St. s.	Sarnia	3,402	British	Nov. 21, 1916
203621	St. s.	Satilla	2,667	Norwegian	Aug. 21, 1916
100702	Ga. y.	Sayona	32	Cuban	June 6, 1917
116637	Ga. s.	Sea Light	19	British	Sept. 22, 1916
165996	Bge.	Seminole	130	do	Aug. 9, 1916
116163	Sch.	Senator Saulsbury	107	do	Nov. 12, 1916
202318	Sch.	Shepherdess	101	Cuban	Sept. 21, 1916
210750	Ga. s.	Silver Bear	28	British	Sept. 8, 1916
212698	Bkn.	Skoda	744	French	June 30, 1917
213434	Ga. s.	Skukum	8	Italian	Dec. 5, 1916
105993	St. s.	Smith	191	British	Dec. 7, 1916
116016	Sch.	Speranza	69	Cuban	Apr. 5, 1916
202668	St. s.	Spray	283	Russian	May 17, 1917
211982	Ga. s.	Sterling	23	British	June 12, 1917
203211	Ga. s.	Success	14	do	Oct. 16, 1916
214699	St. s.	Talabot	6,378	Norwegian	Jan. 29, 1917
210037	Ga. s.	Tanana	26	British	Sept. 8, 1916
145583	St. s.	Thistle	61	do	Jan. —, 1917
145803	Sch.	Titania	106	Swedish	Apr. 27, 1917
145642	Sch.	Tulenkum	49	German	—— —, 1901
145519	Sch.	Twin Sister	806	British	Dec. 13, 1916
203414	Ga. s.	United Transportation and Lighterage Co. No. 1.	138	Nicaraguan	Oct. 5, 1916
100770	St. y.	Ventura	47	Dominican	Dec. 29, 1916
161822	St. y.	Vigilant	9	British	Aug. 24, 1916
161890	St. s.	Vigilant	226	do	Nov. 21, 1916
25889	Ga. s.	Viking	96	Cuban	Jan. 12, 1916
213980	St. s.	Violet	261	British	Sept. 8, 1916
213761	St. s.	Virginia	3,289	French	Apr. 25, 1917
161732	Slp.	Vira Evelyn	13	British	Jan. 18, 1917
214566	St. s.	W. S. Embrey	37	Cuban	Mar. 3, 1917
81715	St. s.	Waccamaw	1,359	French	Jan. 25, 1917
81039	Sch.	Warren Adams	667	Spanish	Mar. 16, 1916
81874	Ga. s.	Welcome	41	British	May 4, 1917
80726	St. s.	William Edwards	1,272	do	Oct. 11, 1916
81799	Sch.	Wm. Nottingham	1,204	Norwegian	Dec. 11, 1916
209859	St. s.	William B. Murray	390	British	Jan. 26, 1917
212928	St. s.	Wm. E. Chapman	369	do	June 21, 1915
81251	St. s.	Wm. H. Lee	281	do	Aug. 9, 1916
80700	Sch.	William H. Oakes	70	do	Aug. 31, 1916
81002	St. s.	Wm. L. Proctor	117	do	Dec. 13, 1916
166165	Bge.	Yenrut II	560	French	May 15, 1917
27639	St. s.	Yucatan	3,525	Japanese	Dec. 13, 1916
		Merchant vessels (206)	97,370		
		Yachts (23)	5,012		
		Total (238)	102,382		

5. AMERICAN MERCHANT VESSELS SOLD TO ALIENS AND REPORTED DURING THE PAST TWO YEARS—Continued.

YEAR ENDED JUNE 30, 1918.

Official No.	Rig.	Name of vessel.	Gross tons.	Flag.	Date of sale.
107778	St. s.	A. E. Stewart	3,943	British	Dec. 24, 1917
215647	St. s.	Adelheid	2,870	Cuban	May 25, 1918
106682	Sch.	Alicia B. Crosby	1,113	French	Oct. 25, 1917
130194	Ga. y.	Alsacienne	154	British	July 8, 1910
106830	St. s.	Alta	8	....do	July 15, 1918
200354	St. s.	Atlantic	500	French	Apr. 8, 1918
212836	Ga. s.	Bay Queen	27	Cuban	Feb. 4, 1918
3500	Sch.	Bayard Barnes	1,005	French	Sept. —, 1917
204865	Sch.	Bertha L. Downs	716	Danish	May 11, 1917
3573	St. s.	Blanco	29	Mexican	Aug. 16, 1917
81191	St. s.	Caledonia	2,197		——— —, 1916
212914	St. s.	California	7,574	French	Dec. 29, 1917
127074	St. s.	Cape Ann	718	....do	Aug. 14, 1917
212285	Ga. s.	Catskill	19	British	Aug. 8, 1917
215598	Sch.	Charles B. Wiggin	311	French	June 3, 1918
125972	Sch.	Charles Noble Simmons	753	....do	Mar. 13, 1918
125819	Sch.	City of Augusta	580	Cuban	June 1, 1918
212106	Ga. s.	City of Clinton	24	British	Nov. 24, 1917
202511	Sch.	Clara Davis	680	French	Dec. 29, 1917
208933	Ga. s.	Crowley No. 3	9	Salvadorean	Dec. 1, 1917
211501	St. s.	Daily	254	British	Feb. 21, 1918
209008	Ga. s.	Dogfish	82	....do	June 21, 1916
106938	St. s.	Dolphin	824	Chilean	Oct. 29, 1917
211808	Ga. s.	Dreadnaught	17	British	Oct. —, 1917
157392	Sch.	Drummer	22	Cuban	Sept. 20, 1917
136568	St. s.	Easton	460	French	Aug. 21, 1917
215494	St. s.	Edna Christenson	1,497	....do	Dec. 6, 1917
136122	Sch.	Edward H. Blake	544	....do	Oct. 8, 1917
213502	Ga. s.	Elizabeth	21	British	Apr. 19, 1918
208268	St. s.	Elm City	379	French	July 16, 1917
136779	Sch.	Endymion	144	Danish	May 3, 1916
207007	Ga. s.	Esther	14	British	Sept. 11, 1917
201745	Sch.	Ethel Mildred	96	Danish	Dec. —, 1916
136304	Ga. s.	Eva and Mildred	46	British	Aug. 28, 1917
120731	Sch.	F. & T. Lupton	922	French	Dec. 24, 1917
203689	St. s.	Fannie A	10	British	May 10, 1918
120324	Sch.	Fannie Hodgkins	88	French	Sept. 6, 1917
121255	Sch.	Faustina	114	Danish	Dec. —, 1916
200233	Sch.	Frank Huckins	545	Italian	Mar. 4, 1918
86291	Sch.	Gen'l E. S. Greeley	1,306	French	Jan. 18, 1918
211243	Ga. s.	Glory	25	British	Sept. 27, 1917
214662	Sch.	Glynn	669	French	Oct. 25, 1917
86155	Sch.	Gracie J	58	British	Aug. 20, 1917
86669	Sch.	Griswold I. Keeney	100	Peruvian	Nov. 30, 1917
80961	Sch.	Harbinger	418	French	Dec. —, 1917
208427	Ga. s.	Harriet E	67	British	May 18, 1918
166435	Bge.	Helen	310	Cuban	Apr. 20, 1918
95659	Sch.	Helen Montague	407	French	Aug. 8, 1917
96447	Sch.	Henry O. Barrett	1,807	....do	Oct. 26, 1917
96010	Sch.	Henry S. Little	1,096	....do	May 3, 1918
100575	Ga. s.	Ida Etta	89	Philippine	Apr. 5, 1918
100295	St. s.	Iris	65	Cuban	——— —, 1907
207207	Ga. y.	Iris	85	British	Sept. 17, 1917
100712	St. s.	Iwalani	588	....do	Feb. 19, 1918
75722	Sch.	J. H. Mead	409	French	Aug. 10, 1917
75965	Sch.	Jennie A. Stubbs	198	British	May 21, 1918
77435	Bkn.	John Palmer	1,187	French	July 20, 1917
161005	Bkn.	Kremlin	786	....do	Jan. 25, 1918
164495	Scow.	L. B. P. Co. No. 3	26	British	Feb. 16, 1918
165698	Scow.	L. B. P. Co. No. 9	26	....do	Do.
140773	St. s.	Ladoga	61	Cuban	July 5, 1917
15650	Sch.	Laura and Marion	49	British	June 10, 1918
141863	St. s.	Leander Wilcox	205	....do	Mar. 31, 1918
141857	St. y.	Legonia	126	Cuban	Nov. 28, 1916
140424	St. s.	Lehigh	1,464	....do	Jan. 17, 1918
209512	Ga. s.	Lena F	29	British	Sept. 14, 1917
141116	Sch.	Lizzie Griffin	107	Danish	Dec. —, 1916
141613	Sch.	Lucinda I. Lowell	110	....do	Do.
140605	Sch.	Lurline	49		May 22, 1918
92200	Sch.	Major Pickands	984	French	Feb. 2, 1918
206091	Ga. s.	Marian	50	Philippine	Apr. 5, 1918
145221	St. s.	Marion	39	Cuban	July 5, 1917
201009	Sch.	Maryland	121	Norwegian	Dec. 28, 1916
91645	Sch.	Mattie Newman	354	British	May 4, 1917
93103	Sch.	Maxine Elliott	111	Danish	Dec. —, 1916
202202	St. s.	Maywood	398	French	July 16, 1917
205061	Ga. s.	Mermaid	7	Japanese	Jan. 10, 1918
91307	*Sch.	Middlesex	618	British	Mar. 20, 1918

5. American Merchant Vessels Sold to Aliens and Reported During the Past Two Years—Continued.

YEAR ENDED JUNE 30, 1918—Continued.

Official No.	Rig.	Name of vessel.	Gross tons.	Flag.	Date of sale.
209588	Ga. s.	Nadi	14	British	Mar. 30, 1918
213782	St. s.	Nevada	2,122	Russian	Nov. 1, 1917
130822	Sch.	Newburgh	524	French	Jan. 30, 1918
130874	Sch.	Ninetta M. Porcella	591	do	Mar. 5, 1918
202929	Sch.	Norseman	90	Danish	Dec. —, 1916
141738	St. s.	Olcott	337	French	Aug. 14, 1917
215650	St. s.	Olivant	4,014	Cuban	June 8, 1918
214751	Sch.	Orcas	567	Japanese	Aug. 6, 1917
54574	Scow.	P. T. P. Co. No. 8	19	British	Dec. 3, 1917
214629	Ga. s.	Pastime	21	French	Mar. 8, 1918
150730	St. y.	Pathfinder	159	British	May 4, 1918
214851	Ga. s.	Planet	31	do	May 5, 1918
207713	Ga. y.	Pom Pom	17	do	Aug. 27, 1917
56612	C. bt.	R. E. Sullivan	123	do	June 26, 1918
107627	St. s.	Racine	1,089	French	Aug. 7, 1917
157286	Sch.	Rena A. Murphy	343	do	June 25, 1918
211374	Ga. y.	Robert	38	Nicaraguan	Oct. 21, 1913
215234	St. s.	Robert C. Sudden	1,363	French	Jan. 4, 1918
208410	St. s.	Roland H. Wilcox	247	British	Mar. 31, 1918
111409	Ga. y.	Rosalind	18	do	Apr. 27, 1915
110638	Ga. s.	Roulette	83	French	Sept. 6, 1917
214528	Ga. s.	Ruby	557	do	June 25, 1918
213090	Bk.	Ruth Stark	1,057	do	Feb. 21, 1918
215007	St. s.	Ryder Hanify	1,363	do	May 22, 1918
116326	Sch.	Sadie C. Sumner	672	do	Dec. 19, 1917
117180	Sch.	Samuel P. Bowers	626	Italian	Mar. 4, 1918
207309	Ga. s.	Seafarer	74	Philippine	Apr. 5, 1918
167160	Bge.	16	451	Cuban	Mar. 28, 1918
100552	St. s.	Speedwell	340	Norwegian	Dec. —, 1916
116170	St. s.	Susquehanna	233	French	Aug. 21, 1917
202471	Sch.	Theoline	981	do	Sept. 26, 1917
145345	Sch.	Thomas L. James	396	do	Nov. 17, 1917
208633	St. s.	Toltec	338	British	Dec. 5, 1916
212068	Ga. s.	Troy	22	do	Jan. 17, 1918
208863	St. s.	United Shores	336	French	Aug. 14, 1917
127641	St. s.	Usona	986	British	Oct. 17, 1917
161635	Slp.	Ventura	16	do	Mar. —, 1918
161560	St. s.	Veronica	1,093	do	Apr. 24, 1918
211779	Ga. s.	Vienna	9	Japanese	Jan. 2, 1918
210020	Ga. s.	Wadena	24	British	Sept. 11, 1917
210023	Ga. s.	Wamega	24	do	Do.
212039	St. s.	Washington	273	do	Feb. 14, 1918
210022	Ga. s.	Wauneta	24	do	Sept. 11, 1917
202313	*Sch.	Waverly	1,000	do	Sept. 9, 1916
81122	St. s.	Whitesboro	328	French	Jan. 23, 1918
81843	Sch.	Wilbert L. Smith	848	do	Nov. 23, 1917
81694	St. s.	Wm. Castle Rhodes	2,287	do	Oct. 9, 1917
165644	Bge.	Yenrut III	560	do	Feb. 26, 1918
		Merchant vessels (119)	70,044		
		Yachts (7)	597		
		Total (126)	70,641		

STATISTICAL TABLES.

The following-named ports have been discontinued as ports of documentation: Waldoboro, Wiscasset, Saco, Kennebunk, and York, Me.; Newburyport, Nantucket, and Edgartown, Mass.; Bristol, R. I.; Stonington, Conn.; Port Jefferson, Cold Spring, and Sag Harbor, N. Y.; Somers Point, Bridgeton, and Burlington, N. J.; Tappahannock and Chincoteague, Va.; St. Marys, Ga.; Brashear, La.; Eagle Pass, Tex.; Coos Bay and Yaquina, Oreg.; Plattsburg, Niagara Falls, and Dunkirk, N. Y.; Natchez, Miss.; Burlington, Iowa; La Crosse, Wis.; Galena and Rock Island, Ill.; Wheeling, W. Va.

No. 1.—Number and Gross Tonnage of Documented Vessels of the United States, by Customs Districts, June 30, 1918.

[This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers and lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
ATLANTIC AND GULF COASTS.								
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Eastport, Me	77	3,240	3	149	63	772	143	4,161
Calais, Me	8	1,029	11	1,549	.....	.....	19	2,578
Machias, Me	16	890	18	1,148	48	582	82	2,620
Ellsworth, Me	1	14	16	1,326	23	236	40	1,576
Southwest Harbor, Me	3	678	10	444	71	810	84	1,932
Castine, Me	4	505	32	1,807	51	432	87	2,744
Bangor, Me	3	280	14	1,753	4	37	21	2,070
Belfast, Me	3	1,194	16	11,023	13	162	32	12,379
Vinalhaven, Me	.....	.....	3	145	32	289	35	434
Rockland, Me	5	1,057	56	15,836	73	864	134	17,757
Boothbay, Me	2	339	10	467	32	408	44	1,214
Bath, Me	.....	.....	28	9,892	24	361	52	10,253
Portland, Me	2	56	69	21,148	109	1,450	180	22,654
Portsmouth, N. H	.....	.....	10	4,974	13	174	23	5,148
Massachusetts:								
Gloucester, Mass	9	1,014	143	15,693	105	1,849	257	18,556
Salem, Mass	.....	.....	3	109	4	52	7	161
Marblehead, Mass	.....	.....	5	605	8	81	13	686
Boston, Mass	41	43,215	332	222,637	121	2,068	494	267,920
Plymouth, Mass	.....	.....	1	65	9	97	10	162
Provincetown, Mass	2	460	9	922	65	855	76	2,237
Barnstable, Mass	.....	.....	5	310	64	452	69	762
Vineyard Haven, Mass	.....	.....	7	355	56	610	63	965
New Bedford, Mass	26	3,352	15	3,160	39	478	80	6,990
Fall River, Mass	.....	.....	53	64,345	24	227	77	64,572
Rhode Island:								
Providence, R. I	5	17,993	37	4,933	97	1,084	139	24,010
Newport, R. I	.....	.....	40	5,444	99	1,099	139	6,543
Connecticut:								
New London, Conn	.....	.....	93	63,196	40	537	133	63,733
Hartford, Conn	.....	.....	70	28,823	15	175	85	28,998
New Haven, Conn	1	22	74	16,503	59	753	134	17,278
Bridgeport, Conn	.....	.....	60	7,552	128	1,343	188	8,895
New York:								
New York, N. Y	454	1,637,641	3,291	1,421,967	494	7,406	4,239	3,067,014
Albany, N. Y	.....	.....	489	73,906	34	767	523	74,673
Patchogue, N. Y	.....	.....	61	3,436	290	2,742	351	6,178
Cold Spring, N. Y	.....	.....	1	143	1	12	2	155
Greenport, N. Y	.....	.....	42	2,838	154	1,449	196	4,287
Newark, N. J	4	1,568	48	8,458	54	851	106	10,877
Perth Amboy, N. J	5	2,175	175	58,045	79	951	259	61,171
Philadelphia:								
Tuckerton, N. J	.....	.....	7	794	59	462	66	1,256
Philadelphia, Pa	51	195,736	574	248,263	506	8,169	1,131	452,168
Wilmington, Del	12	32,216	94	36,529	58	872	164	69,617
Maryland:								
Baltimore, Md	19	83,976	640	187,213	323	4,126	982	275,315
Annapolis, Md	.....	.....	56	2,268	133	1,466	189	3,734
Crisfield, Md	.....	.....	90	5,131	439	4,078	529	9,209
Washington, D. C	.....	.....	36	10,790	23	406	59	11,196
Alexandria, Va	.....	.....	5	175	9	131	14	306

No. 1.—Number and Gross Tonnage of Documented Vessels of the United States, by Customs Districts, June 30, 1918—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
ATLANTIC AND GULF COASTS—continued.								
Virginia:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Reedville, Va			121	13,223	174	2,047	295	15,270
Richmond, Va			22	3,611	19	322	41	3,933
Petersburg, Va			3	164	7	92	10	256
Newport News, Va	48	85,778	31	7,414	164	2,315	243	95,507
Norfolk, Va	51	77,213	105	25,528	266	3,670	422	106,411
Cape Charles, Va			40	20,619	171	1,894	211	22,513
North Carolina:								
Elizabeth City, N. C			25	2,327	81	1,064	106	3,391
Manteo, N. C			1	42	25	280	26	322
Washington, N. C			15	725	70	853	85	1,578
Newbern, N. C			14	812	61	803	75	1,615
Beaufort, N. C			30	1,461	184	2,241	214	3,702
Wilmington, N. C	2	190	27	3,332	59	817	88	4,339
South Carolina:								
Georgetown, S. C			17	2,160	37	421	54	2,581
Charleston, S. C	1	565	28	4,141	113	1,393	142	6,099
Beaufort, S. C			4	413	58	608	62	1,021
Georgia:								
Savannah, Ga	4	4,305	56	45,840	67	1,014	127	51,159
Brunswick, Ga	4	1,781	15	2,258	36	399	55	4,438
Florida:								
Fernandina, Fla	1	966	5	242	12	136	18	1,344
Jacksonville, Fla	13	6,172	74	15,694	97	1,413	184	23,279
St. Augustine, Fla			6	331	51	568	57	899
Miami, Fla	9	715	10	519	75	874	94	2,108
Key West, Fla	39	8,165	16	1,887	129	1,487	184	11,539
Tampa, Fla	19	5,284	61	7,442	119	1,706	199	14,432
Cedar Keys, Fla			20	2,726	13	183	33	2,909
Apalachicola, Fla			14	1,497	36	424	50	1,921
Pensacola, Fla	27	13,393	63	4,853	31	532	121	18,778
Mobile:								
Mobile, Ala	42	26,317	49	8,143	94	1,376	185	35,836
Gulfport, Miss	13	6,595	35	3,363	207	3,901	255	13,859
New Orleans:								
New Orleans, La	38	50,955	29	9,776	69	1,265	136	61,996
Morgan City, La	10	4,755	38	4,134	153	1,795	201	10,684
Sabine: Port Arthur, Tex	40	56,445	64	77,619	41	510	145	134,574
Galveston:								
Galveston, Tex	27	13,214	47	18,113	117	1,498	191	32,825
Freeport, Tex	2	1,653			1	12	3	1,665
Houston, Tex	1	73	20	4,009	43	519	64	4,601
Port Lavaca, Tex			3	123	64	565	67	688
San Antonio:								
Port Aransas, Tex	1	179	9	1,356	14	142	24	1,677
Brownsville, Tex					1	8	1	8
Porto Rico: San Juan, P. R	48	9,289	4	204	57	582	109	10,075
Total	1,193	2,402,652	7,973	2,862,370	7,161	91,954	16,327	5,356,976
PACIFIC COAST.								
Southern California:								
San Diego, Cal	83	2,628	11	3,127	5	75	99	5,830
Los Angeles, Cal	26	19,567	47	6,602	114	1,676	187	27,845
San Francisco:								
San Francisco, Cal	166	394,758	482	355,807	289	4,799	937	755,364
Eureka, Cal	11	14,002	4	385	12	193	27	14,580
Oregon:								
Marshfield, Oreg	1	3,024	23	7,652	65	736	89	11,412
Newport, Oreg			6	349	7	97	13	446
Astoria, Oreg	9	8,919	37	6,098	93	1,330	139	16,347
Portland, Oreg	45	115,086	105	36,282	43	633	193	152,001
Washington: Seattle, Wash	1,943	479,575	391	74,278	753	10,093	3,087	563,946
Alaska: Juneau, Alaska	474	68,421	77	3,257	380	4,653	931	76,331
Hawaii: Honolulu, Hawaii	6	6,094	33	16,255	14	246	53	22,595
Total	2,764	1,112,074	1,216	510,092	1,775	24,531	5,755	1,646,697
NORTHERN LAKES.								
Vermont: Burlington, Vt			12	3,244			12	3,244
St. Lawrence:								
Rouses Point, N. Y			97	9,906			97	9,906
Ogdensburg, N. Y			34	12,357			34	12,357
Cape Vincent, N. Y			59	2,965			59	2,965

[a] Seagoing vessels; for vessels in river trade, see p. 140.

NO. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1918—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
NORTHERN LAKES—continued.								
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Rochester:								
Oswego, N. Y.	.....	.....	38	106,673	.....	.....	38	106,673
Rochester, N. Y.	.....	.....	14	739	.....	.....	14	739
Buffalo: Buffalo, N. Y.	15	13,561	259	219,355	.....	.....	274	232,916
Ohio:								
Erie, Pa.	.....	.....	58	9,591	.....	.....	58	9,591
Cleveland, Ohio.	11	20,305	296	1,022,713	.....	.....	307	1,043,018
Sandusky, Ohio.	.....	.....	60	10,232	.....	.....	60	10,232
Toledo, Ohio.	2	4,019	43	7,702	.....	.....	45	11,721
Michigan:								
Detroit, Mich.	13	26,795	206	139,409	.....	.....	219	166,204
Port Huron, Mich.	1	628	91	28,852	.....	.....	92	29,480
Marquette, Mich.	.....	.....	122	86,221	.....	.....	122	86,221
Grand Haven, Mich.	.....	.....	340	42,776	.....	.....	340	42,776
Chicago: Chicago, Ill.[a]	3	4,126	224	83,210	.....	.....	227	87,336
Wisconsin: Milwaukee, Wis.[a]	5	9,111	479	56,640	.....	.....	484	65,751
Duluth and Superior: Duluth, Minn.[a]	6	10,435	451	865,938	.....	.....	457	876,373
Total	56	88,980	2,883	2,708,523	.....	.....	2,939	2,797,503
WESTERN RIVERS.								
New Orleans:[b]								
New Orleans, La.	.....	.....	125	22,150	115	1,922	240	24,072
Vicksburg, Miss.	.....	.....	16	3,488	21	293	37	3,781
Tennessee:								
Memphis, Tenn.	.....	.....	21	3,230	28	320	49	3,550
Nashville, Tenn.	.....	.....	10	1,262	35	412	45	1,674
Chattanooga, Tenn.	.....	.....	16	1,216	65	566	81	1,782
Mobile: Mobile, Ala.[b]	.....	.....	.....	.....	18	181	18	181
Kentucky:								
Paducah, Ky.	.....	.....	14	2,063	36	378	50	2,441
Louisville, Ky.	.....	.....	59	7,185	89	976	148	8,161
St. Louis:								
St. Louis, Mo.	.....	.....	128	26,755	231	2,681	359	29,436
Kansas City, Mo.	.....	.....	14	1,049	17	237	31	1,286
St. Joseph, Mo.	.....	.....	.....	.....	2	45	2	45
Omaha: Omaha, Nebr.	.....	.....	3	134	3	38	6	172
Dakota: Pembina, N. Dak.	.....	.....	39	1,856	9	125	48	1,981
Montana and Idaho: Great Falls, Mont.	.....	.....	7	207	5	103	12	310
Iowa:								
Des Moines, Iowa	.....	.....	10	851	22	241	32	1,092
Sioux City, Iowa	.....	.....	.....	.....	5	47	5	47
Dubuque, Iowa	.....	.....	5	260	23	238	28	498
Minnesota: St. Paul, Minn.	.....	.....	13	1,021	12	171	25	1,192
Duluth and Superior: Duluth, Minn.[c]	.....	.....	13	309	.....	.....	13	309
Wisconsin: Milwaukee, Wis.[c]	.....	.....	1	98	5	47	6	145
Chicago:								
Chicago, Ill.[c]	.....	.....	23	1,575	23	276	46	1,851
Peoria, Ill.	.....	.....	15	2,313	20	245	35	2,558
Indiana: Evansville, Ind.	.....	.....	37	3,971	43	497	80	4,468
Ohio: Cincinnati, Ohio.	.....	.....	45	8,951	56	637	101	9,588
Pittsburgh: Pittsburgh, Pa.	.....	.....	127	21,964	66	758	193	22,722
Total	.....	.....	741	111,908	949	11,434	1,690	123,342
SUMMARY.								
Atlantic and Gulf coasts	1,193	2,402,652	7,973	2,862,370	7,161	91,954	16,327	5,356,976
Pacific coast	2,764	1,112,074	1,216	510,092	1,775	24,531	5,755	1,646,697
Northern lakes	56	88,980	2,883	2,708,523	.....	.....	2,939	2,797,503
Western rivers	.....	.....	741	111,908	949	11,434	1,690	123,342
Grand total	4,013	3,603,706	12,813	6,192,893	9,885	127,919	26,711	9,924,518

[a] Lake vessels; for vessels in river trade, see below.
[b] Vessels in river trade only; for seagoing vessels, see p. 139.
[c] Vessels in river trade only; for lake vessels, see above.

No. 2.—Number and Gross Tonnage of Documented Vessels of the United States, by States and Territories, June 30, 1918.

State or Territory in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Maine	124	9,282	286	66,687	543	6,403	953	82,372
New Hampshire	.....	.....	10	4,974	13	174	23	5,148
Vermont	.....	.....	12	3,244	.....	.....	12	3,244
Massachusetts	78	48,041	573	308,201	495	6,769	1,146	363,011
Rhode Island	5	17,993	77	10,377	196	2,183	278	30,553
Connecticut	1	22	297	116,074	242	2,808	540	118,904
New York	469	1,651,202	4,385	1,854,285	973	12,376	5,827	3,517,863
New Jersey	9	3,743	230	67,297	192	2,264	431	73,304
Pennsylvania	51	195,736	759	279,818	572	8,927	1,382	484,481
Delaware	12	32,216	94	36,529	58	872	164	69,617
Maryland	19	83,976	786	194,612	895	9,670	1,700	288,258
District of Columbia	.....	.....	36	10,790	23	406	59	11,196
Virginia	99	162,991	327	70,734	810	10,471	1,236	244,196
North Carolina	2	190	112	8,699	480	6,058	594	14,947
South Carolina	1	565	49	6,714	208	2,422	258	9,701
Georgia	8	6,086	71	48,098	103	1,413	182	55,597
Florida	108	34,695	269	35,191	563	7,323	940	77,209
Alabama	42	26,317	49	8,143	112	1,557	203	36,017
Mississippi	13	6,595	51	6,851	228	4,194	292	17,640
Louisiana	48	55,710	192	36,060	337	4,982	577	96,752
Texas	71	71,564	143	101,220	281	3,254	495	176,038
Porto Rico	48	9,289	4	204	57	582	109	10,075
Tennessee	.....	.....	47	5,708	128	1,298	175	7,006
Kentucky	.....	.....	73	9,248	125	1,354	198	10,602
Missouri	.....	.....	142	27,804	250	2,963	392	30,767
Nebraska	.....	.....	3	134	3	38	6	172
North Dakota	.....	.....	39	1,856	9	125	48	1,981
Montana	.....	.....	7	207	5	103	12	310
Iowa	.....	.....	15	1,111	50	526	65	1,637
Minnesota	6	10,435	477	867,268	12	171	495	877,874
Wisconsin	5	9,111	480	56,738	5	47	490	65,896
Michigan	14	27,423	759	297,258	.....	.....	773	324,681
Illinois	3	4,126	262	87,098	43	521	308	91,745
Indiana	.....	.....	37	3,971	43	497	80	4,468
Ohio	13	24,324	444	1,049,598	56	637	513	1,074,559
California	286	430,955	544	365,921	420	6,743	1,250	803,619
Oregon	55	127,029	171	50,381	208	2,796	434	180,206
Washington	1,943	479,575	391	74,278	753	10,093	3,087	563,946
Alaska	474	68,421	77	3,257	380	4,653	931	76,331
Hawaii	6	6,094	33	16,255	14	246	53	22,595
Total	4,013	3,603,706	12,813	6,192,893	9,885	127,919	26,711	9,924,518

No. 3.—Number and Gross Tonnage of Documented Steam and Gas Vessels of the United States, by Customs Districts, June 30, 1918.

[These vessels are included in statement No. 1.]

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
ATLANTIC AND GULF COASTS.																
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Eastport, Me	4	422	62	1,404	.....	.....	2	82	1	8	60	742	5	430	124	2,228
Calais, Me	1	38	3	74	.....	.....	.....	.....	.....	.....	.....	.....	1	38	3	74
Machias, Me	1	43	11	225	.....	.....	6	264	2	79	40	456	3	122	57	945
Ellsworth, Me	.....	.....	1	14	1	111	3	128	1	17	21	212	2	128	25	354
Southwest Harbor, Me	.....	.....	1	33	.....	.....	3	83	1	34	60	699	1	34	64	815
Castine, Me	.....	.....	.....	.....	3	202	3	104	1	19	39	327	4	221	42	431
Bangor, Me	.....	.....	.....	.....	3	329	.....	.....	1	15	1	5	4	344	1	5
Belfast, Me	1	142	.....	.....	10	9,402	.....	.....	1	19	10	122	12	9,563	10	122
Vinalhaven, Me	.....	.....	.....	.....	.....	.....	1	26	.....	.....	30	274	.....	.....	31	300
Rockland, Me	.....	.....	2	51	13	1,431	3	88	1	24	63	769	14	1,455	68	908
Boothbay, Me	1	26	.....	.....	1	29	1	41	3	48	21	273	5	103	22	314
Bath, Me	.....	.....	.....	.....	9	1,944	1	226	3	61	2	23	12	2,005	3	249
Portland, Me	.....	.....	2	56	32	17,555	17	1,052	14	285	90	1,113	46	17,840	109	2,221
Portsmouth, N. H	.....	.....	.....	.....	5	4,309	.....	.....	3	40	7	115	8	4,349	7	115
Massachusetts:																
Gloucester, Mass	.....	.....	5	499	15	1,976	73	7,199	9	277	87	1,443	24	2,253	165	9,141
Salem, Mass	.....	.....	.....	.....	1	55	1	23	1	22	3	30	2	77	4	53
Marblehead, Mass	.....	.....	.....	.....	1	40	.....	.....	2	32	5	43	3	72	5	43
Boston, Mass	6	25,604	8	3,653	186	164,956	29	2,173	24	638	78	1,228	216	191,198	115	7,054
Plymouth, Mass	.....	.....	.....	.....	1	65	.....	.....	.....	.....	5	59	1	65	5	59
Provincetown, Mass	.....	.....	.....	.....	1	82	1	21	.....	.....	60	817	1	82	61	838
Barnstable, Mass	.....	.....	.....	.....	2	202	2	78	.....	.....	63	446	2	202	65	524
Vineyard Haven, Mass	.....	.....	.....	.....	.....	.....	4	124	2	46	49	535	2	46	53	659
New Bedford, Mass	.....	.....	2	156	9	2,770	3	91	2	35	37	443	11	2,805	42	690
Fall River, Mass	.....	.....	.....	.....	20	41,493	2	53	.....	.....	24	227	20	41,493	26	280
Rhode Island:																
Providence, R. I	2	14,490	1	3,253	23	3,857	9	276	3	73	90	984	28	18,420	100	4,513
Newport, R. I	.....	.....	.....	.....	27	4,898	8	278	9	193	85	856	36	5,091	93	1,134
Connecticut:																
New London, Conn	.....	.....	.....	.....	40	41,958	4	331	4	120	36	417	44	42,078	40	748
Hartford, Conn	.....	.....	.....	.....	14	7,681	1	29	3	77	11	91	17	7,758	12	120
New Haven, Conn	.....	.....	.....	.....	37	8,186	8	288	4	92	47	594	41	8,278	55	882
Bridgeport, Conn	.....	.....	.....	.....	27	3,447	17	576	5	149	77	818	32	3,596	94	1,394

New York:																
New York, N. Y	320	1,491,635	25	40,495	1,080	683,370	119	11,668	105	2,652	376	4,640	1,505	2,177,657	520	56,803
Albany, N. Y					85	14,272			33	753	1	14	118	15,025	1	14
Patchogue, N. Y					5	494	28	945	2	46	255	2,454	7	540	283	3,399
Cold Spring, N. Y					1	143					1	12	1	143	1	12
Greenport, N. Y					13	1,519	22	990	2	36	118	1,174	15	1,555	140	2,164
Newark, N. J					33	5,052	1	26	13	387	39	442	46	5,439	40	468
Perth Amboy, N. J					44	11,722	4	156	1	26	57	707	45	11,748	61	863
Philadelphia:																
Tuckerton, N. J					3	669	1	23			50	391	3	669	51	414
Philadelphia, Pa	31	180,118	1	96	200	76,422	45	2,055	43	1,234	292	3,928	274	257,774	338	6,079
Wilmington, Del	10	30,884	1	632	32	13,394	12	771	2	37	33	486	44	44,315	46	1,889
Maryland:																
Baltimore, Md	16	81,911			154	98,718	30	1,850	35	866	118	1,527	205	181,495	148	3,377
Annapolis, Md					1	61	7	227			62	696	1	61	69	923
Crisfield, Md							9	359			48	472			57	831
Washington, D. C					15	9,270			9	197	6	92	24	9,467	6	92
Alexandria, Va					1	43			2	24	4	69	3	67	4	69
Virginia:																
Reedville, Va					45	8,875	8	516			84	1,057	45	8,875	92	1,573
Richmond, Va					9	1,511	1	28	2	50	8	131	11	1,561	9	159
Petersburg, Va					1	98	1	22			6	84	1	98	7	106
Newport News, Va	13	50,162			12	6,630	3	99	4	89	120	1,720	29	56,881	123	1,819
Norfolk, Va	18	43,035	1	985	59	16,423	14	2,043	17	413	239	3,140	94	59,871	254	6,168
Cape Charles, Va					16	6,181	1	28			106	1,249	16	6,181	107	1,277
North Carolina:																
Elizabeth City, N. C					10	847	4	144	14	295	45	543	24	1,142	49	687
Manteo, N. C											14	164			14	164
Washington, N. C					8	529	2	60	2	44	34	428	10	573	36	488
New Bern, N. C					7	396	2	57	6	129	42	493	13	525	44	550
Beaufort, N. C							27	1,327			118	1,598			145	2,925
Wilmington, N. C	1	97	1	93	20	1,971	4	217	15	252	30	379	36	2,320	35	689
South Carolina:																
Georgetown, S. C					13	1,346	3	121	9	149	27	264	22	1,495	30	385
Charleston, S. C					11	1,465	9	263	5	146	96	1,135	16	1,611	105	1,398
Beaufort, S. C					2	354					15	202	2	354	15	202
Georgia:																
Savannah, Ga					42	41,479	7	2,444	6	189	24	383	48	41,668	31	2,827
Brunswick, Ga					13	1,243					30	337	13	1,243	30	337
Florida:																
Fernandina, Fla			1	966			5	242			12	136			18	1,344
Jacksonville, Fla	4	3,059	2	98	35	5,256	19	1,228	8	216	88	1,173	47	8,531	109	2,499
St. Augustine, Fla					2	181	4	150			50	560	2	181	54	710
Miami, Fla	1	81	4	144			10	519			75	874	1	81	89	1,537
Key West, Fla	11	4,755	3	60	7	978	5	163	3	72	70	832	21	5,806	78	1,055
Tampa, Fla	2	1,175			13	4,266	18	868	2	33	81	1,157	17	5,474	99	2,025
Cedar Keys, Fla					2	271			3	72	5	68	5	343	5	68
Apalachicola, Fla					13	1,460	1	37	4	82	27	304	17	1,542	28	341
Pensacola, Fla	6	2,142			11	1,030	5	293	7	130	14	212	24	3,302	19	505
Mobile:																
Mobile, Ala	8	7,861	3	1,441	25	3,465	11	1,364	11	226	53	724	44	11,552	67	3,529
Gulfport, Miss	4	4,284	3	133	5	1,670	7	286	6	162	32	534	15	6,116	42	953

No. 3.—Number and Gross Tonnage of Documented Steam and Gas Vessels of the United States, by Customs Districts, June 30, 1918—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
ATLANTIC AND GULF COASTS—continued.																
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
New Orleans:																
New Orleans, La[a]	20	44,322	8	306	11	7,807	1	1,337					31	52,129	9	1,643
Morgan City, La			1	119	27	1,710	6	369	11	184	118	1,420	38	1,894	125	1,908
Sabine: Port Arthur, Tex	11	33,835	4	4,460	29	55,866	4	374	4	77	34	394	44	89,778	42	5,228
Galveston:																
Galveston, Tex	5	5,226	4	297	14	11,246	5	321	4	141	104	1,268	23	16,613	113	1,886
Freeport, Tex	1	488									1	12	1	488	1	12
Houston, Tex					8	527	3	129	2	39	41	480	10	566	44	609
Port Lavaca, Tex					1	39					28	271	1	39	28	271
San Antonio: Port Aransas, Tex	1	179			2	199	1	66			11	118	3	378	12	184
Porto Rico: San Juan, P. R	4	1,861	2	48	4	204			1	10	6	83	9	2,075	8	131
Total	503	2,027,876	162	59,791	2,625	1,417,650	671	47,819	493	11,861	4,549	55,192	3,621	3,457,387	5,382	162,802
PACIFIC COAST.																
Southern California:																
San Diego, Cal	3	760	67	1,574	2	883	4	825			5	75	5	1,643	76	2,474
Los Angeles, Cal	5	18,489	20	742	3	3,422	24	1,376	2	55	106	1,548	10	21,966	150	3,666
San Francisco:																
San Francisco, Cal	74	315,751	29	18,338	264	246,944	93	12,532	20	495	266	4,242	358	563,190	388	35,112
Eureka, Cal	2	3,349	2	4,920	3	336	1	49			12	193	5	3,685	15	5,162
Oregon:																
Marshfield, Oreg	1	3,024			14	3,494	6	205	2	41	63	695	17	6,559	69	900
Newport, Oreg					2	92	2	107	1	14	6	83	3	106	8	190
Astoria, Oreg	1	310	2	3,197	17	1,437	18	939	4	77	88	1,233	22	1,824	108	5,369
Portland, Oreg	16	78,702	15	22,225	85	27,051	14	4,137	10	214	33	419	111	105,967	62	26,781
Washington: Seattle, Wash	177	288,698	636	37,471	154	47,548	117	6,519	55	1,091	580	7,769	386	337,337	1,333	51,759
Alaska: Juneau, Alaska	89	32,649	219	4,366	7	519	24	1,157	7	114	318	3,849	103	33,282	561	9,372
Hawaii: Honolulu, Hawaii	3	5,422			16	9,594	10	735			13	233	19	15,016	23	968
Total	371	747,154	990	92,833	567	341,320	313	28,581	101	2,101	1,490	20,339	1,039	1,090,575	2,793	141,753

NORTHERN LAKES.																
Vermont: Burlington, Vt					8	2,921	1	12					8	2,921	1	12
St. Lawrence:																
Rouses Point, N. Y					4	163	4	79					4	163	4	79
Ogdensburg, N. Y					20	7,509							20	7,509		
Cape Vincent, N. Y					13	1,554	22	309					13	1,554	22	309
Rochester:																
Oswego, N. Y					30	105,697	4	466					30	105,697	4	466
Rochester, N. Y					4	639	10	100					4	639	10	100
Buffalo: Buffalo, N. Y	15	13,561			176	197,051	13	148					191	210,612	13	148
Ohio:																
Erie, Pa					44	9,427	14	164					44	9,427	14	164
Cleveland, Ohio	9	19,659			261	982,900	7	62					270	1,002,559	7	62
Sandusky, Ohio					31	8,099	25	317					31	8,099	25	317
Toledo, Ohio	2	4,019			19	2,907	9	101					21	6,926	9	101
Michigan:																
Detroit, Mich	13	26,795			96	119,803	28	486					109	146,598	28	486
Port Huron, Mich	1	628			48	20,178	14	189					49	20,806	14	189
Marquette, Mich					58	74,765	36	568					58	74,765	36	568
Grand Haven, Mich					111	39,758	224	2,471					111	39,758	224	2,471
Chicago: Chicago, Ill[b]	2	4,108	1	18	116	70,080	94	1,493					118	74,188	95	1,511
Wisconsin: Milwaukee, Wis[b]	4	8,904			132	36,443	290	3,112					136	45,347	290	3,112
Duluth and Superior: Duluth, Minn[b]	6	10,435			257	726,520	19	283					263	736,955	19	283
Total	52	88,109	1	18	1,428	2,406,414	814	10,360					1,480	2,494,523	815	10,378
WESTERN RIVERS.																
New Orleans:																
New Orleans, La[c]					92	14,169	30	4,695	23	595	92	1,327	115	14,764	122	6,022
Vicksburg, Miss					16	3,488			3	74	18	219	19	3,562	18	219
Tennessee:																
Memphis, Tenn					18	3,079	2	112	3	48	24	259	21	3,127	26	371
Nashville, Tenn					9	1,165	1	97			35	412	9	1,165	36	509
Chattanooga, Tenn					14	1,134			1	6	24	245	15	1,140	24	245
Mobile: Mobile, Ala[c]									3	33	12	116	3	33	12	116
Kentucky:																
Paducah, Ky					11	1,653					36	378	11	1,653	36	378
Louisville, Ky					47	6,775	5	151	4	44	84	927	51	6,819	89	1,078
St. Louis:																
St. Louis, Mo					93	22,761	26	2,205	9	159	181	2,128	102	22,920	207	4,333
Kansas City, Mo					8	861	6	188	1	8	16	229	9	869	22	417
St. Joseph, Mo									1	30	1	15	1	30	1	15
Nebraska: Omaha, Nebr					1	69	2	65			3	38	1	69	5	103
Dakota: Pembina, N. Dak					3	163	29	1,260			9	125	3	163	38	1,385
Montana and Idaho: Great Falls, Mont							7	207	1	22	4	81	1	22	11	288
Iowa:																
Des Moines, Iowa					10	851			2	27	19	202	12	878	19	202
Sioux City, Iowa											5	47			5	47
Dubuque, Iowa					3	171	1	36	1	14	17	173	4	185	18	209

[a] Seagoing vessels; for vessels in river trade, see p. 145. [b] Lake vessels; for vessels in river trade, see p. 146. [c] Vessels in river trade; for seagoing vessels, see pp. 143, 144.

No. 3.—Number and Gross Tonnage of Documented Steam and Gas Vessels of the United States, by Customs Districts, June 30, 1918—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
WESTERN RIVERS—continued.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Minnesota: St. Paul, Minn					6	349	1	57	2	41	9	122	8	390	10	179
Duluth and Superior: Duluth, Minn [a]					8	136	4	65					8	136	4	65
Indiana: Evansville, Ind					28	3,328	5	366			37	415	28	3,328	42	781
Wisconsin: Milwaukee, Wis [a]					1	98					5	47	1	98	5	47
Chicago:																
Chicago, Ill [a]					18	1,307	2	69			20	238	18	1,307	22	307
Peoria, Ill					14	2,241			4	45	15	194	18	2,286	15	194
Ohio: Cincinnati, Ohio					42	8,842	1	20	1	9	54	613	43	8,851	55	633
Pittsburgh: Pittsburgh, Pa					119	21,111	2	127	7	122	57	598	126	21,233	59	725
Total					561	93,751	124	9,720	66	1,277	777	9,148	627	95,028	901	18,868
SUMMARY.																
Atlantic and Gulf coasts	503	2,027,876	162	59,791	2,625	1,417,650	671	47,819	493	11,861	4,549	55,192	3,621	3,457,387	5,382	162,802
Pacific coast	371	747,154	990	92,833	567	341,320	313	28,581	101	2,101	1,490	20,339	1,039	1,090,575	2,793	141,753
Northern lakes	52	88,109	1	18	1,428	2,406,414	814	10,360					1,480	2,494,523	815	10,378
Western rivers					561	93,751	124	9,720	66	1,277	777	9,148	627	95,028	901	18,868
Grand total	926	2,863,139	1,153	152,642	5,181	4,259,135	1,922	96,480	660	15,239	6,816	84,679	6,767	7,137,513	9,891	333,801

[a] Vessels in river trade; for lake vessels, see p. 145.

No. 4.—Number and Gross Tonnage of Documented Metal Vessels of the United States, by Customs Districts, June 30, 1918.

[These vessels are included in statement No. 1.]

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
ATLANTIC AND GULF COASTS.								
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Bangor, Me			1	147			1	147
Belfast, Me			5	8,615			5	8,615
Rockland, Me			9	8,086			9	8,086
Bath, Me			2	1,538			2	1,538
Portland, Me			8	13,708			8	13,708
Portsmouth, N. H			2	3,961			2	3,961
Massachusetts:								
Marblehead, Mass			1	43			1	43
Boston, Mass	10	35,995	79	146,433	1	12	90	182,440
New Bedford, Mass			2	1,329			2	1,329
Fall River, Mass			12	32,883			12	32,883
Rhode Island:								
Providence, R. I	3	17,743					3	17,743
Newport, R. I			2	589			2	589
Connecticut:								
New London, Conn			17	34,761			17	34,761
Hartford, Conn			9	7,242			9	7,242
New Haven, Conn			17	5,464			17	5,464
New York:								
New York, N. Y	343	1,541,811	529	639,720	3	56	875	2,181,587
Albany, N. Y			20	5,948	2	46	22	5,994
Newark, N. J			3	962	1	34	4	996
Perth Amboy, N. J	1	101	31	15,969			32	16,070
Philadelphia:								
Philadelphia, Pa	31	178,758	142	78,057	11	439	184	257,254
Wilmington, Del	10	30,884	23	12,358	1	25	34	43,267
Maryland:								
Baltimore, Md	16	81,911	90	89,566	4	102	110	171,579
Washington, D. C			8	8,565			8	8,565
Virginia:								
Reedville, Va			1	145			1	145
Richmond, Va			4	1,258			4	1,258
Newport News, Va	13	50,162	5	5,764			18	55,926
Norfolk, Va	16	41,028	16	9,949	2	52	34	51,029
Cape Charles, Va			22	19,536			22	19,536
North Carolina:								
Elizabeth City, N. C			3	333	1	20	4	353
Washington, N. C			1	96			1	96
Beaufort, N. C			1	98			1	98
Wilmington, N. C	1	97	5	635			6	732
South Carolina:								
Georgetown, S. C			2	186			2	186
Charleston, S. C			5	897	1	39	6	936
Georgia:								
Savannah, Ga	1	631	23	40,069			24	40,700
Brunswick, Ga			3	273			3	273
Florida:								
Jacksonville, Fla	3	2,987	10	2,733			13	5,720
Key West, Fla	3	4,663	2	705			5	5,368
Tampa, Fla	3	2,419	6	3,415			9	5,834
Cedar Keys, Fla			1	93			1	93
Pensacola, Fla	2	245	2	510			4	755
Mobile:								
Mobile, Ala	6	7,566	4	975	1	23	11	8,564
Gulfport, Miss	1	3,129					1	3,129
New Orleans:								
New Orleans, La	18	43,796	8	4,722			26	48,518
Morgan City, La			1	42			1	42
Sabine: Port Arthur, Tex	17	42,210	39	70,204			56	112,414
Galveston:								
Galveston, Tex	6	6,242	8	10,910			14	17,152
Houston, Tex			6	1,815			6	1,815
Freeport, Tex	2	1,653					2	1,653
San Antonio: Port Aransas, Tex			1	80			1	80
Porto Rico: San Juan, P. R	3	1,723	3	178			6	1,901
Total	509	2,095,754	1,194	1,291,565	28	848	1,731	3,388,167

No. 4.—Number and Gross Tonnage of Documented Metal Vessels of the United States, by Customs Districts, June 30, 1918—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
PACIFIC COAST.								
Southern California:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
San Diego, Cal	2	709	.....	.....	.....	.....	2	709
Los Angeles, Cal	3	17,295	1	2,328	.....	.....	4	19,623
San Francisco:								
San Francisco, Cal	77	341,587	93	177,380	5	108	175	519,075
Eureka, Cal	1	2,382	.....	.....	.....	.....	1	2,382
Oregon: Portland, Oreg	15	76,391	3	623	.....	.....	18	77,014
Washington: Seattle, Wash	86	263,611	17	29,339	.....	.....	103	292,950
Alaska: Juneau, Alaska	8	3,339	.....	.....	.....	.....	8	3,339
Hawaii: Honolulu, Hawaii	1	4,865	8	5,935	.....	.....	9	10,800
Total	193	710,179	122	215,605	5	108	320	925,892
NORTHERN LAKES.								
Vermont: Burlington, Vt	.....	.....	3	2,829	.....	.....	3	2,829
St. Lawrence:								
Ogdensburg, N. Y	.....	.....	3	1,956	.....	.....	3	1,956
Cape Vincent, N. Y	.....	.....	2	414	.....	.....	2	414
Rochester: Oswego, N. Y	.....	.....	20	104,815	.....	.....	20	104,815
Buffalo: Buffalo, N. Y	15	13,561	110	188,781	.....	.....	125	202,342
Ohio:								
Erie, Pa	.....	.....	8	3,357	.....	.....	8	3,357
Cleveland, Ohio	9	19,659	230	985,324	.....	.....	239	1,004,983
Sandusky, Ohio	.....	.....	9	4,093	.....	.....	9	4,093
Toledo, Ohio	2	4,019	2	640	.....	.....	4	4,659
Michigan:								
Detroit, Mich	11	24,778	81	116,053	.....	.....	92	140,831
Port Huron, Mich	1	628	8	10,688	.....	.....	9	11,316
Marquette, Mich	.....	.....	16	68,803	.....	.....	16	68,803
Grand Haven, Mich	.....	.....	22	30,097	.....	.....	22	30,097
Chicago: Chicago, Ill	2	4,108	44	54,192	.....	.....	46	58,300
Wisconsin: Milwaukee, Wis	3	6,521	18	15,313	.....	.....	21	21,834
Duluth and Superior: Duluth, Minn.	6	10,435	227	795,115	.....	.....	233	805,550
Total	49	83,709	803	2,382,470	.....	.....	852	2,466,179
WESTERN RIVERS.								
New Orleans:								
New Orleans, La	.....	.....	49	15,154	3	110	52	15,264
Vicksburg, Miss	.....	.....	2	2,182	2	19	4	2,201
Tennessee:								
Memphis, Tenn	.....	.....	6	1,687	6	55	12	1,742
Chattanooga, Tenn	.....	.....	.....	.....	8	80	8	80
Kentucky:								
Paducah, Ky	.....	.....	.....	.....	1	14	1	14
Louisville, Ky	.....	.....	3	403	.....	.....	3	403
St. Louis:								
St. Louis, Mo	.....	.....	26	11,335	22	255	48	11,590
Kansas City, Mo	.....	.....	3	619	1	8	4	627
St. Joseph, Mo	.....	.....	.....	.....	1	30	1	30
Iowa: Dubuque, Iowa	.....	.....	.....	.....	1	12	1	12
Minnesota: St. Paul, Minn	.....	.....	1	62	.....	.....	1	62
Duluth and Superior: Duluth, Minn.	.....	.....	1	21	.....	.....	1	21
Chicago: Chicago, Ill	.....	.....	2	125	3	33	5	158
Indiana: Evansville, Ind	.....	.....	2	277	2	32	4	309
Ohio: Cincinnati, Ohio	.....	.....	2	664	.....	.....	2	664
Pittsburgh: Pittsburgh, Pa	.....	.....	6	896	1	34	7	930
Total	.....	.....	103	33,425	51	682	154	34,107
SUMMARY.								
Atlantic and Gulf coast	509	2,095,754	1,194	1,291,565	28	848	1,731	3,388,167
Pacific coast	193	710,179	122	215,605	5	108	320	925,892
Northern lakes	49	83,709	803	2,382,470	.....	.....	852	2,466,179
Western rivers	.....	.....	103	33,425	51	682	154	34,107
Grand total	751	2,889,642	2,222	3,923,065	84	1,638	3,057	6,814,345

No. 5.—Number and Gross Tonnage of Documented Steam and Gas Metal Vessels of the United States, by Customs Districts, June 30, 1918.

[These vessels are included in statements Nos. 1, 3, and 4.]

Customs district and port in which documented.	Registered.				Enrolled.				Licensed under 20 tons.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
ATLANTIC AND GULF COASTS.																
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Maine and New Hampshire:																
Bangor, Me					1	147							1	147		
Belfast, Me					5	8,615							5	8,615		
Rockland, Me					2	409							2	409		
Bath, Me					1	1,312	1	226					1	1,312	1	226
Portland, Me					8	13,708							8	13,708		
Portsmouth, N. H.					2	3,961							2	3,961		
Massachusetts:																
Boston, Mass	4	25,309	1	3,253	71	136,217					1	12	75	161,526	2	3,265
New Bedford, Mass					2	1,329							2	1,329		
Fall River, Mass					12	32,883							12	32,883		
Rhode Island:																
Providence, R. I	2	14,490	1	3,253									2	14,490	1	3,253
Newport, R. I					2	589							2	589		
Connecticut:																
New London, Conn					16	34,404							16	34,404		
Hartford, Conn					9	7,242							9	7,242		
New Haven, Conn					17	5,464							17	5,464		
New York:																
New York, N. Y	309	1,487,503	12	28,834	442	572,587	8	5,467	1	20	2	36	752	2,060,110	22	34,337
Albany, N. Y					20	5,948			2	46			22	5,994		
Newark, N. J					3	962			1	34			4	996		
Perth Amboy, N. J					16	4,611							16	4,611		
Philadelphia:																
Philadelphia, Pa	29	178,000			122	64,604	2	266	10	425	1	14	161	243,029	3	280
Wilmington, Del	10	30,884			20	11,349	2	198	1	25			31	42,258	2	198
Maryland:																
Baltimore, Md	16	81,911			85	87,882	2	387	3	88	1	14	104	169,881	3	401
Washington, D. C					8	8,565							8	8,565		
Virginia:																
Reedville, Va					1	145							1	145		
Richmond, Va					4	1,258							4	1,258		
Newport News, Va	13	50,162			5	5,764							18	55,926		
Norfolk, Va	15	40,193			16	9,949			2	52			33	50,194		
Cape Charles, Va					12	5,702							12	5,702		

No. 5.—Number and Gross Tonnage of Documented Steam and Gas Metal Vessels of the United States, by Customs Districts, June 30, 1918—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed under 20 tons.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
ATLANTIC AND GULF COASTS—continued.																
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
North Carolina:																
Elizabeth City, N. C					3	333			1	20			4	353		
Washington, N. C					1	96							1	96		
Beaufort, N. C							1	98							1	98
Wilmington, N. C	1	97			5	635							6	732		
South Carolina:																
Georgetown, S. C					2	186							2	186		
Charleston, S. C					5	897			1	39			6	936		
Georgia:																
Savannah, Ga					21	39,219	2	850					21	39,219	2	850
Brunswick, Ga					3	273							3	273		
Florida:																
Jacksonville, Fla	2	2,960	1	27	8	2,167	1	142					10	5,127	2	169
Key West, Fla	2	4,147			1	41							3	4,188		
Tampa, Fla	1	884			6	3,415							7	4,299		
Pensacola, Fla	2	245			2	510							4	755		
Mobile:																
Mobile, Ala	3	5,582			2	198	1	70	1	23			6	5,803	1	70
Gulfport, Miss	1	3,129											1	3,129		
New Orleans:																
New Orleans, La	16	41,811			8	4,722							24	46,533		
Morgan City, La					1	42							1	42		
Sabine: Port Arthur, Tex	9	31,811	3	2,616	20	54,865	2	295					29	86,676	5	2,911
Galveston:																
Galveston, Tex	3	4,928	1	255	8	10,910							11	15,838	1	255
Houston, Tex					1	105							1	105		
Freeport, Tex	1	488											1	488		
San Antonio: Port Aransas, Tex					1	80							1	80		
Porto Rico: San Juan, P. R	3	1,723			3	178							6	1,901		
Total	442	2,006,257	19	38,238	1,003	1,144,478	22	7,999	23	772	5	76	1,468	3,151,507	46	46,313
PACIFIC COAST.																
Southern California:																
San Diego, Cal	2	709											2	709		
Los Angeles, Cal	3	17,295			1	2,328							4	19,623		

San Francisco:																
San Francisco, Cal.	59	304,906	2	1,875	57	123,745	10	4,213	3	61	2	47	119	428,712	14	6,135
Eureka, Cal.	1	2,382											1	2,382		
Oregon: Portland, Oreg.	14	74,529			3	623							17	75,152		
Washington: Seattle, Wash.	79	252,447			14	22,522							93	274,969		
Alaska: Juneau, Alaska	7	2,956											7	2,956		
Hawaii: Honolulu, Hawaii	1	4,865			8	5,935							9	10,800		
Total	166	660,089	2	1,875	83	155,153	10	4,213	3	61	2	47	252	815,303	14	6,135
NORTHERN LAKES.																
Vermont: Burlington, Vt.					3	2,829							3	2,829		
St. Lawrence: Cape Vincent, N. Y.					2	414							2	414		
Rochester: Oswego, N. Y.					20	104,815							20	104,815		
Buffalo: Buffalo, N. Y.	15	13,561			85	180,907	3	38					100	194,468	3	38
Ohio:																
Erie, Pa.					8	3,357							8	3,357		
Cleveland, Ohio	9	19,659			220	963,518							220	983,177		
Sandusky, Ohio					7	3,234							7	3,234		
Toledo, Ohio	2	4,019			2	640							4	4,659		
Michigan:																
Detroit, Mich.	11	24,778			52	108,405	1	17					63	133,183	1	17
Port Huron, Mich.	1	628			8	10,688							9	11,316		
Marquette, Mich.					15	67,789							15	67,789		
Grand Haven, Mich.					19	29,988	3	109					19	29,988	3	109
Chicago: Chicago, Ill.	2	4,108			41	50,877	2	115					43	54,985	2	115
Wisconsin: Milwaukee, Wis.	3	6,521			13	11,601							16	18,122		
Duluth and Superior: Duluth, Minn.	6	10,435			178	700,006							184	710,441		
Total	49	83,709			673	2,239,068	9	279					722	2,322,777	9	279
WESTERN RIVERS.																
New Orleans:																
New Orleans, La.					39	8,497	8	3,536	3	110			42	8,607	8	3,536
Vicksburg, Miss.					2	2,182					2	19	2	2,182	2	19
Tennessee:																
Memphis, Tenn.					6	1,687					6	55	6	1,687	6	55
Chattanooga, Tenn.											1	11			1	11
Kentucky:																
Paducah, Ky.											1	14			1	14
Louisville, Ky.					1	352	2	51					1	352	2	51
St. Louis:																
St. Louis, Mo.					20	8,572	4	1,571	2	49	17	178	22	8,621	21	1,749
Kansas City, Mo.					3	619			1	8			4	627		
St. Joseph, Mo.									1	30			1	30		

No. 5.—Number and Gross Tonnage of Documented Steam and Gas Metal Vessels of the United States, by Customs Districts, June 30, 1918—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed under 20 tons.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
WESTERN RIVERS—continued.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Iowa: Dubuque, Iowa											1	12			1	12
Minnesota: St. Paul, Minn					1	62							1	62		
Duluth and Superior: Duluth, Minn					1	21							1	21		
Indiana: Evansville, Ind					1	195	1	82			1	18	1	195	2	100
Chicago: Chicago, Ill					2	125					3	33	2	125	3	33
Ohio: Cincinnati, Ohio					2	664							2	664		
Pittsburgh: Pittsburgh, Pa					6	896			1	34			7	930		
Total					84	23,872	15	5,240	8	231	32	340	92	24,103	47	5,580
SUMMARY.																
Atlantic and Gulf coasts	442	2,006,257	19	38,238	1,003	1,144,478	22	7,999	23	772	5	76	1,468	3,151,507	46	46,313
Pacific coast	166	660,089	2	1,875	83	155,153	10	4,213	3	61	2	47	252	815,303	14	6,135
Northern lakes	49	83,709			673	2,239,068	9	279					722	2,322,777	9	279
Western rivers					84	23,872	15	5,240	8	231	32	340	92	24,103	47	5,580
Grand total	657	2,750,055	21	40,113	1,843	3,562,571	56	17,731	34	1,064	39	463	2,534	6,313,690	116	58,307

No. 6.—Class, Number, and Gross Tonnage of Documented Metal Vessels of the United States, by Customs Districts, June 30, 1918.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
ATLANTIC AND GULF COASTS.										
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Bangor, Me			1	147					1	147
Belfast, Me			5	8,615					5	8,615
Rockland, Me	7	7,677	2	409					9	8,086
Bath, Me			1	1,312	1	226			2	1,538
Portland, Me			8	13,708					8	13,708
Portsmouth, N. H			2	3,961					2	3,961
Massachusetts:										
Marblehead, Mass	1	43							1	43
Boston, Mass	9	13,224	75	161,526	2	3,265	4	4,425	90	182,440
New Bedford, Mass			2	1,329					2	1,329
Fall River, Mass			12	32,883					12	32,883
Rhode Island:										
Providence, R. I			2	14,490	1	3,253			3	17,743
Newport, R. I			2	589					2	589
Connecticut:										
New London, Conn			16	34,404			1	357	17	34,761
Hartford, Conn			9	7,242					9	7,242
New Haven, Conn			17	5,464					17	5,464
New York:										
New York, N. Y	31	49,999	752	2,060,110	22	34,337	70	37,141	875	2,181,587
Albany, N. Y			22	5,994					22	5,994
Newark, N. J			4	996					4	996
Perth Amboy, N. J	13	9,878	16	4,611			3	1,581	32	16,070
Philadelphia:										
Philadelphia, Pa	5	7,855	161	243,029	3	280	15	6,090	184	257,254
Wilmington, Del	1	811	31	42,258	2	198			34	43,267
Maryland:										
Baltimore, Md			104	169,881	3	401	3	1,297	110	171,579
Washington, D. C			8	8,565					8	8,565
Virginia:										
Reedville, Va			1	145					1	145
Richmond, Va			4	1,258					4	1,258
Newport News, Va			18	55,926					18	55,926
Norfolk, Va	1	835	33	50,194					34	51,029
Cape Charles, Va			12	5,702			10	13,834	22	19,536
North Carolina:										
Elizabeth City, N. C			4	353					4	353
Washington, N. C			1	96					1	96
Beaufort, N. C					1	98			1	98
Wilmington, N. C			6	732					6	732
South Carolina:										
Georgetown, S. C			2	186					2	186
Charleston, S. C			6	936					6	936
Georgia:										
Savannah, Ga			21	39,219	2	850	1	631	24	40,700
Brunswick, Ga			3	273					3	273
Florida:										
Jacksonville, Fla	1	424	10	5,127	2	169			13	5,720
Key West, Fla			3	4,188			2	1,180	5	5,368
Tampa, Fla	2	1,535	7	4,299					9	5,834
Cedar Keys, Fla							1	93	1	93
Pensacola, Fla			4	755					4	755
Mobile:										
Mobile, Ala	3	1,984	6	5,803	1	70	1	707	11	8,564
Gulfport, Miss			1	3,129					1	3,129
New Orleans:										
New Orleans, La	2	1,985	24	46,533					26	48,518
Morgan City, La			1	42					1	42
Sabine: Port Arthur, Tex	14	19,829	29	86,676	5	2,911	8	2,998	56	112,414
Galveston:										
Galveston, Tex			11	15,838	1	255	2	1,059	14	17,152
Houston, Tex			1	105			5	1,710	6	1,815
Freeport, Tex			1	488			1	1,165	2	1,653
San Antonio: Port Aransas, Tex			1	80					1	80
Porto Rico: San Juan, P. R			6	1,901					6	1,901
Total	90	116,079	1,468	3,151,507	46	46,313	127	74,268	1,731	3,388,167

NO. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1918—Continued.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
PACIFIC COAST.										
Southern California:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
San Diego, Cal	.....	.....	2	709	.....	.....	.....	.....	2	709
Los Angeles, Cal	.....	.....	4	19,623	.....	.....	.....	.....	4	19,623
San Francisco:										
San Francisco, Cal	40	82,881	119	428,712	14	6,135	2	1,347	175	519,075
Eureka, Cal	.....	.....	1	2,382	.....	.....	.....	.....	1	2,382
Oregon: Portland, Oreg	1	1,862	17	75,152	.....	.....	.....	.....	18	77,014
Washington: Seattle, Wash	6	12,931	93	274,969	.....	.....	4	5,050	103	292,950
Alaska: Juneau, Alaska	.....	.....	7	2,956	.....	.....	1	383	8	3,339
Hawaii: Honolulu, Hawaii	.....	.....	9	10,800	.....	.....	.....	.....	9	10,800
Total	47	97,674	252	815,303	14	6,135	7	6,780	320	925,892
NORTHERN LAKES.										
Vermont: Burlington, Vt	.....	.....	3	2,829	.....	.....	.....	.....	3	2,829
St. Lawrence:										
Ogdensburg, N. Y	.....	.....	.....	.....	.....	.....	3	1,956	3	1,956
Cape Vincent, N. Y	.....	.....	2	414	.....	.....	.....	.....	2	414
Rochester: Oswego, N. Y	.....	.....	20	104,815	.....	.....	.....	.....	20	104,815
Buffalo: Buffalo, N. Y	.....	.....	100	194,468	3	38	22	7,836	125	202,342
Ohio:										
Erie, Pa	.....	.....	8	3,357	.....	.....	.....	.....	8	3,357
Cleveland, Ohio	6	17,052	229	983,177	.....	.....	4	4,754	239	1,004,983
Sandusky, Ohio	.....	.....	7	3,234	.....	.....	2	859	9	4,093
Toledo, Ohio	.....	.....	4	4,659	.....	.....	.....	.....	4	4,659
Michigan:										
Detroit, Mich	.....	.....	63	133,183	1	17	28	7,631	92	140,831
Port Huron, Mich	.....	.....	9	11,316	.....	.....	.....	.....	9	11,316
Marquette, Mich	1	1,014	15	67,789	.....	.....	.....	.....	16	68,803
Grand Haven, Mich	.....	.....	19	29,988	3	109	.....	.....	22	30,097
Chicago: Chicago, Ill	1	3,200	43	54,985	2	115	.....	.....	46	58,300
Wisconsin: Milwaukee, Wis	.....	.....	16	18,122	.....	.....	5	3,712	21	21,834
Duluth and Superior: Duluth, Minn	20	73,974	184	710,441	.....	.....	29	21,135	233	805,550
Total	28	95,240	722	2,322,777	9	279	93	47,883	852	2,466,179
WESTERN RIVERS.										
New Orleans:										
New Orleans, La	.....	.....	42	8,607	8	3,536	2	3,121	52	15,264
Vicksburg, Miss	.....	.....	2	2,182	2	19	.....	.....	4	2,201
Tennessee:										
Memphis, Tenn	.....	.....	6	1,687	6	55	.....	.....	12	1,742
Chattanooga, Tenn	.....	.....	.....	.....	1	11	7	69	8	80
Kentucky:										
Paducah, Ky	.....	.....	.....	.....	1	14	.....	.....	1	14
Louisville, Ky	.....	.....	1	352	2	51	.....	.....	3	403
St. Louis:										
St. Louis, Mo	.....	.....	22	8,621	21	1,749	5	1,220	48	11,590
Kansas City, Mo	.....	.....	4	627	.....	.....	.....	.....	4	627
St. Joseph, Mo	.....	.....	1	30	.....	.....	.....	.....	1	30
Iowa: Dubuque, Iowa	.....	.....	.....	.....	1	12	.....	.....	1	12
Minnesota: St. Paul, Minn	.....	.....	1	62	.....	.....	.....	.....	1	62
Duluth and Superior: Duluth, Minn	.....	.....	1	21	.....	.....	.....	.....	1	21
Chicago: Chicago, Ill	.....	.....	2	125	3	33	.....	.....	5	158
Indiana: Evansville, Ind	.....	.....	1	195	2	100	1	14	4	309
Ohio: Cincinnati, Ohio	.....	.....	2	664	.....	.....	.....	.....	2	664
Pittsburgh: Pittsburgh, Pa	.....	.....	7	930	.....	.....	.....	.....	7	930
Total	.....	.....	92	24,103	47	5,580	15	4,424	154	34,107
SUMMARY.										
Atlantic and Gulf coasts	90	116,079	1,468	3,151,507	46	46,313	127	74,268	1,731	3,388,167
Pacific coast	47	97,674	252	815,303	14	6,135	7	6,780	320	925,892
Northern lakes	28	95,240	722	2,322,777	9	279	93	47,883	852	2,466,179
Western rivers	.....	.....	92	24,103	47	5,580	15	4,424	154	34,107
Grand total	165	308,993	2,534	6,313,690	116	58,307	242	133,355	3,057	6,814,345

No. 7.—Number and Gross Tonnage of Each Class of Documented Wooden and Metal Vessels of the United States, June 30, 1918.

Class and material.	Registered.		Enrolled.		Licensed.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Wooden vessels:								
Sailing	566	337,335	1,735	538,356	2,121	24,851	4,422	900,542
Steam	269	113,084	3,338	696,564	626	14,175	4,233	823,823
Gas	1,132	112,529	1,866	78,749	6,777	84,216	9,775	275,494
Canal	.....	.....	519	58,588	.....	.....	519	58,588
Barge	1,295	151,116	3,133	897,571	277	3,039	4,705	1,051,726
Total	3,262	714,064	10,591	2,269,828	9,801	126,281	23,654	3,110,173
Metal vessels:								
Sailing	49	83,110	116	225,883	.....	.....	165	308,993
Steam	657	2,750,055	1,843	3,562,571	34	1,064	2,534	6,313,690
Gas	21	40,113	56	17,731	39	463	116	58,307
Barge	24	16,364	207	116,880	11	111	242	133,355
Total	751	2,889,642	2,222	3,923,065	84	1,638	3,057	6,814,345
Grand total	4,013	3,603,706	12,813	6,192,893	9,885	127,919	26,711	9,924,518

No. 8.—Balance Sheet of Tonnage Accounts, Showing the Increase and Decrease of Documented Vessels, June 30, 1918.

	Registered.		Enrolled.		Licensed.		Total.	
DEBIT.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Built	409	870,147	682	424,505	437	6,216	1,528	1,300,868
Foreign built, act of Aug. 18, 1914	25	89,847	.....	.....	.....	.....	25	89,847
Foreign wrecks, act Feb. 24, 1915	4	1,265	1	456	1	19	6	1,740
Renationalized, act Mar. 3, 1897	4	4,506	3	930	3	36	10	5,472
Purchased from United States	2	2,674	4	996	.....	.....	6	3,670
Rebuilt	92	114,888	212	132,105	207	3,047	511	250,040
Redocumented	7	4,792	54	15,104	47	632	108	20,528
From yachting	11	739	34	2,000	34	585	79	3,324
Trade changed	1,400	1,898,266	1,025	1,586,982	77	1,468	2,502	3,486,716
Foreign built, act of Sept. 7, 1916	1	5,851	.....	.....	.....	.....	1	5,851
Joint resolution of Congress, May 12, 1917	38	240,364	5	26,195	.....	.....	43	266,559
Gift of Cuban Government	2	6,884	.....	.....	.....	.....	2	6,884
From inland waters	.....	.....	2	144	.....	.....	2	144
Total	1,995	3,240,223	2,022	2,189,417	806	12,003	4,823	5,441,643
CREDIT.								
Lost	177	249,473	198	110,039	109	1,487	484	360,999
Abandoned	3	230	235	31,451	314	3,500	552	35,181
Sold to aliens	87	44,327	23	18,732	7	101	117	63,160
Sold to United States	8	14,501	75	86,340	13	280	96	101,121
Exempt, act Apr. 18, 1874	.....	.....	112	24,108	4	24	116	24,132
Net under 5 tons	2	14	3	17	36	302	41	333
Rebuilt	84	117,236	216	125,878	211	3,056	511	246,170
To yachting	2	87	15	745	60	588	77	1,420
Trade changed	1,096	1,588,312	1,233	1,895,380	173	3,024	2,502	3,486,716
Executive order, July 12, 1917	3	61,808	.....	.....	.....	.....	3	61,808
Cuban Government vessels	2	6,884	.....	.....	.....	.....	2	6,884
Sold to State	.....	.....	.....	.....	2	39	2	39
To inland waters	.....	.....	2	122	3	33	5	155
Sold to citizen of Canal Zone	1	44	.....	.....	.....	.....	1	44
	+530	+1,157,307	−90	−103,395	−126	−431	+314	+1,053,481
Total	1,995	3,240,223	2,022	2,189,417	806	12,003	4,823	5,441,643

This balance sheet shows that the tonnage of the United States has increased 1,053,481 during the year ended June 30, 1918. The increase (+) and decrease (−) are distributed among the several kinds of documents as follows:

Documents.	Number.	Tons.
Registers	+530	+1,157,307
Enrollments	− 90	− 103,395
Licenses	−126	− 431
Net increase	+314	+1,053,481

No. 9.—Balance Sheet of Tonnage Accounts, Showing the Increase and Decrease in Each Class of Vessels, June 30, 1918.

	Sail.		Steam.		Gas.		Canal.		Barge.		Total.	
DEBIT.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Built	115	83,629	309	1,000,318	620	90,678	32	4,101	452	122,142	1,528	1,300,868
Foreign built, act of Aug. 18, 1914	1	2,156	24	87,691							25	89,847
Foreign wrecks, act Feb. 24, 1915	3	1,429			3	311					6	1,740
Renationalized, act Mar. 3, 1897	6	4,614			3	110			1	748	10	5,472
Purchased from United States			5	3,583	1	87					6	3,670
Rebuilt	48	12,588	133	195,389	300	31,619			30	10,444	511	250,040
Redocumented	9	4,235	22	7,694	50	825	4	487	23	7,287	108	20,528
From yachting	5	332	12	865	62	2,127					79	3,324
Trade changed	1,071	810,669	1,024	2,587,224	367	74,901			40	13,922	2,502	3,486,716
Foreign built, act of Sept. 7, 1916			1	5,851							1	5,851
Joint resolution of Congress, May 12, 1917	3	5,872	38	260,281	2	406					43	266,559
Gift of Cuban Government			2	6,884							2	6,884
From inland waters			2	144							2	144
Total	1,261	925,524	1,572	4,155,924	1,408	201,064	36	4,588	546	154,543	4,823	5,441,643
CREDIT.												
Lost	158	106,566	146	228,391	125	8,970	6	655	49	16,417	484	360,999
Abandoned	161	6,179	119	18,486	202	2,591	21	2,372	49	5,553	552	35,181
Sold to aliens	49	26,288	35	33,948	26	1,409	1	123	6	1,392	117	63,160
Sold to United States	13	20,440	58	77,518	17	573			8	2,590	96	101,121
Exempt, act Apr. 18, 1874							21	2,590	95	21,542	116	24,132
Net under 5 tons	3	26			38	307					41	333
Rebuilt	165	24,160	152	200,530	178	14,024			16	7,456	511	246,170
To yachting	8	125	1	42	63	1,191			5	62	77	1,420
Trade changed	1,071	810,669	1,024	2,587,224	367	74,901			40	13,922	2,502	3,486,716
Executive order, July 12, 1917			3	61,808							3	61,808
Cuban Government vessels			2	6,884							2	6,884
Sold to State					2	39					2	39
To inland waters			1	115	4	40					5	155
Sold to citizen of Canal Zone					1	44					1	44
	−367	−68,929	+31	+940,978	+385	+96,975	−13	−1,152	+278	+85,609	+314	+1,053,481
Total	1,261	925,524	1,572	4,155,924	1,408	201,064	36	4,588	546	154,543	4,823	5,441,643

This balance sheet shows that the documented tonnage of the United States has increased 1,053,481 and the number of vessels has increased 314 during the year ended June 30, 1918. The increase (+) and decrease (−) are distributed among the several classes of vessels as follows:

Class.	Number.	Tons.	Class.	Number.	Tons.
Sailing	− 367	− 68,929	Barges	+278	+ 85,609
Steam	+ 31	+ 940,978			
Gas	+ 385	+ 96,975	Net increase	+314	+1,053,481
Canal	− 13	− 1,152			

No. 10.—Documented Sailing and Steam Tonnage Constituting

Year ended—	Registered vessels.						Enrolled vessels.					
	Sailing.[a]		Steam.		Total.		Sailing.[b]		Steam.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Dec. 31, 1789	.....	123,893	.....	.....	.....	123,893	.....	77,669	.....	.....	.....	77,669
1790	.....	346,254	.....	.....	.....	346,254	.....	132,123	.....	.....	.....	132,123
1791	.....	363,110	.....	.....	.....	363,110	.....	139,036	.....	.....	.....	139,036
1792	.....	411,438	.....	.....	.....	411,438	.....	153,019	.....	.....	.....	153,019
1793	.....	367,734	.....	.....	.....	367,734	.....	143,827	.....	.....	.....	143,827
1794	.....	438,863	.....	.....	.....	438,863	.....	167,228	.....	.....	.....	167,228
1795	.....	529,471	.....	.....	.....	529,471	.....	192,846	.....	.....	.....	192,846
1796	.....	576,733	.....	.....	.....	576,733	.....	226,297	.....	.....	.....	226,297
1797	.....	597,777	.....	.....	.....	597,777	.....	248,587	.....	.....	.....	248,587
1798	.....	603,376	.....	.....	.....	603,376	.....	263,584	.....	.....	.....	263,584
1799	.....	662,197	.....	.....	.....	662,197	.....	245,429	.....	.....	.....	245,429
1800	.....	669,921	.....	.....	.....	669,921	.....	268,254	.....	.....	.....	268,254
1801	.....	[c] 632,907	.....	.....	.....	632,907	.....	278,271	.....	.....	.....	278,271
1802	.....	[c] 560,381	.....	.....	.....	560,381	.....	294,111	.....	.....	.....	294,111
1803	.....	597,157	.....	.....	.....	597,157	.....	313,235	.....	.....	.....	313,235
1804	.....	672,530	.....	.....	.....	672,530	.....	330,251	.....	.....	.....	330,251
1805	.....	749,341	.....	.....	.....	749,341	.....	350,743	.....	.....	.....	350,743
1806	.....	808,285	.....	.....	.....	808,285	.....	361,059	.....	.....	.....	361,059
1807	.....	848,307	.....	.....	.....	848,307	.....	379,787	.....	.....	.....	379,787
1808	.....	769,054	.....	.....	.....	769,054	.....	432,006	.....	.....	.....	432,006
1809	.....	910,059	.....	.....	.....	910,059	.....	398,184	.....	.....	.....	398,184
1810	.....	984,269	.....	.....	.....	984,269	.....	397,704	.....	.....	.....	397,704
1811	.....	[c] 768,852	.....	.....	.....	768,852	.....	420,674	.....	.....	.....	420,674
1812	.....	760,624	.....	.....	.....	760,624	.....	465,945	.....	.....	.....	465,945
1813	.....	674,853	.....	.....	.....	674,853	.....	445,449	.....	.....	.....	445,449
1814	.....	674,633	.....	.....	.....	674,633	.....	435,139	.....	.....	.....	435,139
1815	.....	854,295	.....	.....	.....	854,295	.....	462,807	.....	.....	.....	462,807
1816	.....	800,760	.....	.....	.....	800,760	.....	519,026	.....	.....	.....	519,026
1817	.....	809,725	.....	.....	.....	809,725	.....	535,798	.....	.....	.....	535,798
1818	.....	[d] 606,089	.....	.....	.....	606,089	.....	562,307	.....	.....	.....	562,307
1819	.....	612,930	.....	.....	.....	612,930	.....	589,288	.....	.....	.....	589,288
1820	.....	619,048	.....	.....	.....	619,048	.....	600,977	.....	.....	.....	600,977
1821	.....	619,896	.....	.....	.....	619,896	.....	612,712	.....	.....	.....	612,712
1822	.....	628,150	.....	.....	.....	628,150	.....	634,619	.....	.....	.....	634,619
1823	.....	639,921	.....	.....	.....	639,921	.....	609,156	.....	24,879	.....	634,035
1824	.....	669,973	.....	.....	.....	669,973	.....	636,032	.....	21,610	.....	657,642
1825	.....	700,788	.....	.....	.....	700,788	.....	634,838	.....	23,061	.....	657,899
1826	.....	737,978	.....	.....	.....	737,978	.....	696,123	.....	34,059	.....	730,182
1827	.....	747,170	.....	.....	.....	747,170	.....	766,788	.....	40,198	.....	806,986
1828	.....	812,619	.....	.....	.....	812,619	.....	822,753	.....	39,418	.....	862,171
1829	.....	[d] 650,143	.....	.....	.....	650,143	.....	534,320	.....	54,037	.....	588,357
1830	.....	[d] 575,056	.....	1,419	.....	576,475	.....	528,394	.....	63,053	.....	591,447
1831	.....	619,575	.....	877	.....	620,452	.....	551,449	.....	68,568	.....	620,017
1832	.....	686,809	.....	181	.....	686,990	.....	633,056	.....	90,633	.....	723,689
1833	.....	749,482	.....	545	.....	750,027	.....	723,890	.....	101,306	.....	825,196
1834	.....	857,098	.....	340	.....	857,438	.....	746,908	.....	122,474	.....	869,382
Sept. 30, 1835	[e]	885,482	.....	340	.....	885,822	.....	784,138	.....	122,474	.....	906,612
1836	.....	897,321	.....	454	.....	897,775	.....	807,425	.....	145,102	.....	952,527
1837	.....	809,343	.....	1,104	.....	810,447	.....	897,350	.....	153,661	.....	1,051,011
1838	.....	819,801	.....	2,791	.....	822,592	.....	943,367	.....	190,632	.....	1,133,999
1839	.....	829,096	.....	5,149	.....	834,245	.....	1,032,023	.....	189,879	.....	1,221,902
1840	.....	895,610	.....	4,155	.....	899,765	.....	1,042,676	.....	198,184	.....	1,240,860
1841	.....	945,057	.....	746	.....	945,803	.....	973,571	.....	174,342	.....	1,147,913
1842	.....	970,658	.....	4,701	.....	975,359	.....	859,619	.....	225,050	.....	1,084,669
June 30, 1843	.....	1,003,932	.....	5,373	.....	1,009,305	.....	883,534	.....	231,494	.....	1,115,028
1844	.....	1,061,855	.....	6,910	.....	1,068,765	.....	908,268	.....	265,270	.....	1,173,538
1845	.....	1,088,680	.....	6,492	.....	1,095,172	.....	962,817	.....	319,527	.....	1,282,344
1846	.....	1,124,000	.....	6,287	.....	1,130,287	.....	1,057,684	.....	341,606	.....	1,399,290
1847	.....	1,235,682	.....	5,631	.....	1,241,313	.....	1,155,042	.....	399,210	.....	1,554,252
1848	.....	1,344,819	.....	16,068	.....	1,360,887	.....	1,335,809	.....	411,823	.....	1,747,632
1849	.....	1,418,072	.....	20,870	.....	1,438,942	.....	1,406,710	.....	441,525	.....	1,848,235

[a] Including barges.

[b] Including canal boats and barges.

[c] The decrease of registered tonnage for the years 1801, 1802, and 1811 is due largely, if not entirely, to clerical corrections. American State Papers, Commerce and Navigation, 1801–2, vol. 1, pp. 494–499, 528–546.)

[d] The decrease of tonnage in the years 1818, 1829, and 1830 arises principally from the registered tonnage having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc. Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648) and Pitkin (Commerce of the United States, edition 1835, p. 351).

[e] Nine months.

THE TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789–1918.

Licensed vessels under 20 tons.						Total merchant marine.						Annual increase or decrease (−).	Year.
Sailing.[a]		Steam.		Total.		Sailing.[b]		Steam.		Total.			
No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*Per ct.*	
.....	.....	.....	.....	.....	.....	.....	201,562	.....	.....	.....	201,562	.....	†1789
.....	.....	.....	.....	.....	.....	.....	478,377	.....	.....	.....	478,377	137.33	†1790
.....	.....	.....	.....	.....	.....	.....	502,146	.....	.....	.....	502,146	4.96	†1791
.....	.....	.....	.....	.....	.....	.....	564,457	.....	.....	.....	564,457	12.40	†1792
.....	9,203	.....	.....	.....	9,203	.....	520,764	.....	.....	.....	520,764	− 7.74	1793
.....	22,527	.....	.....	.....	22,527	.....	628,618	.....	.....	.....	628,618	20.71	1794
.....	25,648	.....	.....	.....	25,648	.....	747,965	.....	.....	.....	747,965	19	1795
.....	28,870	.....	.....	.....	28,870	.....	831,900	.....	.....	.....	831,900	11.22	1796
.....	30,548	.....	.....	.....	30,548	.....	876,912	.....	.....	.....	876,912	5.41	1797
.....	31,368	.....	.....	.....	31,368	.....	898,328	.....	.....	.....	898,328	2.44	1798
.....	31,782	.....	.....	.....	31,782	.....	939,408	.....	.....	.....	939,408	4.57	1799
.....	34,317	.....	.....	.....	34,317	.....	972,492	.....	.....	.....	972,492	3.52	1800
.....	36,398	.....	.....	.....	36,398	.....	947,576	.....	.....	.....	947,576	− 2.56	1801
.....	37,614	.....	.....	.....	37,614	.....	892,106	.....	.....	.....	892,106	− 5.85	1802
.....	38,780	.....	.....	.....	38,780	.....	949,172	.....	.....	.....	949,172	6.39	1803
.....	39,623	.....	.....	.....	39,623	.....	1,042,404	.....	.....	.....	1,042,404	1	1804
.....	40,283	.....	.....	.....	40,283	.....	1,140,367	.....	.....	.....	1,140,367	9.40	1805
.....	39,393	.....	.....	.....	39,393	.....	1,208,737	.....	.....	.....	1,208,737	5.99	1806
.....	40,454	.....	.....	.....	40,454	.....	1,268,548	.....	.....	.....	1,268,548	4.95	1807
.....	41,535	.....	.....	.....	41,535	.....	1,242,595	.....	.....	.....	1,242,595	− 2.04	1808
.....	42,039	.....	.....	.....	42,039	.....	1,350,282	.....	.....	.....	1,350,282	8.66	1809
.....	42,810	.....	.....	.....	42,810	.....	1,424,783	.....	.....	.....	1,424,783	5.51	1810
.....	42,976	.....	.....	.....	42,976	.....	1,232,502	.....	.....	.....	1,232,502	−13.49	1811
.....	43,428	.....	.....	.....	43,428	.....	1,269,997	.....	.....	.....	1,269,997	2.95	1812
.....	46,326	.....	.....	.....	46,326	.....	1,166,628	.....	.....	.....	1,166,628	− 8.14	1813
.....	49,437	.....	.....	.....	49,437	.....	1,159,209	.....	.....	.....	1,159,209	− .63	1814
.....	51,026	.....	.....	.....	51,026	.....	1,368,128	.....	.....	.....	1,368,128	18.02	1815
.....	52,433	.....	.....	.....	52,433	.....	1,372,219	.....	.....	.....	1,372,219	.29	1816
.....	54,389	.....	.....	.....	54,389	.....	1,399,912	.....	.....	.....	1,399,912	2.02	1817
.....	56,789	.....	.....	.....	56,789	.....	1,225,185	.....	.....	.....	1,225,185	−12.48	1818
.....	58,534	.....	.....	.....	58,534	.....	1,260,752	.....	.....	.....	1,260,752	2.90	1819
.....	60,142	.....	.....	.....	60,142	.....	1,280,167	.....	.....	.....	1,280,167	1.54	1820
.....	66,350	.....	.....	.....	66,350	.....	1,298,958	.....	.....	.....	1,298,958	1.47	1821
.....	61,930	.....	.....	.....	61,930	.....	1,324,699	.....	.....	.....	1,324,699	1.98	1822
.....	62,610	.....	.....	.....	62,610	.....	1,311,687	.....	24,879	.....	1,336,566	.89	1823
.....	61,548	.....	.....	.....	61,548	.....	1,367,553	.....	21,610	.....	1,389,163	3.94	1824
.....	64,424	.....	.....	.....	64,424	.....	1,400,050	.....	23,061	.....	1,423,111	2.44	1825
.....	66,031	.....	.....	.....	66,031	.....	1,500,132	.....	34,059	.....	1,534,191	7.80	1826
.....	66,451	.....	.....	.....	66,451	.....	1,580,409	.....	40,198	.....	1,620,607	5.63	1827
.....	66,602	.....	.....	.....	66,602	.....	1,701,974	.....	39,418	.....	1,741,392	7.45	1828
.....	22,298	.....	.....	.....	22,298	.....	1,206,761	.....	54,037	.....	1,260,798	−27.60	1829
.....	23,854	.....	.....	.....	23,854	.....	1,127,304	.....	64,472	.....	1,191,776	− 5.47	1830
.....	27,377	.....	.....	.....	27,377	.....	1,198,401	.....	69,445	.....	1,267,846	6.38	1831
.....	28,771	.....	.....	.....	28,771	.....	1,348,636	.....	90,814	.....	1,439,450	13.53	1832
.....	30,928	.....	.....	.....	30,928	.....	1,504,300	.....	101,851	.....	1,606,151	11.59	1833
.....	32,087	.....	.....	.....	32,087	.....	1,636,093	.....	122,814	.....	1,758,907	9.15	1834
.....	32,507	.....	.....	.....	32,507	.....	1,702,127	.....	122,814	.....	1,824,941	3.75	1835
.....	31,800	.....	.....	.....	31,800	.....	1,736,546	.....	145,556	.....	1,882,102	3.13	1836
.....	35,228	.....	.....	.....	35,228	.....	1,741,921	.....	154,765	.....	1,896,686	.77	1837
.....	39,049	.....	.....	.....	39,049	.....	1,802,217	.....	193,423	.....	1,995,640	5.22	1838
.....	40,332	.....	.....	.....	40,332	.....	1,901,451	.....	195,028	.....	2,096,479	5.05	1839
.....	40,139	.....	.....	.....	40,139	.....	1,978,425	.....	202,339	.....	2,180,764	4.02	1840
.....	37,028	.....	.....	.....	37,028	.....	1,955,656	.....	175,088	.....	2,130,744	− 2.30	1841
.....	32,363	.....	.....	.....	32,363	.....	1,862,643	.....	229,751	.....	2,092,391	− 1.80	1842
.....	34,270	.....	.....	.....	34,270	.....	1,921,736	.....	236,867	.....	2,158,603	3.16	1843
.....	37,793	.....	.....	.....	37,793	.....	2,007,916	.....	272,180	.....	2,280,096	5.63	1844
.....	39,486	.....	.....	.....	39,486	.....	2,090,983	.....	326,019	.....	2,417,002	6	1845
.....	32,508	.....	.....	.....	32,508	.....	2,214,192	.....	347,893	.....	2,562,085	6	1846
.....	43,481	.....	.....	.....	43,481	.....	2,434,205	.....	404,841	.....	2,839,046	10.81	1847
.....	45,523	.....	.....	.....	45,523	.....	2,726,151	.....	427,891	.....	3,154,042	11.09	1848
.....	46,839	.....	.....	.....	46,839	.....	2,871,621	.....	462,395	.....	3,334,016	5.71	1849

† Joseph Nourse, Register of the Treasury, under date of Feb. 1, 1812, stated: "As there were not any accounts kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of Dec. 31, 1792, and Feb. 18, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

No. 10.—Documented Sailing and Steam Tonnage Constituting the

Year ended—	Registered vessels.						Enrolled vessels.					
	Sailing.		Steam.[a]		Total.		Sailing.		Steam.[a]		Total.	
	No.	Tons	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
June 30, 1850	1,540,769		44,942		1,585,711		1,418,550		481,005		1,899,555	
1851	1,663,917		62,390		1,726,307		1,471,116		521,217		1,992,333	
1852	1,819,744		79,704		1,899,448		1,619,691		563,536		2,183,227	
1853	2,013,154		90,520		2,103,674		1,728,524		514,098		2,242,622	
1854	2,238,783		95,036		2,333,819		1,829,564		581,571		2,411,135	
1855	2,420,091		115,045		2,535,136		1,960,491		655,240		2,615,731	
1856	2,401,688		89,715		2,491,403		1,754,524		583,362		2,337,886	
1857	2,337,095		86,873		2,463,968		1,814,459		618,911		2,433,370	
1858	2,421,715		78,027		2,499,742		1,850,723		651,363		2,502,086	
1859	2,414,654		92,748		2,507,402		1,910,962		676,005		2,586,967	
1860	2,448,941		97,296		2,546,237		1,982,297		770,641		2,752,938	
1861	2,540,020		102,608		2,642,628		2,064,803		774,596		2,839,399	
1862	2,177,283		113,998		2,291,251		2,175,540		596,465		2,772,005	
1863	1,892,899		133,215		2,026,114		2,633,889		442,304		3,076,193	
1864	1,459,888		122,006		1,581,894		2,496,517		855,954		3,352,471	
1865	1,504,575		98,008		1,602,583		2,484,962		969,131		3,454,093	
1866	1,294,637		198,289		1,492,926		1,893,314		885,223		2,778,537	
1867	1,369,917		198,115		1,568,032		1,701,593		993,765		2,695,358	
1868	3,181	1,343,793	235	221,939	3,416	1,565,732	17,233	1,758,025	3,205	975,142	20,438	2,733,167
1869	3,034	1,353,170	227	213,252	3,281	1,566,422	16,633	1,638,692	3,099	887,401	19,732	2,526,093
1870	2,742	1,324,256	200	192,544	2,942	1,516,800	18,431	1,798,418	3,094	879,522	21,525	2,677,940
1871	2,545	1,244,228	176	180,914	2,721	1,425,142	19,229	1,901,731	3,151	903,543	22,380	2,805,274
1872	2,516	1,232,982	183	177,666	2,699	1,410,648	20,204	2,041,347	3,273	929,962	23,477	2,971,309
1873	2,553	1,229,865	206	193,423	2,759	1,423,288	21,426	2,257,498	3,458	958,417	24,884	3,215,915
1874	2,535	1,233,678	193	195,245	2,728	1,428,923	20,864	2,326,577	3,624	985,569	24,488	3,312,146
1875	2,769	1,362,138	212	191,689	2,981	1,553,827	20,297	2,266,584	3,616	971,806	23,913	3,238,390
1876	2,821	1,394,594	188	198,227	3,009	1,592,821	13,735	1,656,504	3,673	968,300	17,408	2,624,804
1877	2,807	1,421,060	181	190,133	2,988	1,611,193	12,961	1,592,834	3,732	975,033	16,693	2,567,867
1878	2,866	1,458,209	173	170,838	3,037	1,629,047	12,635	1,528,979	3,780	990,382	16,415	2,519,361
1879	2,549	1,335,211	168	156,323	2,717	1,491,534	12,654	1,598,792	3,840	1,012,810	16,494	2,611,602
1880	2,246	1,206,206	132	146,604	2,378	1,352,810	12,331	1,509,766	4,079	1,058,587	16,410	2,649,353
1881	2,191	1,182,817	135	152,769	2,326	1,335,586	11,590	1,551,246	4,227	1,105,955	15,817	2,657,201
1882	2,051	1,137,725	134	154,570	2,185	1,292,295	11,611	1,612,837	4,514	1,194,383	16,126	2,807,220
1883	2,006	1,130,190	168	171,905	2,174	1,302,095	11,432	1,630,831	4,359	1,227,739	15,791	2,858,570
1884	1,939	1,120,033	188	184,188	2,127	1,304,221	11,218	1,623,196	4,294	1,263,332	15,512	2,886,528
1885	1,937	1,101,593	182	186,406	2,119	1,287,999	11,050	1,606,578	4,345	1,289,995	15,395	2,896,573
1886	1,584	934,546	185	176,633	1,769	1,111,179	10,866	1,611,181	4,417	1,327,582	15,283	2,938,763
1887	1,436	841,992	185	173,571	1,621	1,015,563	10,508	1,659,081	4,396	1,349,683	14,904	3,008,764
1888	1,330	760,386	200	183,398	1,530	943,784	10,531	1,720,923	4,565	1,444,435	15,096	3,165,358
1889	1,462	827,124	219	194,471	1,681	1,021,595	10,409	1,651,437	4,744	1,550,044	15,153	3,201,481
1890	1,294	749,065	233	197,630	1,527	946,695	10,320	1,752,241	4,743	1,639,643	15,063	3,391,884
1891	1,316	765,955	271	239,995	1,587	1,005,950	10,358	1,837,810	4,904	1,753,417	15,262	3,591,227
1892	1,270	765,776	254	228,899	1,532	994,675	10,391	1,857,522	5,070	1,821,997	15,461	3,679,519
1893	1,094	638,700	249	261,103	1,343	899,803	10,404	1,934,855	5,216	1,897,978	15,620	3,832,833
1894	1,104	650,089	246	266,091	1,350	916,180	9,473	1,776,243	5,172	1,898,973	14,645	3,675,216
1895	1,021	586,142	239	252,045	1,260	838,187	9,206	1,768,900	5,202	1,936,204	14,408	3,705,104
1896	1,013	580,072	244	264,882	1,257	844,954	8,753	1,744,351	5,246	2,018,149	13,999	3,762,500
1897	983	547,110	247	258,474	1,230	805,584	8,505	1,791,067	5,217	2,075,469	13,722	3,866,536
1898	824	443,645	312	294,064	1,136	737,709	8,517	1,864,380	5,208	2,053,210	13,725	3,917,590
1899	964	488,216	367	360,030	1,331	848,246	8,274	1,830,477	5,232	2,090,821	13,506	3,921,298
1900	992	485,352	338	341,342	1,330	826,694	8,415	1,949,744	5,371	2,289,825	13,786	4,239,569
1901	972	459,407	355	429,722	1,327	889,129	8,629	2,070,411	5,542	2,462,084	14,171	4,532,495
1902	885	423,730	341	458,825	1,226	882,555	8,522	2,122,923	5,693	2,686,772	14,215	4,809,695
1903	813	361,366	357	527,410	1,170	888,776	8,474	2,243,661	5,761	2,846,835	14,235	5,090,496
1904	856	344,612	348	554,156	1,204	898,768	8,347	2,278,861	5,920	3,004,928	14,267	5,283,789
1905	892	353,333	380	601,180	1,372	954,513	8,136	2,291,539	5,990	3,100,263	14,126	5,391,802
1906	1,032	348,201	406	591,285	1,441	939,486	8,090	2,283,705	6,087	3,339,228	14,177	5,622,933
1907	992	269,021	442	602,125	1,434	871,146	7,931	2,327,020	6,179	3,627,686	14,110	5,954,706
1908	1,113	341,331	478	598,737	1,591	940,068	7,755	2,252,644	6,360	4,055,295	14,115	6,307,939
1909	1,135	308,979	498	578,526	1,633	887,505	7,654	2,273,987	6,418	4,107,066	14,072	6,381,053
1910	1,029	234,848	497	556,977	1,526	791,825	7,482	2,321,207	6,567	4,272,521	14,049	6,593,728
1911	1,145	286,941	558	585,730	1,703	872,671	7,179	2,230,215	6,754	4,410,605	13,933	6,640,820
1912	1,311	312,395	701	619,706	2,012	932,101	6,910	2,177,485	7,002	4,475,201	13,912	6,652,686
1913	1,478	356,628	827	671,148	2,305	1,027,776	6,786	2,153,144	7,215	4,573,196	14,001	6,726,340
1914	1,521	351,278	884	724,874	2,405	1,076,152	6,520	2,111,933	7,316	4,607,041	13,836	6,718,974
1915	1,687	521,697	1,107	1,349,846	2,794	1,871,543	6,021	1,889,674	7,327	4,495,051	13,348	6,384,725
1916	1,810	592,054	1,324	1,599,661	3,134	2,191,715	5,762	1,775,665	7,203	4,371,381	12,965	6,147,046
1917	1,879	588,665	1,604	1,857,734	3,483	2,446,399	5,710	1,819,360	7,193	4,476,928	12,903	6,296,288
1918	1,934	587,925	2,079	3,015,781	4,013	3,603,706	5,710	1,837,278	7,103	4,355,615	12,813	6,192,893

[a] Includes gasoline vessels since 1897.

TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789–1918—Continued.

Licensed vessels under 20 tons.						Total merchant marine.						Annual increase or decrease (−).	Year.
Sailing.		Steam.[a]		Total.		Sailing.		Steam.[a]		Total.			
No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*Per ct.*	
.....	50,188	.....	.....	.....	50,188	.....	3,009,507	.....	525,947	.....	3,535,454	6.04	1850
.....	53,799	.....	.....	.....	53,799	.....	3,188,832	.....	583,607	.....	3,772,439	6.70	1851
.....	55,765	.....	.....	.....	55,765	.....	3,495,200	.....	643,240	.....	4,138,440	9.70	1852
.....	60,714	.....	.....	.....	60,714	.....	3,802,392	.....	604,618	.....	4,407,010	6.49	1853
.....	57,948	.....	.....	.....	57,948	.....	4,126,295	.....	676,607	.....	4,802,902	8.96	1854
.....	61,134	.....	.....	.....	61,134	.....	4,441,716	.....	770,285	.....	5,212,001	8.52	1855
.....	42,364	.....	.....	.....	42,364	.....	4,198,576	.....	673,077	.....	4,871,653	− 6.53	1856
.....	43,505	.....	.....	.....	43,505	.....	4,235,059	.....	705,784	.....	4,940,843	1.42	1857
.....	47,980	.....	.....	.....	47,980	.....	4,320,418	.....	729,390	.....	5,049,808	2.20	1858
.....	50,669	.....	.....	.....	50,669	.....	4,376,285	.....	768,753	.....	5,145,038	1.90	1859
.....	54,693	.....	.....	.....	54,693	.....	4,485,931	.....	867,937	.....	5,353,868	4.06	1860
.....	57,786	.....	.....	.....	57,786	.....	4,662,669	.....	877,204	.....	5,539,813	3.47	1861
.....	48,908	.....	.....	.....	48,908	.....	4,401,701	.....	710,463	.....	5,112,164	− 7.72	1862
.....	52,749	.....	.....	.....	52,749	.....	4,357,537	.....	575,519	.....	5,155,056	.84	1863
.....	52,035	.....	.....	.....	52,035	.....	4,008,440	.....	977,960	.....	4,986,400	− 3.27	1864
.....	40,106	.....	.....	.....	40,106	.....	4,029,643	.....	1,067,139	.....	5,096,782	2.21	1865
.....	39,315	.....	.....	.....	39,315	.....	3,227,206	.....	1,083,512	.....	4,310,778	−15.42	1866
.....	41,097	.....	.....	.....	41,097	.....	3,112,607	.....	1,191,880	.....	4,304,487	− .14	1867
4,134	50,526	179	2,334	4,313	52,860	24,548	3,152,344	3,619	1,199,415	28,167	4,351,759	1.10	1868
4,254	49,211	220	2,915	4,474	52,126	23,941	3,041,073	3,546	1,103,568	27,487	4,144,641	− 4.76	1869
4,301	48,738	230	3,029	4,531	51,767	25,474	3,171,412	3,524	1,075,095	28,998	4,246,507	2.41	1870
4,310	49,011	240	3,180	4,550	52,191	26,084	3,194,970	3,567	1,087,637	29,651	4,282,607	.85	1871
4,641	51,865	297	3,925	4,938	55,790	27,361	3,326,194	3,753	1,111,553	31,114	4,437,747	3.62	1872
4,678	52,221	351	4,603	5,029	56,824	28,657	3,539,584	4,015	1,156,443	32,672	4,696,027	5.82	1873
4,901	54,787	369	4,796	5,270	59,583	28,300	3,615,042	4,186	1,185,610	32,486	4,800,652	2.23	1874
4,984	56,342	407	5,173	5,391	61,515	28,050	3,685,064	4,235	1,168,668	32,285	4,853,732	1.10	1875
5,058	55,988	459	5,845	5,517	61,833	21,614	3,107,086	4,320	1,172,372	25,934	4,279,458	−11.83	1876
5,223	57,509	482	6,031	5,705	63,540	20,991	3,071,403	4,395	1,171,197	25,386	4,242,600	− .86	1877
5,293	57,899	519	6,458	5,812	64,357	20,792	3,045,087	4,472	1,167,678	25,264	4,212,765	− .70	1878
5,439	59,426	561	7,039	6,000	66,465	20,642	2,993,429	4,569	1,176,172	25,211	4,169,601	− 1.02	1879
5,418	59,504	506	6,367	5,924	65,871	19,995	2,856,476	4,717	1,211,558	24,712	4,068,034	− 2.43	1880
5,424	58,673	498	6,274	5,922	64,947	19,205	2,792,736	4,860	1,264,998	24,065	4,057,734	− .25	1881
5,516	59,545	541	6,873	6,057	66,418	19,177	2,810,107	5,191	1,355,826	24,368	4,165,933	2.66	1882
5,530	61,272	722	13,550	6,252	74,822	18,968	2,822,293	5,249	1,413,194	24,217	4,235,487	1.67	1883
5,524	62,091	919	18,389	6,443	80,480	18,681	2,805,320	5,401	1,465,909	24,082	4,271,229	.84	1884
5,577	62,846	872	18,516	6,449	81,362	18,564	2,771,017	5,399	1,494,917	23,963	4,265,934	− .12	1885
5,617	62,425	865	18,769	6,482	81,194	18,067	2,608,152	5,467	1,522,984	23,534	4,131,136	− 3.16	1886
5,638	62,055	900	19,463	6,538	81,518	17,582	2,563,128	5,481	1,542,717	23,063	4,105,845	− .61	1887
5,726	62,536	929	20,238	6,655	82,774	17,587	2,543,846	5,694	1,648,070	23,281	4,191,916	2.10	1888
5,828	63,364	961	21,035	6,789	84,399	17,699	2,541,924	5,924	1,765,551	23,623	4,307,475	2.75	1889
5,888	64,103	989	21,815	6,877	85,918	17,502	2,565,409	5,965	1,859,088	23,467	4,424,497	2.71	1890
6,009	64,730	1,041	22,852	7,050	87,582	17,683	2,668,495	6,216	2,016,264	23,899	4,684,759	5.88	1891
6,322	67,206	1,068	23,521	7,390	90,727	17,991	2,690,504	6,392	2,074,417	24,383	4,764,921	1.71	1892
6,453	68,244	1,096	24,191	7,549	92,435	17,951	2,641,799	6,561	2,183,272	24,512	4,825,071	1.26	1893
6,483	68,267	1,108	24,366	7,591	92,633	17,060	2,494,599	6,526	2,189,430	23,586	4,684,029	− 2.90	1894
6,459	68,117	1,113	24,552	7,572	92,669	16,686	2,423,159	6,554	2,212,801	23,240	4,635,960	− 1.03	1895
6,547	72,249	1,105	24,177	7,652	96,426	16,313	2,396,672	6,595	2,307,208	22,908	4,703,880	1.47	1896
6,546	72,285	1,135	24,615	7,681	96,900	16,034	2,410,462	6,599	2,358,558	22,633	4,769,020	1.38	1897
6,652	69,790	1,192	24,649	7,844	94,439	15,993	2,377,815	6,712	2,371,923	22,705	4,749,738	− .40	1898
6,653	69,534	1,238	25,160	7,891	94,694	15,891	2,388,227	6,837	2,476,011	22,728	4,864,238	2.41	1899
6,873	71,946	1,344	26,630	8,217	98,576	16,280	2,507,042	7,053	2,657,797	23,333	5,164,839	6.18	1900
7,042	73,447	1,517	29,147	8,559	102,594	16,643	2,603,265	7,414	2,920,953	24,057	5,524,218	6.96	1901
7,129	74,375	1,693	31,277	8,832	105,652	16,546	2,621,028	7,727	3,176,874	24,273	5,797,902	4.95	1902
7,084	74,230	1,936	33,843	9,020	108,073	16,371	2,679,257	8,054	3,408,088	24,425	6,087,345	4.99	1903
6,892	72,644	2,195	36,334	9,087	108,978	16,095	2,696,117	8,463	3,595,418	24,558	6,291,535	3.35	1904
6,656	70,177	2,527	40,051	9,183	110,228	15,784	2,715,049	8,897	3,741,494	24,681	6,456,543	2.62	1905
6,381	67,776	3,007	44,774	9,388	112,550	15,506	2,699,682	9,500	3,975,287	25,006	6,674,969	3.38	1906
5,938	63,385	3,429	49,557	9,367	112,942	14,861	2,659,426	10,050	4,279,368	24,911	6,938,794	3.95	1907
5,631	60,296	4,088	57,142	9,719	117,438	14,499	2,654,271	10,926	4,711,174	25,425	7,365,445	6.15	1908
5,258	56,565	4,725	63,632	9,983	120,197	14,047	2,639,531	11,641	4,749,224	25,688	7,388,755	.32	1909
4,777	51,666	5,388	70,863	10,165	122,529	13,288	2,607,721	12,452	4,900,361	25,740	7,508,082	1.61	1910
4,360	47,565	5,995	77,734	10,355	125,299	12,684	2,564,721	13,307	5,074,069	25,991	7,638,790	1.74	1911
4,042	44,445	6,562	84,951	10,604	129,396	11,577	2,534,325	14,951	5,179,858	26,528	7,714,183	.99	1912
3,722	41,205	7,042	91,197	10,764	132,402	11,988	2,553,271	15,082	5,333,247	27,070	7,886,518	2.23	1913
3,411	37,951	7,291	95,611	10,702	133,562	11,452	2,501,162	15,491	5,427,526	26,943	7,928,688	.53	1914
3,045	34,248	7,514	98,913	10,559	133,161	10,753	2,445,619	15,948	5,943,810	26,701	8,389,429	5.81	1915
2,811	31,867	7,534	99,021	10,345	130,888	10,383	2,399,586	16,061	6,070,063	26,444	8,469,649	.95	1916
2,566	29,651	7,445	98,699	10,011	128,350	10,155	2,437,676	16,242	6,433,361	26,397	8,871,037	4.74	1917
2,409	28,001	7,476	99,918	9,885	127,919	10,053	2,453,204	16,658	7,471,314	26,711	9,924,518	11.87	1918

For a separate report of canal boats and barges, see Statement No. 10A,

No. 10A.—Number and Gross Tonnage of Canal Boats and Barges Documented in the United States, in Specified Years, 1868–1918.

[These vessels are included in statement No. 10.]

Year ended June 30—	Canal boats.		Barges.		Total.	
	Number.	*Tons.*	*Number.*	*Tons*	*Number.*	*Tons.*
1868	4,847	430,672	1,463	213,156	6,310	643,828
1869	4,678	420,143	1,423	220,958	6,101	641,101
1870	6,410	567,915	1,530	240,411	7,940	808,326
1871	7,314	648,471	1,472	260,343	8,786	908,814
1872	8,085	704,713	1,621	296,106	7,706	1,000,819
1873	8,970	820,328	1,738	335,455	10,708	1,155,783
1874 [a]	8,245	751,612	1,908	389,714	10,153	1,141,326
1875	7,808	709,996	1,888	390,158	9,696	1,100,154
1876	1,581	117,708	1,776	380,686	3,357	498,394
1877	996	81,394	1,914	409,620	2,910	491,014
1878	1,071	88,691	2,198	435,076	3,269	523,767
1879	1,206	103,737	2,394	466,878	3,600	570,615
1880 [b]	1,235	106,590	1,930	383,629	3,165	490,219
1885	1,027	97,681	1,005	299,451	2,032	397,132
1890	1,097	114,953	1,241	341,042	2,338	455,995
1895	680	75,051	1,363	382,632	2,043	457,683
1896	682	75,225	1,357	393,188	2,039	468,413
1897	650	73,786	1,480	432,523	2,130	506,309
1898	660	74,640	1,667	467,348	2,327	541,988
1899	629	71,101	1,962	491,808	2,591	562,909
1900	647	73,383	2,362	548,817	3,009	622,200
1901	735	83,068	2,677	586,840	3,412	669,908
1902	703	79,408	2,770	599,742	3,473	679,150
1903	695	78,406	2,840	634,927	3,535	713,333
1904	692	77,583	2,917	673,578	3,609	751,161
1905	643	71,953	3,022	681,512	3,665	753,465
1906	717	80,137	3,171	720,911	3,888	801,048
1907	731	81,773	3,264	763,209	3,995	844,982
1908	746	82,469	3,453	810,732	4,199	893,201
1909	745	80,951	3,590	847,504	4,335	928,455
1910	674	74,068	3,667	878,180	4,341	952,248
1911	659	72,370	3,821	894,528	4,480	966,898
1912	665	72,567	4,016	922,911	4,681	995,478
1913	698	76,619	4,245	969,022	4,943	1,045,641
1914	700	76,454	4,293	992,168	4,993	1,068,622
1915	560	61,979	4,327	999,166	4,887	1,061,145
1916	555	61,639	4,446	1,027,010	5,001	1,088,649
1917	532	59,740	4,669	1,099,472	5,201	1,159,212
1918	519	58,588	4,947	1,185,081	5,466	1,243,669

[a] See act Apr. 18, 1874.

[b] See act June 30, 1879.

No. 10B.—Number and Gross Tonnage of Sailing Vessels, Steam Vessels, Canal Boats, and Barges Documented on the Northern Lakes, in Specified Years, 1868–1918.

[These vessels are included in statement No. 10.]

Year.	Sailing.		Steam.[a]		Canal boats.		Barges.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
1868	1,855	293,978	624	144,117	2,822	241,553	64	15,956	5,365	695,604
1869	1,752	277,893	636	146,236	2,384	215,165	103	22,072	4,875	661,366
1870	1,699	264,609	642	142,973	2,894	249,553	114	27,569	5,349	684,704
1871	1,662	267,154	682	149,467	3,037	264,198	132	31,208	5,513	712,027
1872	1,654	270,051	708	162,523	2,814	254,056	161	37,863	5,337	724,493
1873	1,663	298,002	802	180,250	2,934	267,601	177	42,559	5,576	788,412
1874	1,696	336,802	876	198,121	2,812	261,135	216	46,323	5,600	842,381
1875	1,710	339,787	891	202,307	2,702	250,657	193	45,140	5,496	837,891
1876	1,643	331,498	921	201,742	441	34,386	188	45,585	3,193	613,211
1877	1,604	324,394	923	201,085	472	37,474	192	47,207	3,191	610,160
1878	1,546	315,908	918	201,550	519	41,902	183	45,296	3,166	604,656
1879	1,473	307,078	896	203,298	548	44,774	170	42,226	3,087	597,376
1880	1,459	304,933	931	212,045	572	47,159	165	40,965	3,127	605,102
1885	1,322	313,129	1,175	335,859	771	70,150	111	30,810	3,379	749,948
1890	1,272	328,656	1,527	652,923	657	67,574	54	13,910	3,510	1,063,063
1895	1,100	300,642	1,755	857,735	406	44,074	81	39,008	3,342	1,241,459
1896	1,044	309,152	1,792	924,631	416	45,109	81	45,175	3,333	1,324,067
1897	993	334,104	1,775	977,235	361	37,978	101	60,785	3,230	1,410,102
1898	960	333,704	1,764	993,644	384	40,456	148	69,696	3,256	1,437,500
1899	874	318,175	1,732	1,014,561	366	38,630	190	74,982	3,162	1,446,348
1900	832	335,183	1,739	1,110,565	392	41,430	204	78,409	3,167	1,565,587
1901	784	332,289	1,778	1,243,500	476	50,362	215	80,143	3,253	1,706,294
1902	726	318,032	1,795	1,377,872	454	47,888	197	72,719	3,172	1,816,511
1903	676	315,195	1,796	1,467,992	453	47,750	185	71,761	3,110	1,902,698
1904	623	308,820	1,820	1,592,270	451	47,160	181	70,958	3,075	2,019,208
1905	583	301,115	1,820	1,647,793	418	43,775	190	69,464	3,011	2,062,147
1906	519	269,136	1,844	1,841,438	480	50,599	209	73,259	3,052	2,234,432
1907	466	256,104	1,873	2,044,553	529	55,889	235	83,195	3,103	2,439,741
1908	429	248,752	1,942	2,341,686	546	57,609	255	81,122	3,172	2,729,169
1909	389	238,491	1,982	2,399,925	557	58,753	271	85,312	3,199	2,782,481
1910	362	236,656	2,107	2,508,469	480	50,912	324	99,065	3,273	2,895,102
1911	324	228,519	2,174	2,564,060	449	48,065	339	102,879	3,286	2,943,523
1912	303	225,114	2,269	2,575,914	451	48,208	344	100,688	3,367	2,949,924
1913	272	210,401	2,333	2,568,983	472	51,048	370	109,354	3,447	2,939,786
1914	241	198,531	2,339	2,523,517	448	48,397	378	112,447	3,046	2,882,892
1915	220	190,928	2,348	2,487,945	208	22,729	385	116,407	3,161	2,818,009
1916	191	182,225	2,335	2,444,518	141	15,644	384	118,428	3,051	2,760,815
1917	165	172,836	2,309	2,471,727	127	14,172	400	120,352	3,001	2,779,087
1918	133	159,564	2,295	2,504,901	101	11,219	410	121,819	2,939	2,797,503

[a] Includes gasoline vessels since 1897.

No. 11.—Number and Gross Tonnage of Sailing Vessels, Steam Vessels, Gas Vessels, Canal Boats, and Barges in the United States, by Customs Districts, June 30, 1918.

[This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers or lakes of the United States and not engaged in the trade with contiguous foreign territory, and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS.												
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Eastport, Me.	14	1,593	5	430	124	2,228					143	4,161
Calais, Me.	15	2,466	1	38	3	74					19	2,578
Machias, Me.	22	1,553	3	122	57	945					82	2,620
Ellsworth, Me.	13	1,094	2	128	25	354					40	1,576
Southwest Harbor, Me.	19	1,083	1	34	64	815					84	1,932
Castine, Me.	40	2,006	4	221	42	431			1	86	87	2,744
Bangor, Me.	16	1,721	4	344	1	5					21	2,070
Belfast, Me.	6	1,155	12	9,563	10	122			4	1,539	32	12,379
Vinalhaven, Me.	4	134			31	300					35	434
Rockland, Me.	49	15,234	14	1,455	68	908			3	160	134	17,757
Boothbay, Me.	15	732	5	103	22	314			2	65	44	1,214
Bath, Me.	15	7,142	12	2,005	3	249			22	857	52	10,253
Portland, Me.	23	2,349	46	17,840	109	2,221			2	244	180	22,654
Portsmouth, N. H.	4	225	8	4,349	7	115			4	459	23	5,148
Massachusetts:												
Gloucester, Mass.	63	6,658	24	2,253	165	9,141			5	504	257	18,556
Salem, Mass.	1	31	2	77	4	53					7	161
Marblehead, Mass.	3	71	3	72	5	43			2	500	13	686
Boston, Mass.	136	57,572	216	191,198	115	7,054			27	12,096	494	267,920
Plymouth, Mass.	4	38	1	65	5	59					10	162
Provincetown, Mass.	14	1,317	1	82	61	838					76	2,237
Barnstable, Mass.	2	36	2	202	65	524					69	762
Vineyard Haven, Mass.	8	260	2	46	53	659					63	965
New Bedford, Mass.	27	3,495	11	2,805	42	690					80	6,990
Fall River, Mass.	26	21,061	20	41,493	26	280			5	1,738	77	64,572
Rhode Island:												
Providence, R. I.	11	1,077	28	18,420	100	4,513					139	24,010
Newport, R. I.	7	149	36	5,091	93	1,134			3	169	139	6,543
Connecticut:												
New London, Conn.	19	11,672	44	42,078	40	748			30	9,235	133	63,733
Hartford, Conn.	6	629	17	7,758	12	120			50	20,491	85	28,998
New Haven, Conn.	19	1,642	41	8,278	55	882	3	419	16	6,057	134	17,278
Bridgeport, Conn.	57	2,881	32	3,596	94	1,394			5	1,024	188	8,895
New York:												
New York, N. Y.	311	229,818	1,505	2,177,657	520	56,803	79	10,173	1,824	592,563	4,239	3,067,014
Albany, N. Y.	1	86	118	15,025	1	14	332	36,293	71	23,255	523	74,673
Patchogue, N. Y.	51	1,326	7	540	283	3,399			10	913	351	6,178

Cold Spring, N. Y.			1	143	1	12					2	55
Greenport, N. Y.	40	558	15	1,555	140	2,164			1	10	196	4,287
Newark, N. J.	9	2,352	46	5,439	40	468	3	378	8	2,240	106	10,877
Perth Amboy, N. J.	80	27,129	45	11,748	61	863			73	21,431	259	61,171
Philadelphia:												
Tuckerton, N. J.	8	128	3	669	51	414			4	45	66	1,256
Philadelphia, Pa.	322	114,296	274	257,774	338	6,079	1	106	196	73,913	1,131	452,168
Wilmington, Del.	49	11,349	44	44,315	46	1,889			25	12,064	164	69,617
Maryland:												
Baltimore, Md.	387	37,310	205	181,495	148	3,377			242	53,133	982	275,315
Annapolis, Md.	117	2,734	1	61	69	923			2	16	189	3,734
Crisfield, Md.	470	8,314			57	831			2	64	529	9,209
Washington, D. C.	29	1,637	24	9,467	6	92					59	11,196
Alexandria, Va.	7	170	3	67	4	69					14	306
Virginia:												
Reedville, Va.	157	4,566	45	8,875	92	1,573			1	256	295	15,270
Richmond, Va.	13	343	11	1,561	9	159			8	1,870	41	3,933
Petersburg, Va.	2	52	1	98	7	106					10	256
Newport News, Va.	91	36,807	29	56,881	123	1,819					243	95,507
Norfolk, Va.	57	35,033	94	59,871	254	6,168			17	5,339	432	106,411
Cape Charles, Va.	78	1,221	16	6,181	107	1,277			10	13,834	211	22,513
North Carolina:												
Elizabeth City, N. C.	29	657	24	1,142	49	687			4	905	106	3,391
Manteo, N. C.	12	158			14	164					26	322
Washington, N. C.	39	517	10	573	36	488					85	1,578
Newbern, N. C.	18	540	13	525	44	550					75	1,615
Beaufort, N. C.	68	723			145	2,925			1	54	214	3,702
Wilmington, N. C.	15	719	36	2,320	35	689			2	611	88	4,339
South Carolina:												
Georgetown, S. C.	2	701	22	1,495	30	385					54	2,581
Charleston, S. C.	19	2,263	16	1,611	105	1,398			2	827	142	6,099
Beaufort, S. C.	45	465	2	354	15	202					62	1,021
Georgia:												
Savannah, Ga.	46	5,710	48	41,668	31	2,827			2	954	127	51,159
Brunswick, Ga.	10	1,986	13	1,243	30	337			2	872	55	4,438
Florida:												
Fernandina, Fla.					18	1,344					18	1,344
Jacksonville, Fla.	25	11,106	47	8,531	109	2,499			3	1,143	184	23,279
St. Augustine, Fla.	1	8	2	181	54	710					57	899
Miami, Fla.	2	83	1	81	89	1,537			2	407	94	2,108
Key West, Fla.	78	1,653	21	5,806	78	1,055			7	3,025	184	11,539
Tampa, Fla.	81	6,859	17	5,474	99	2,025			2	74	199	14,432
Cedar Keys, Fla.	3	19	5	343	5	68			20	2,479	33	2,909
Apalachicola, Fla.	5	38	17	1,542	28	341					50	1,921
Pensacola, Fla.	69	11,154	24	3,302	19	505			9	3,817	121	18,778
Mobile:												
Mobile, Ala.[a]	64	15,743	44	11,552	67	3,529			10	5,012	185	35,836
Gulfport, Miss.	198	6,790	15	6,116	42	953					255	13,859
New Orleans:												
New Orleans, La.[a]	94	7,443	31	52,129	9	1,643			2	781	136	61,996
Morgan City, La.	26	263	38	1,894	125	1,908			12	6,619	201	10,684

[a] Seagoing vessels; for vessels in river trade, see p. 167.

No. 11.—Number and Gross Tonnage of Sailing Vessels, Steam Vessels, Gas Vessels, Canal Boats, and Barges in the United States, by Customs Districts, June 30, 1918—Continued.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS—continued.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Sabine: Port Arthur, Tex	27	29,325	44	89,778	42	5,228	.....	.....	32	10,243	145	134,574
Galveston:												
Galveston, Tex	21	907	23	16,613	113	1,886	.....	.....	34	13,419	191	32,825
Freeport, Tex	.....	.....	1	488	1	12	.....	.....	1	1,165	3	1,665
Houston, Tex	1	73	10	566	44	609	.....	.....	9	3,353	64	4,601
Port Lavaca, Tex	35	275	1	39	28	271	.....	.....	3	103	67	688
San Antonio:												
Port Aransas, Tex	4	46	3	378	12	184	.....	.....	5	1,069	24	1,677
Brownsville, Tex	1	8	.....	.....	.....	.....	.....	.....	.....	.....	1	8
Porto Rico: San Juan, P. R	91	7,787	9	2,075	8	131	.....	.....	1	82	109	10,075
Total	4,066	776,234	3,621	3,457,387	5,382	162,802	418	47,369	2,840	913,184	16,327	5,356,976
PACIFIC COAST.												
Southern California:												
San Diego, Cal	8	179	5	1,643	76	2,474	.....	.....	10	1,534	99	5,830
Los Angeles, Cal	1	11	10	21,966	150	3,666	.....	.....	26	2,202	187	27,845
San Francisco:												
San Francisco, Cal	185	153,334	358	563,190	388	35,112	.....	.....	6	3,728	937	755,364
Eureka, Cal	6	4,338	5	3,685	15	5,162	.....	.....	1	1,395	27	14,580
Oregon:												
Marshfield, Oreg	2	3,424	17	6,559	69	900	.....	.....	1	529	88	11,412
Newport, Oreg	.....	.....	3	106	8	190	.....	.....	2	150	13	446
Astoria, Oreg	9	9,154	22	1,824	108	5,369	.....	.....	.....	.....	139	16,347
Portland, Oreg	16	16,136	111	105,967	62	26,781	.....	.....	4	3,117	193	152,001
Washington: Seattle, Wash	115	79,637	386	337,337	1,333	51,759	.....	.....	1,253	95,213	3,087	563,946
Alaska: Juneau, Alaska	33	841	103	33,282	561	9,372	.....	.....	234	32,836	931	76,331
Hawaii: Honolulu, Hawaii	11	6,611	19	15,016	23	968	.....	.....	.....	.....	53	22,595
Total	386	273,665	1,039	1,090,575	2,793	141,753	.....	.....	1,537	140,704	5,755	1,646,697
NORTHERN LAKES.												
Vermont: Burlington, Vt	.....	.....	8	2,921	1	12	3	311	.....	.....	12	3,244
St. Lawrence:												
Rouses Point, N. Y	1	108	4	163	4	79	88	9,556	.....	.....	97	9,906
Ogdensburg, N. Y	3	1,150	20	7,509	.....	.....	.....	.....	11	3,698	34	12,357
Cape Vincent, N. Y	2	53	13	1,554	22	309	.....	.....	22	1,049	59	2,965
Rochester:												
Oswego, N. Y	1	100	30	105,697	4	466	.....	.....	3	410	38	106,673
Rochester, N. Y	.....	.....	4	639	10	100	.....	.....	.....	.....	14	739
Buffalo: Buffalo, N. Y	7	6,931	191	210,612	13	148	10	1,352	53	13,873	274	232,916

Ohio:												
Erie, Pa			44	9,427	14	164					58	9,591
Cleveland, Ohio	19	30,606	270	1,002,559	7	62			11	9,791	307	1,043,018
Sandusky, Ohio	1	489	31	8,099	25	317			3	1,327	60	10,232
Toledo, Ohio	5	2,509	21	6,926	9	101			10	2,185	45	11,721
Michigan:												
Detroit, Mich	4	1,339	109	146,598	28	486			78	17,781	219	166,204
Port Huron, Mich	16	7,666	49	20,806	14	189			13	819	92	29,480
Marquette, Mich	8	4,202	58	74,765	36	568			20	6,686	122	86,221
Grand Haven, Mich	5	547	111	39,758	224	2,471					340	42,776
Chicago: Chicago, Ill.[a]	14	11,637	118	74,188	95	1,511					227	87,336
Wisconsin: Milwaukee, Wis.[a]	16	2,665	136	45,347	290	3,112			42	14,627	484	65,751
Duluth and Superior: Duluth, Minn.[a]	31	89,562	263	736,955	19	283			144	49,573	457	876,373
Total	133	159,564	1,480	2,494,523	815	10,378	101	11,219	410	121,819	2,939	2,797,503
WESTERN RIVERS.												
New Orleans:												
New Orleans, La.[b]			115	14,764	122	6,022			3	3,286	240	24,072
Vicksburg, Miss			19	3,562	18	219					37	3,781
Tennessee:												
Memphis, Tenn			21	3,127	26	371			2	52	49	3,550
Nashville, Tenn			9	1,165	36	509					45	1,674
Chattanooga, Tenn			15	1,140	24	245			42	397	81	1,782
Mobile: Mobile, Ala.[b]			3	33	12	116			3	32	18	181
Kentucky:												
Paducah, Ky			11	1,653	36	378			3	410	50	2,441
Louisville, Ky			51	6,819	89	1,078			8	264	148	8,161
St. Louis:												
St. Louis, Mo	2	72	102	22,920	207	4,333			48	2,111	359	29,436
Kansas City, Mo			9	869	22	417					31	1,286
St. Joseph, Mo			1	30	1	15					2	45
Nebraska: Omaha, Nebr			1	69	5	103					6	172
Dakota: Pembina, N. Dak			3	163	38	1,385			7	433	48	1,981
Montana and Idaho: Great Falls, Mont			1	22	11	288					12	310
Iowa:												
Des Moines, Iowa			12	878	19	202			1	12	32	1,092
Sioux City, Iowa					5	47					5	47
Dubuque, Iowa			4	185	18	209			6	104	28	498
Minnesota: St. Paul, Minn			8	390	10	179			7	623	25	1,192
Duluth and Superior: Duluth, Minn.[c]			8	136	4	65			1	108	13	309
Indiana: Evansville, Ind			28	3,328	42	781			10	359	80	4,468
Wisconsin: Milwaukee, Wis.[c]			1	98	5	47					6	145
Chicago:												
Chicago, Ill.[c]			18	1,307	22	307			6	237	46	1,851
Peoria, Ill			18	2,286	15	194			2	78	35	2,558
Ohio: Cincinnati, Ohio			43	8,851	55	633			3	104	101	9,588
Pittsburgh: Pittsburgh, Pa			126	21,233	59	725			8	764	193	22,722
Total	2	72	627	95,028	901	18,868			160	9,374	1,690	123,342

[a] Lake vessels; for vessels in river trade, see below. [b] Vessels in river trade; for seagoing vessels, see p. 165. [c] Vessels in river trade; for lake vessels, see above.

No. 11.—Number and Gross Tonnage of Sailing Vessels, Steam Vessels, Gas Vessels, Canal Boats, and Barges in the United States, by Customs Districts, June 30, 1918—Continued.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
SUMMARY.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Atlantic and Gulf coasts	4,066	776,234	3,621	3,457,387	5,382	162,802	418	47,369	2,840	913,184	16,327	5,356,976
Pacific coast	386	273,665	1,039	1,090,575	2,793	141,753	.....	.....	1,537	140,704	5,755	1,646,697
Northern lakes	133	159,564	1,480	2,494,523	815	10,378	101	11,219	410	121,819	2,939	2,797,503
Western rivers	2	72	627	95,028	901	18,868	.....	.....	160	9,374	1,690	123,342
Grand total	4,587	1,209,535	6,767	7,137,513	9,891	333,801	519	58,588	4,947	1,185,081	26,711	9,924,518

No. 12.—Number and Gross Tonnage of Sailing Vessels, Steam Vessels, Gas Vessels, Canal Boats, and Barges in the United States, by States, June 30, 1918.

State or Territory in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Maine	251	38,172	109	32,283	559	8,966	.....	.....	34	2,951	953	82,372
New Hampshire	4	225	8	4,349	7	115	.....	.....	4	459	23	5,148
Vermont	.....	.....	8	2,921	1	12	3	311	.....	.....	12	3,244
Massachusetts	284	90,539	282	238,293	541	19,341	.....	.....	39	14,838	1,146	363,011
Rhode Island	18	1,226	64	23,511	193	5,647	.....	.....	3	169	278	30,553
Connecticut	101	16,824	134	61,710	201	3,144	3	419	101	36,807	540	118,904
New York	417	240,130	1,908	2,521,094	998	63,494	509	57,374	1,995	635,771	5,827	3,517,863
New Jersey	97	29,609	94	17,856	152	1,745	3	378	85	23,716	431	73,304
Pennsylvania	322	114,296	444	288,434	411	6,968	1	106	204	74,677	1,382	484,481
Delaware	49	11,349	44	44,315	46	1,889	.....	.....	25	12,064	164	69,617
Maryland	974	48,358	206	181,556	274	5,131	.....	.....	246	53,213	1,700	288,258
District of Columbia	29	1,637	24	9,467	6	92	.....	.....	.....	.....	59	11,196
Virginia	405	78,192	199	133,534	596	11,171	.....	.....	36	21,299	1,236	244,196
North Carolina	181	3,314	83	4,560	323	5,503	.....	.....	7	1,570	594	14,947
South Carolina	66	3,429	40	3,460	150	1,985	.....	.....	2	827	258	9,701
Georgia	56	7,696	61	42,911	61	3,164	.....	.....	4	1,826	182	55,597
Florida	264	30,920	134	25,260	499	10,084	.....	.....	43	10,945	940	77,209
Alabama	64	15,743	47	11,585	79	3,645	.....	.....	13	5,044	203	36,017
Mississippi	198	6,790	34	9,678	60	1,172	.....	.....	.....	.....	292	17,640
Louisiana	120	7,706	184	68,787	256	9,573	.....	.....	17	10,686	577	96,752
Texas	89	30,634	82	107,862	240	8,190	.....	.....	84	29,352	495	176,038
Porto Rico	91	7,787	9	2,075	8	131	.....	.....	1	82	109	10,075
Tennessee	.....	.....	45	5,432	86	1,125	.....	.....	44	449	175	7,006
Kentucky	.....	.....	62	8,472	125	1,456	.....	.....	11	674	198	10,602
Missouri	2	72	112	23,819	230	4,765	.....	.....	48	2,111	392	30,767
Nebraska	.....	.....	1	69	5	103	.....	.....	.....	.....	6	172
North Dakota	.....	.....	3	163	38	1,385	.....	.....	7	433	48	1,981
Montana	.....	.....	1	22	11	288	.....	.....	.....	.....	12	310
Iowa	.....	.....	16	1,063	42	458	.....	.....	7	116	65	1,637
Minnesota	31	89,562	279	737,481	33	527	.....	.....	152	50,304	495	877,874
Wisconsin	16	2,665	137	45,445	295	3,159	.....	.....	42	14,627	490	65,896
Michigan	33	13,754	327	281,927	302	3,714	.....	.....	111	25,286	773	324,681
Illinois	14	11,637	154	77,781	132	2,012	.....	.....	8	315	308	91,745
Indiana	.....	.....	28	3,328	42	781	.....	.....	10	359	80	4,468
Ohio	25	33,604	365	1,026,435	96	1,113	.....	.....	27	13,407	513	1,074,559
California	200	157,862	378	590,484	629	46,414	.....	.....	43	8,859	1,250	803,619
Oregon	27	28,714	153	114,456	247	33,240	.....	.....	7	3,796	434	180,206
Washington	115	79,637	386	337,337	1,333	51,759	.....	.....	1,253	95,213	3,087	563,946
Alaska	33	841	103	33,282	561	9,372	.....	.....	234	32,836	931	76,331
Hawaii	11	6,611	19	15,016	23	968	.....	.....	.....	.....	53	22,595
Total	4,587	1,209,535	6,767	7,137,513	9,891	333,801	519	58,588	4,947	1,185,081	26,711	9,924,518

No. 13.—Sailing, Steam, and Gas Vessels of the United States, According to Size, June 30, 1918.

Geographical distribution.	Class 0. 5 to 49 tons.		Class 1. 50 to 99 tons.		Class 2. 100 to 499 tons.		Class 3. 500 to 999 tons.		Class 4. 1,000 to 2,499 tons.		Class 5. 2,500 to 4,999 tons.		Class 6. 5,000 tons and over.		Total.	
SAILING VESSELS.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Atlantic and Gulf coasts	2,675	44,624	393	27,330	438	100,080	350	272,086	197	290,248	13	41,866	.....	.....	4,066	776,234
Pacific coast	96	2,219	36	2,584	57	19,120	92	63,235	93	149,827	12	36,680	.....	.....	386	273,665
Northern lakes	9	282	8	616	35	10,066	40	26,683	14	25,977	24	80,813	3	15,127	133	159,564
Western rivers	2	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	72
Total	2,782	47,197	437	30,530	530	129,266	482	362,004	304	466,052	49	159,359	3	15,127	4,587	1,209,535
STEAM VESSELS.																
Atlantic and Gulf coasts	819	24,950	689	51,385	1,100	237,512	223	159,456	283	492,626	301	1,073,744	206	1,417,714	3,621	3,457,387
Pacific coast	183	5,106	163	12,163	305	80,630	147	106,039	106	169,296	50	182,038	85	535,303	1,039	1,090,575
Northern lakes	462	12,901	224	17,274	166	40,023	86	62,796	146	281,826	208	843,767	188	1,235,936	1,480	2,494,523
Western rivers	176	5,231	229	17,561	179	39,215	35	22,667	8	10,354	.....	.....	.....	.....	627	95,028
Total	1,640	48,188	1,305	98,383	1,750	397,380	491	350,958	543	954,102	559	2,099,549	479	3,188,953	6,767	7,137,513
GAS VESSELS.																
Atlantic and Gulf coasts	5,104	72,584	154	11,044	88	13,453	12	9,601	19	37,543	4	13,118	1	5,459	5,382	162,802
Pacific coast	2,544	45,205	151	10,346	53	10,837	10	7,765	32	59,230	3	8,370	.....	.....	2,793	141,733
Northern lakes	802	9,014	9	607	4	757	.....	.....	.....	.....	.....	.....	.....	.....	815	10,378
Western rivers	853	11,666	39	2,076	5	1,871	3	1,782	1	1,473	.....	.....	.....	.....	901	18,868
Total	9,303	138,469	353	24,073	150	26,918	25	19,148	52	98,246	7	21,488	1	5,459	9,891	333,801
Grand total	13,725	233,854	2,095	152,986	2,430	553,564	998	732,110	899	1,518,400	615	2,280,396	483	3,209,539	21,245	8,680,849

No. 14.—Number and Gross Tonnage of Vessels of the United States Engaged in the Cod and Mackerel Fisheries, by Customs Districts, June 30, 1918.

Customs district and port in which documented.	Sailing.				Steam.				Gas.				Total.	
	Enrolled.		Licensed.		Enrolled.		Licensed.		Enrolled.		Licensed.			
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Maine and New Hampshire:														
Eastport									1	21	60	742	61	763
Machias			4	33							6	61	10	94
Ellsworth			1	7							7	57	8	64
Southwest Harbor			4	27					2	60	22	203	28	290
Castine			4	21					2	81	5	44	11	146
Bangor											1	5	1	5
Belfast											2	27	2	27
Vinalhaven			1	6							24	224	25	230
Rockland			5	34							15	137	20	171
Boothbay											12	181	12	181
Bath			2	17							1	8	3	25
Portland					2	390	4	99	10	1,026	52	612	78	2,127
Portsmouth, N. H			1	5									1	5
Massachusetts:														
Gloucester	44	5,397	3	34	7	1,303	6	183	69	7,001	82	1,377	211	15,295
Salem	1	31											1	31
Marblehead	2	65	1	6							1	8	4	79
Boston	19	2,072	8	80	17	3,822	2	77	23	1,799	17	382	86	8,232
Plymouth			3	26							3	26	6	52
Provincetown	7	819	5	38	1	82			1	21	55	768	69	1,728
Barnstable			1	6							2	14	3	20
Vineyard Haven							2	46	1	38	8	174	11	258
New Bedford	1	48									5	106	6	154
Fall River											1	16	1	16
Connecticut: New London											4	46	4	46
New York: Greenport			6	50							3	33	9	83
California: San Francisco	10	3,190											10	3,190
Oregon:														
Marshfield											2	41	2	41
Astoria											15	349	15	349
Portland	2	3,250					2	247	5	209	4	50	13	3,756
Washington: Seattle	3	880											3	880
Total	89	15,752	49	390	27	5,597	16	652	114	10,256	409	5,691	704	38,338

No. 15.—Number and Gross Tonnage of Vessels of the United States Engaged in the Whale Fisheries, by Ports, June 30, 1918.

Port.	Sailing.		Steam.		Gas.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Massachusetts:								
Gloucester	1	142					1	142
Provincetown	2	460					2	460
New Bedford	11	1,640			2	156	13	1,796
California: San Francisco	1	73			1	362	2	435
Washington: Seattle			5	655	1	523	6	1,178
Alaska: Juneau			3	482			3	482
Total	15	2,315	8	1,137	4	1,041	27	4,493

No. 16.—Documented Tonnage of the United States Merchant Marine 1789–

Year ended—	Foreign trade		Coasting trade.						Whale fisheries.	
	Registered.		Enrolled.		Licensed.		Total.		Registered.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Dec. 31, 1789	.....	123,893	.....	68,607	.....	.....	.....	68,607	.....	.....
1790	.....	346,254	.....	103,775	.....	.....	.....	103,775	.....	.....
1791	.....	363,110	.....	106,494	.....	.....	.....	106,494	.....	.....
1792	.....	411,438	.....	120,957	.....	.....	.....	120,957	.....	.....
1793	.....	367,734	.....	114,853	.....	7,218	.....	122,071	.....	.....
1794	.....	438,863	.....	145,601	.....	16,977	.....	162,578	.....	.....
1795	.....	529,471	.....	164,796	.....	19,602	.....	184,398	.....	.....
1796	.....	576,733	.....	195,424	.....	22,417	.....	217,841	.....	.....
1797	.....	597,777	.....	214,077	.....	23,326	.....	237,403	.....	.....
1798	.....	603,376	.....	227,344	.....	24,099	.....	251,443	.....	.....
1799	.....	657,142	.....	220,904	.....	25,736	.....	246,640	.....	5,055
1800	.....	667,107	.....	345,295	.....	27,197	.....	272,492	.....	2,814
1801	.....	[a] 630,558	.....	246,255	.....	28,296	.....	274,551	.....	2,349
1802	.....	[a] 557,760	.....	260,543	.....	29,080	.....	289,623	.....	2,621
1803	.....	585,910	.....	268,676	.....	30,384	.....	299,060	.....	11,247
1804	.....	660,514	.....	286,840	.....	30,697	.....	317,537	.....	12,016
1805	.....	744,224	.....	301,366	.....	31,297	.....	332,663	.....	5,117
1806	.....	798,507	.....	309,977	.....	30,563	.....	340,540	.....	9,778
1807	.....	840,163	.....	318,190	.....	30,838	.....	349,028	.....	8,144
1808	.....	765,252	.....	387,684	.....	33,135	.....	420,819	.....	3,802
1809	.....	906,855	.....	371,501	.....	33,662	.....	405,163	.....	3,204
1810	.....	981,019	.....	371,114	.....	34,233	.....	405,347	.....	3,250
1811	.....	[a] 763,607	.....	386,259	.....	34,103	.....	420,362	.....	5,245
1812	.....	758,636	.....	443,181	.....	34,791	.....	477,972	.....	1,988
1813	.....	672,700	.....	433,405	.....	37,704	.....	471,109	.....	2,153
1814	.....	674,633	.....	425,714	.....	40,445	.....	466,159	.....	.....
1815	.....	824,295	.....	435,067	.....	40,599	.....	475,666	.....	.....
1816	.....	800,760	.....	479,979	.....	42,186	.....	522,165	.....	.....
1817	.....	804,851	.....	481,458	.....	43,572	.....	525,030	.....	4,874
1818	.....	[b] 589,944	.....	503,140	.....	46,234	.....	549,374	.....	16,135
1819	.....	581,230	.....	523,556	.....	47,502	.....	571,058	.....	31,700
1820	.....	583,657	.....	539,080	.....	48,945	.....	588,025	.....	35,391
1821	.....	593,825	.....	559,436	.....	55,409	.....	614,845	.....	26,071
1822	.....	582,701	.....	573,080	.....	51,109	.....	624,189	.....	45,449
1823	.....	600,003	.....	566,409	.....	51,396	.....	617,805	.....	39,918
1824	.....	636,807	.....	589,223	.....	52,340	.....	641,563	.....	33,166
1825	.....	665,409	.....	587,273	.....	53,588	.....	640,861	.....	35,379
1826	.....	696,221	.....	666,420	.....	55,910	.....	722,330	.....	41,757
1827	.....	701,517	.....	732,938	.....	56,221	.....	789,159	.....	45,653
1828	.....	757,998	.....	787,226	.....	55,680	.....	842,906	.....	54,621
1829	.....	[b] 592,859	.....	490,468	.....	18,390	.....	508,858	.....	57,284
1830	.....	[b] 537,563	.....	496,640	.....	20,339	.....	516,979	.....	38,912
1831	.....	538,136	.....	516,086	.....	23,638	.....	539,724	.....	82,316
1832	.....	614,121	.....	624,159	.....	25,468	.....	649,627	.....	72,869
1833	.....	648,869	.....	717,423	.....	26,776	.....	744,199	.....	101,158
1834	.....	749,378	.....	755,463	.....	28,156	.....	783,619	.....	108,060
Sept. 30, 1835 (9 mos.)	.....	788,173	.....	769,795	.....	27,543	.....	797,338	.....	97,649
1836	.....	753,094	.....	846,116	.....	26,907	.....	873,023	.....	144,681
1837	.....	683,205	.....	927,250	.....	29,731	.....	956,981	.....	127,242
1838	.....	702,962	.....	1,008,146	.....	32,959	.....	1,041,105	.....	119,630
1839	.....	702,400	.....	1,120,311	.....	33,241	.....	1,153,552	.....	131,845
1840	.....	762,838	.....	1,144,664	.....	32,030	.....	1,176,694	.....	136,927
1841	.....	788,398	.....	1,076,036	.....	31,032	.....	1,107,068	.....	157,405
1842	.....	832,746	.....	1,018,253	.....	27,500	.....	1,045,753	.....	151,613
June 30, 1843 (9 mos.)	.....	856,930	.....	1,048,209	.....	27,947	.....	1,076,156	.....	152,375
1844	.....	900,471	.....	1,078,868	.....	30,747	.....	1,109,615	.....	168,294
1845	.....	904,476	.....	1,190,898	.....	32,320	.....	1,223,218	.....	190,696
1846	.....	943,307	.....	1,289,871	.....	25,706	.....	1,315,577	.....	186,980
1847	.....	1,047,454	.....	1,452,623	.....	35,978	.....	1,488,601	.....	193,859
1848	.....	1,168,707	.....	1,620,988	.....	38,329	.....	1,659,317	.....	192,180
1849	.....	1,258,756	.....	1,731,411	.....	38,965	.....	1,770,376	.....	180,186
1850	.....	1,439,694	.....	1,755,797	.....	42,028	.....	1,797,825	.....	146,017
1851	.....	1,544,663	.....	1,854,318	.....	45,658	.....	1,899,976	.....	181,644

[a] The decrease of registered tonnage for the years 1801, 1802, and 1811 is due largely, if not entirely, to clerical corrections. (American State Papers, Commerce and Navigation 1801–2, vol. 1, pp. 494–499, 528–546.)

[b] The decrease of tonnage in the years 1818, 1829, and 1830 arises princ pally from the registered tonnage, having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc.—Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648), and Pitkin (Commerce of the United States, edition 1835, p. 351.)

EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE, AND THE FISHERIES, 1918.

Whale fisheries.			Cod and mackerel fisheries.						Total merchant marine.		Year
Enrolled.	Total.		Enrolled.		Licensed.		Total.				
Tons.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	
.....	.....	.....	.....	9,062	.....	.....	.....	9,062	.....	201,562	c1789
.....	.....	.....	.....	28,348	.....	.....	.....	28,348	.....	478,377	c1790
.....	.....	.....	.....	32,542	.....	.....	.....	32,542	.....	502,146	c1791
.....	.....	.....	.....	32,062	.....	.....	.....	32,062	.....	564,457	c1792
.....	.....	.....	.....	28,974	.....	1,985	.....	30,959	.....	520,764	1793
4,129	.....	4,129	.....	17,498	.....	5,550	.....	23,048	.....	628,618	1794
3,163	.....	3,163	.....	24,887	.....	6,046	.....	30,933	.....	747,965	1795
2,364	.....	2,364	.....	28,509	.....	6,453	.....	34,962	.....	831,900	1796
1,104	.....	1,104	.....	33,406	.....	7,222	.....	40,628	.....	876,912	1797
763	.....	763	.....	35,477	.....	7,269	.....	42,746	.....	898,328	1798
592	.....	5,647	.....	23,933	.....	6,046	.....	29,979	.....	939,408	1799
652	.....	3,466	.....	22,307	.....	7,120	.....	29,427	.....	972,492	1800
736	.....	3,085	.....	31,280	.....	8,102	.....	39,382	.....	947,576	1801
580	.....	3,201	.....	32,988	.....	8,534	.....	41,522	.....	892,106	1802
1,143	.....	12,390	.....	43,416	.....	8,396	.....	51,812	.....	949,172	1803
323	.....	12,339	.....	43,088	.....	8,926	.....	52,014	.....	1,042,404	1804
898	.....	6,015	.....	48,479	.....	8,986	.....	57,465	.....	1,140,367	1805
729	.....	10,507	.....	50,353	.....	8,830	.....	59,183	.....	1,208,737	1806
907	.....	9,051	.....	60,690	.....	9,616	.....	70,306	.....	1,268,548	1807
724	.....	4,526	.....	43,598	.....	8,400	.....	51,998	.....	1,242,595	1808
573	.....	3,777	.....	26,110	.....	8,377	.....	34,487	.....	1,350,282	1809
339	.....	3,589	.....	26,251	.....	8,577	.....	34,828	.....	1,424,783	1810
54	.....	5,299	.....	34,361	.....	8,873	.....	43,234	.....	1,232,502	1811
942	.....	2,930	.....	21,822	.....	8,637	.....	30,459	.....	1,269,997	1812
789	.....	2,942	.....	11,255	.....	8,622	.....	19,877	.....	1,166,628	1813
562	.....	562	.....	8,863	.....	8,992	.....	17,855	.....	1,159,209	1814
1,230	.....	1,230	.....	26,510	.....	10,427	.....	36,937	.....	1,368,128	1815
1,168	.....	1,168	.....	37,879	.....	10,247	.....	48,126	.....	1,372,219	1816
350	.....	5,224	.....	53,990	.....	10,817	.....	64,807	.....	1,399,912	1817
615	.....	16,750	.....	58,552	.....	10,555	.....	69,107	.....	1,225,185	1818
686	.....	32,386	.....	65,045	.....	11,033	.....	76,078	.....	1,260,752	1819
1,054	.....	36,445	.....	60,843	.....	11,197	.....	72,040	.....	1,280,167	1820
1,924	.....	27,995	.....	51,352	.....	10,941	.....	62,293	.....	1,298,958	1821
3,134	.....	48,583	.....	58,405	.....	10,821	.....	69,226	.....	1,324,699	1822
585	.....	40,503	.....	67,041	.....	11,214	.....	78,255	.....	1,336,566	1823
180	.....	33,346	.....	68,239	.....	9,208	.....	77,447	.....	1,389,163	1824
.....	.....	35,379	.....	70,626	.....	10,836	.....	81,462	.....	1,423,111	1825
227	.....	41,984	.....	63,535	.....	10,121	.....	73,656	.....	1,534,191	1826
339	.....	45,992	.....	73,709	.....	10,230	.....	83,939	.....	1,620,607	1827
180	.....	54,801	.....	74,765	.....	10,922	.....	85,687	.....	1,741,392	1828
.....	.....	57,284	.....	97,889	.....	3,908	.....	101,797	.....	1,260,798	1829
793	.....	39,705	.....	94,014	.....	3,515	.....	97,529	.....	1,191,776	1830
481	.....	82,797	.....	103,450	.....	3,739	.....	107,189	.....	1,267,846	1831
377	.....	73,246	.....	99,153	.....	3,303	.....	102,456	.....	1,439,450	1832
478	.....	101,636	.....	107,295	.....	4,152	.....	111,447	.....	1,606,151	1833
364	.....	108,424	.....	113,555	.....	3,931	.....	117,486	.....	1,758,907	1834
.....	.....	97,649	.....	136,817	.....	4,964	.....	141,781	.....	1,824,941	1835
1,573	.....	146,254	.....	104,838	.....	4,893	.....	109,731	.....	1,882,102	1836
1,895	.....	129,137	.....	121,866	.....	5,497	.....	127,363	.....	1,896,686	1837
5,230	.....	124,860	.....	120,623	.....	6,090	.....	126,713	.....	1,995,640	1838
440	.....	132,285	.....	101,151	.....	7,091	.....	108,242	.....	2,096,479	1839
.....	.....	136,927	.....	96,196	.....	8,109	.....	104,305	.....	2,180,764	1840
.....	.....	157,405	.....	71,877	.....	5,996	.....	77,783	.....	2,130,744	1841
377	.....	151,990	.....	66,039	.....	4,863	.....	70,902	.....	2,092,391	1842
142	.....	152,517	.....	66,677	.....	6,323	.....	73,000	.....	2,158,603	1843
320	.....	168,614	.....	94,350	.....	7,046	.....	101,396	.....	2,280,096	1844
207	.....	190,903	.....	91,240	.....	7,165	.....	98,405	.....	2,417,002	1845
440	.....	187,420	.....	108,979	.....	6,802	.....	115,781	.....	2,562,085	1846
.....	.....	193,859	.....	101,629	.....	7,503	.....	109,132	.....	2,839,046	1847
433	.....	192,613	.....	126,210	.....	7,195	.....	133,405	.....	3,154,042	1848
.....	.....	180,186	.....	116,824	.....	7,874	.....	124,698	.....	3,334,016	1849
.....	.....	146,017	.....	143,758	.....	8,160	.....	151,918	.....	3,535,454	1850
.....	.....	181,644	.....	138,015	.....	8,141	.....	146,156	.....	3,772,439	1851

c Joseph Nourse, Register of the Treasury, under date of Feb. 1, 1812, stated: "As there were not any accounts kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of Dec. 31, 1792, and Feb. 18, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

No. 16.—Documented Tonnage of the United States Merchant Marine 1789–1918—

Year ended—	Foreign trade.		Coasting trade.						Whale fisheries.	
	Registered.		Enrolled.		Licensed.		Total.		Registered.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
June 30, 1852	.....	1,705,650	.....	2,008,022	.....	47,851	.....	2,055,873	.....	193,798
1853	.....	1,910,471	.....	2,082,782	.....	51,476	.....	2,134,258	.....	193,203
1854	.....	2,151,918	.....	2,273,900	.....	48,214	.....	2,322,114	.....	181,901
1855	.....	2,348,358	.....	2,491,108	.....	52,147	.....	2,543,255	.....	186,778
1856	.....	2,302,190	.....	2,211,935	.....	35,728	.....	2,247,663	.....	189,213
1857	.....	2,268,196	.....	2,300,399	.....	36,210	.....	2,336,609	.....	195,772
1858	.....	2,301,148	.....	2,361,596	.....	39,624	.....	2,401,220	.....	198,594
1859	.....	2,321,674	.....	2,439,320	.....	41,609	.....	2,480,929	.....	185,728
1860	.....	2,379,396	.....	2,599,319	.....	45,548	.....	2,644,867	.....	166,841
1861	.....	2,496,894	.....	2,657,293	.....	47,251	.....	2,704,544	.....	145,734
1862	.....	2,173,537	.....	2,578,546	.....	38,170	.....	2,616,716	.....	117,714
1863	.....	1,926,886	.....	2,918,614	.....	42,019	.....	2,960,633	.....	99,228
1864	.....	1,486,749	.....	3,204,227	.....	41,038	.....	3,245,265	.....	95,145
1865	.....	1,518,350	.....	3,353,657	.....	27,865	.....	3,381,522	.....	84,233
1866	.....	1,387,756	.....	2,689,152	.....	30,469	.....	2,719,621	.....	105,170
1867	.....	1,515,648	.....	2,627,151	.....	33,239	.....	2,660,390	.....	52,384
1868	3,067	1,487,246	18,971	2,658,404	3,560	43,736	22,531	2,702,140	349	78,486
1869	2,970	1,496,220	18,630	2,470,928	3,853	44,587	22,492	2,515,515	311	70,202
1870	2,643	1,448,846	19,964	2,595,328	3,800	42,919	23,764	2,638,247	299	67,954
1871	2,472	1,363,652	20,817	2,722,372	3,687	42,228	24,504	2,764,600	249	61,490
1872	2,482	1,359,040	21,991	2,883,906	4,039	45,646	26,030	2,929,552	217	51,608
1873	2,572	1,378,533	23,326	3,116,373	4,134	46,847	27,460	3,163,220	187	44,755
1874	2,566	1,389,815	23,258	3,243,656	4,401	49,783	27,659	3,293,439	162	39,108
1875	2,816	1,515,598	22,654	3,169,687	4,462	50,011	27,116	3,219,698	165	38,229
1876	2,838	1,553,705	16,025	2,547,490	4,589	51,345	20,614	2,598,835	171	39,116
1877	2,809	1,570,600	15,428	2,488,189	4,682	52,133	20,110	2,540,322	179	40,593
1878	2,855	1,589,348	15,082	2,444,801	4,710	52,369	19,792	2,497,170	182	39,700
1879	2,532	1,451,506	15,286	2,545,059	4,763	53,123	20,049	2,598,182	185	40,028
1880	2,204	1,314,402	15,263	2,584,418	4,748	53,268	20,011	2,637,686	174	38,408
1881	2,153	1,297,035	14,602	2,590,836	5,017	55,175	19,619	2,646,011	173	38.551
1882	2,039	1,259,492	15,007	2,740,206	5,086	55,570	20,093	2,795,776	146	32,802
1883	2,033	1,269,681	14,546	2,774,248	5,248	64,106	19,794	2,838,354	141	32,414
1884	2,006	1,276,972	14,372	2,813,919	5,482	70,149	19,854	2,884,068	121	27,249
1885	2,006	1,262,814	14,306	2,822,598	5,735	72,773	20,041	2,895,371	113	25,184
1886	1,665	1,088,041	14,187	2,865,317	5,839	73,935	20,026	2,939,252	104	23,138
1887	1,512	989,412	13,871	2,935,527	5,978	55,208	19,849	3,010,735	109	26,151
1888	1,433	919,302	14,128	3,096,212	6,034	75,908	20,162	3,172,120	97	24.482
1889	1,595	999,619	14,221	3,133,812	6,180	77,604	20,401	3,211,416	88	21,976
1890	1,451	928,062	14,223	3,330,377	6,258	79,058	20,481	3,409,435	76	18,633
1891	1,516	988,719	14,426	3,529,315	6,403	80,561	20,829	3,609,876	71	17,231
1892	1,459	977,624	14,646	3,617,700	6,657	83,073	21,303	3,700,773	73	17,052
1893	1,272	883,199	14,814	3,770,096	6,788	84,597	21,602	3,854,693	71	16,604
1894	1,279	899,698	13,834	3,611,723	6,787	84,553	20,630	3,696,276	71	16,482
1895	1,193	822,347	13,641	3,644,276	6,741	84,447	20,382	3,728,714	67	15,839
1896	1,193	829,833	13,250	3,702,393	6,780	87,903	20,030	3,790,296	64	15,121
1897	1,176	792,870	12,998	3,808,433	6,804	88,393	19,802	3,896,826	54	12,714
1898	1,084	726,213	13,154	3,873,594	6,936	86,108	20,090	3,959,702	52	11,496
1899	1,283	837,229	12,961	3,878,397	7,019	86,916	19,980	3,965,313	48	11,017
1900	1,288	816,795	13,241	4,195,875	7,327	90,641	20,568	4,286,516	42	9,899
1901	1,286	879,595	13,632	4,488,421	7,637	94,224	21,269	4,582,645	41	9,534
1902	1,190	873,235	13,643	4,761,888	7,873	96,826	21,516	4,858,714	36	9,320
1903	1,134	879,264	13,660	5,041,533	8,086	99,504	21,746	5,141,037	36	9,512
1904	1,166	888,628	13,700	5,234,807	8,159	100,357	21,859	5,335,164	38	10,140
1905	1,333	943,750	13,560	5,340,499	8,228	101,189	21,788	5,441,688	39	10,763
1906	1,401	928,466	13,617	5,570,682	8,428	103,362	22,045	5,674,044	40	11,020
1907	1,399	861,466	13,607	5,906,798	8,420	103,803	22,027	6,010,601	35	9,680
1908	1,553	930,413	13,643	6,263,209	8,808	108,653	22,451	6,371,862	38	9,655
1909	1,600	878,523	13,640	6,339,842	9,069	111,200	22,709	6,451,042	33	8,982
1910	1,490	782,517	13,654	6,554,649	9,328	114,317	22,982	6,668,966	36	9,308
1911	1,669	863,495	13,558	6,602,748	9,566	117,565	23,124	6,720,313	34	9,176
1912	1,977	923,225	13,563	6,615,490	9,829	121,556	23,392	6,737,046	35	8,876
1913	2,261	1,019,165	13,682	6,692,280	10,022	124,700	23,704	6,816,980	39	8,611
1914	2,360	1,066,288	13,577	6,692,274	9,985	126,089	23,562	6,818,363	45	9,864
1915	2,755	1,862,714	13,115	6,360,105	9,957	126,279	23,072	6,486,384	39	8,829
1916	3,101	2,185,008	12,727	6,119,048	9,900	125,502	22,627	6,244,550	33	6,707
1917	3,453	2,440,776	12,680	6,269,581	9,590	123,022	22,270	6,392,583	30	5,623
1918	3,983	3,599,213	12,583	6,161,288	9,411	121,186	21,994	6,282,474	27	4,493

EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE, AND THE FISHERIES, Continued.

Whale fisheries.			Cod and mackerel fisheries.						Total merchant marine.		Year.
Enrolled.	Total.		Enrolled.		Licensed.		Total.				
Tons.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	
.....	.....	193,798	.....	175,205	.....	7,914	.....	183,119	.....	4,138,440	1852
.....	.....	193,203	.....	159,840	.....	9,238	.....	169,078	.....	4,407,010	1853
.....	.....	181,901	.....	137,235	.....	9,734	.....	146,969	.....	4,802,902	1854
70	.....	186,848	.....	124,553	.....	8,987	.....	133,540	.....	5,212,001	1855
248	.....	189,461	.....	125,703	.....	6,636	.....	132,339	.....	4,871,653	1856
70	.....	195,842	.....	132,901	.....	7,295	.....	140,196	.....	4,940,843	1857
.....	.....	198,594	.....	140,490	.....	8,356	.....	148,846	.....	5,049,808	1858
.....	.....	185,728	.....	147,647	.....	9,060	.....	156,707	.....	5,145,038	1859
.....	.....	166,841	.....	153,619	.....	9,145	.....	162,764	.....	5,353,868	1860
.....	.....	145,734	.....	182,106	.....	10,535	.....	192,641	.....	5,539,813	1861
.....	.....	117,714	.....	193,459	.....	10,738	.....	204,197	.....	5,112,164	1862
.....	.....	99,228	.....	157,579	.....	10,730	.....	168,309	.....	5,155,056	1863
.....	.....	95,145	.....	148,244	.....	10,997	.....	159,241	.....	4,986,400	1864
.....	.....	84,233	.....	100,436	.....	12,241	.....	112,677	.....	5,096,782	1865
.....	.....	105,170	.....	89,386	.....	8,845	.....	98,231	.....	4,310,778	1866
.....	.....	52,384	.....	68,207	.....	7,858	.....	76,065	.....	4,304,487	1867
.....	349	78,486	1,467	74,763	753	9,124	2,220	83,887	28,167	4,351,759	1868
.....	311	70,202	1,093	55,165	621	7,589	1,714	62,704	27,487	4,144,641	1869
.....	299	67,954	1,561	82,612	731	8,848	2,292	91,460	28,998	4,246,507	1870
.....	249	61,490	1,563	82,902	863	9,963	2,426	92,865	29,651	4,282,607	1871
.....	217	51,608	1,486	87,403	899	10,144	2,385	97,547	31,114	4,437,747	1872
.....	187	44,755	1,558	99,542	895	9,977	2,453	109,519	32,672	4,696,027	1873
.....	162	39,108	1,230	68,490	860	9,800	2,099	78,290	32,486	4,800,652	1874
.....	165	38,229	1,259	68,703	929	11,504	2,188	80,207	32,285	4,853,732	1875
.....	171	39,116	1,383	77,314	928	10,488	2,311	87,802	25,934	4,279,458	1876
.....	179	40,593	1,265	79,678	1,023	11,407	2,288	91,085	25,386	4,242,600	1877
.....	182	39,700	1,333	74,560	1,102	11,987	2,535	86,547	25,264	4,212,765	1878
.....	185	40,028	1,208	66,543	1,237	13,342	2,445	79,885	25,211	4,169,601	1879
.....	174	38,408	1,147	64,935	1,176	12,603	2,323	77,538	24,712	4,068,034	1880
.....	173	38,551	1,215	66,365	905	9,772	2,120	76,137	24,065	4,057,734	1881
.....	146	32,802	1,119	67,015	971	10,848	2,090	77,863	24,368	4,165,933	1882
.....	141	32,414	1,245	84,322	1,004	10,716	2,249	95,038	24,217	4,235,487	1883
.....	121	27,249	1,140	72,609	961	10,331	2,101	82,940	24,082	4,271,229	1884
.....	113	25,184	1,089	73,975	714	8,590	1,803	82,565	23,963	4,265,934	1885
.....	104	23,138	1,096	73,445	643	7,260	1,739	80,705	23,534	4,131,136	1886
.....	109	26,151	1,033	73,237	560	6,310	1,593	79,547	23,063	4,105,845	1887
.....	97	24,482	968	69,146	621	6,866	1,589	76,012	23,281	4,191,916	1888
.....	88	21,976	932	67,669	609	6,795	1,541	74,464	23,623	4,307,475	1889
.....	76	18,633	840	61,507	619	6,860	1,459	68,367	23,467	4,424,497	1890
.....	71	17,231	836	61,912	647	7,021	1,483	68,933	23,899	4,684,759	1891
.....	73	17,052	815	61,819	733	7,653	1,548	69,472	24,383	4,764,921	1892
.....	71	16,604	806	62,737	761	7,838	1,567	70,575	24,512	4,825,071	1893
.....	71	16,482	802	63,493	804	8,080	1,606	71,573	23,586	4,684,029	1894
.....	67	15,839	767	60,838	831	8,222	1,598	69,060	23,240	4,635,960	1895
.....	64	15,121	749	60,107	872	8,523	1,621	68,630	22,908	4,703,880	1896
.....	54	12,714	724	58,103	877	8,507	1,601	66,610	22,633	4,769,020	1897
.....	52	11,496	571	43,996	908	8,331	1,479	52,327	22,705	4,749,738	1898
.....	48	11,017	545	42,901	872	7,778	1,417	50,679	22,728	4,864,238	1899
.....	42	9,899	545	43,694	890	7,935	1,435	51,629	23,333	5,164,839	1900
.....	41	9,534	539	44,074	922	8,370	1,461	52,444	24,057	5,524,218	1901
.....	36	9,320	572	47,807	959	8,826	1,531	56,633	24,273	5,797,902	1902
.....	36	9,512	575	48,963	934	8,569	1,509	57,532	24,425	6,087,345	1903
.....	38	10,140	567	48,982	928	8,621	1,495	57,603	24,558	6,291,535	1904
.....	39	10,763	566	51,303	955	9,039	1,521	60,342	24,681	6,456,543	1905
.....	40	11,020	560	52,251	960	9,188	1,520	61,439	25,006	6,674,969	1906
.....	35	9,680	503	47,908	947	9,139	1,450	57,047	24,911	6,938,794	1907
.....	38	9,655	472	44,730	911	8,785	1,383	53,515	25,425	7,365,445	1908
.....	33	8,982	432	41,211	914	8,997	1,346	50,208	25,688	7,388,755	1909
.....	36	9,308	395	39,079	837	8,212	1,232	47,291	25,740	7,508,082	1910
.....	34	9,176	375	38,072	789	7,734	1,164	45,806	25,991	7,638,790	1911
.....	35	8,876	349	37,196	775	7,840	1,124	45,036	26,528	7,714,183	1912
.....	39	8,611	320	34,060	742	7,702	1,062	41,762	27,070	7,886,518	1913
.....	45	9,864	259	26,700	717	7,453	976	34,173	26,943	7,928,688	1914
.....	39	8,829	233	24,620	602	6,882	835	31,502	26,701	8,389,429	1915
.....	33	6,707	238	27,998	445	5,386	683	33,384	26,444	8,469,649	1916
.....	30	5,623	223	26,707	421	5,348	644	32,055	26,397	8,871,037	1917
.....	27	4,493	230	31,605	474	6,733	704	38,338	26,711	9,924,518	1918

No. 17.—Employment of the Tonnage of the United States, June 30, 1918.

Class.	Sailing.		Steam.		Gas.		Canal.		Barge.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Registered:												
Foreign trade	600	418,130	918	2,862,002	1,149	151,601	.....	.....	1,319	167,480	3,986	3,599,213
Whale fisheries	15	2,315	8	1,137	4	1,041	.....	.....	.....	.....	27	4,493
Total	615	420,445	926	2,863,139	1,153	152,642	.....	.....	1,319	167,480	4,013	3,603,706
Enrolled:												
Coasting trade	1,762	748,487	5,154	4,253,538	1,808	86,224	519	58,588	3,340	1,014,451	12,583	6,161,288
Cod and mackerel fisheries	89	15,752	27	5,597	114	10,256	.....	.....	.....	.....	230	31,605
Total	1,851	764,239	5,181	4,259,135	1,922	96,480	519	58,588	3,340	1,014,451	12,813	6,192,893
Licensed:												
Coasting trade	2,072	24,461	644	14,587	6,407	78,988	.....	.....	288	3,150	9,411	121,186
Cod and mackerel fisheries	49	390	16	652	409	5,691	.....	.....	.....	.....	474	6,733
Total	2,121	24,851	660	15,239	6,816	84,679	.....	.....	288	3,150	9,885	127,919
Grand total	4,587	1,209,535	6,767	7,137,513	9,891	333,801	519	58,588	4,947	1,185,081	26,711	9,924,518
SUMMARY.												
Foreign trade	600	418,130	918	2,862,002	1,149	151,601	.....	.....	1,319	167,480	3,986	3,599,213
Coasting trade	3,834	772,948	5,798	4,268,125	8,215	165,212	519	58,588	3,628	1,017,601	21,994	6,282,474
Total	4,434	1,191,078	6,716	7,130,127	9,364	316,813	519	58,588	4,947	1,185,081	25,980	9,881,687
Whale fisheries	15	2,315	8	1,137	4	1,041	.....	.....	.....	.....	27	4,493
Cod and mackerel fisheries	138	16,142	43	6,249	523	15,947	.....	.....	.....	.....	704	38,338
Total	153	18,457	51	7,386	527	16,988	.....	.....	.....	.....	731	42,831
Grand total	4,587	1,209,535	6,767	7,137,513	9,891	333,801	519	58,588	4,947	1,185,081	26,711	9,924,518

No. 18.—Class, Number, and Gross Tonnage of Vessels Built in the United States and Documented During Year Ended June 30, 1918, by Customs Districts.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city; nor canal boats and barges, without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State; nor barges or boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers; nor boats under 5 tons net.]

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS.												
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Eastport, Me.					2	51					2	51
Machias, Me.	3	1,163			3	64					6	1,227
Ellsworth, Me.					1	36					1	36
Southwest Harbor, Me.					1	46					1	46
Belfast, Me.	3	2,534			3	789					6	3,323
Rockland, Me.	5	6,301			6	1,118					11	7,419
Boothbay, Me.	2	1,089			3	293					5	1,382
Bath, Me.	7	10,384	3	13,082	2	452			1	10	13	23,928
Portland, Me.	1	311	1	353	4	84			1	150	7	898
Massachusetts:												
Gloucester, Mass.	5	748	2	953	13	1,127					20	2,828
Boston, Mass.	1	1,467	6	37,420	3	52					10	38,939
New Bedford, Mass.					2	50					2	50
Fall River, Mass.	1	1,234			4	46					5	1,280
Rhode Island: Providence, R. I.					1	6			1	389	2	395
Connecticut:												
New London, Conn.	2	1,939			1	1,965			2	645	5	4,549
Hartford, Conn.					1	8			4	1,670	5	1,678
Bridgeport, Conn.					3	164			1	109	4	273
New York:												
New York, N. Y.			16	19,383	19	297	5	589	205	71,617	245	91,886
Albany, N. Y.			2	206			19	2,417	17	5,561	38	8,184
Patchogue, N. Y.					2	59					2	59
Greenport, N. Y.			1	175							1	175
Newark, N. J.			2	594	2	37					4	631
Perth Amboy, N. J.					6	62					6	62
Philadelphia:												
Philadelphia, Pa.			27	144,778	9	112			3	2,118	39	147,008
Wilmington, Del.	5	5,088	9	25,224	1	214			2	928	17	31,454
Maryland:												
Baltimore, Md.	9	10,062	19	79,888	9	159			30	10,389	67	100,498
Annapolis, Md.			1	1,521	2	28			2	1,801	5	3,350
Crisfield, Md.	5	2,112			3	71			1	438	9	2,621
Alexandria, Va.	1	14									1	14
Virginia:												
Reedville, Va.					1	15					1	15
Newport News, Va.			6	41,152	7	152					13	41,304
Norfolk, Va.			1	205	10	190			2	1,249	13	1,644
North Carolina:												
Elizabeth City, N. C.					1	43					1	43
Washington, N. C.					1	11					1	11
Newbern, N. C.					1	15					1	15
Beaufort, N. C.					9	404					9	404
Wilmington, N. C.	1	1,446	1	12							2	1,458
South Carolina: Charleston, S. C.					2	21					2	21
Georgia:												
Savannah, Ga.	3	3,036			3	1,409			2	872	8	5,317
Brunswick, Ga.	2	2,716	2	209	2	1,932					6	4,857
Florida:												
Fernandina, Fla.					5	104					5	104
Jacksonville, Fla.	5	5,972	2	1,899	3	33					10	7,904
St. Augustine, Fla.					5	105					5	105
Miami, Fla.					3	215					3	215
Key West, Fla.					5	73					5	73
Tampa, Fla.	3	138			3	143					6	281
Apalachicola, Fla.					2	22					2	22
Pensacola, Fla.					2	947					2	947
Mobile:												
Mobile, Ala.	2	1,864	3	432							5	2,296
Gulfport, Miss.	15	2,276	1	1,098	1	14					17	3,388
New Orleans:												
New Orleans, La.[a]					1	19					1	19
Morgan City, La.					3	53					3	53

[a] Seagoing vessels; for vessels in river trade, see p. 178.

No. 18.—Class, Number, and Gross Tonnage of Vessels Built in the United States and Documented During Year Ended June 30, 1918, by Customs Districts—Continued.

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS—contd.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Sabine: Port Arthur, Tex.	5	2,342	2	1,654	7	5,496	....	.....	9	5,573	23	15,065
Galveston:												
Galveston, Tex	....	.....	....	.....	1	8	....	.....	1	54	2	62
Houston, Tex	....	.....	....	.....	3	71	....	.....	5	1,628	8	1,699
Porto Rico: San Juan, P. R	14	352	....	.....	....	.....	....	.....	1	82	15	434
Total	100	64,588	107	370,238	187	18,885	24	3,006	290	105,283	708	562,0 00
PACIFIC COAST.												
Southern California:												
San Diego, Cal	....	.....	....	.....	13	217	....	.....	4	40	17	257
Los Angeles, Cal	1	1,900	2	8,226	23	693	....	.....	3	133	29	10,952
San Francisco:												
San Francisco, Cal	1	570	22	130,383	32	5,192	....	.....	....	.....	55	136,145
Eureka, Cal	....	.....	....	.....	2	33	....	.....	1	1,395	3	1,428
Oregon:												
Marshfield, Oreg	1	1,754	3	5,559	4	67	....	.....	....	.....	8	7,380
Newport, Oreg	....	.....	....	.....	1	12	....	.....	....	.....	1	12
Astoria, Oreg	....	.....	2	1,065	11	8,415	....	.....	....	.....	13	9,480
Portland, Oreg	4	4,464	20	89,348	16	16,463	....	.....	10	5,204	50	115,479
Washington: Seattle, Wash	7	10,333	43	187,106	168	32,855	....	.....	87	5,408	305	236,702
Alaska: Juneau, Alaska	1	20	....	.....	33	458	....	.....	1	25	35	503
Hawaii: Honolulu, Hawaii	....	.....	....	.....	1	99	....	.....	....	.....	1	99
Total	15	19,041	92	421,687	304	65,504	....	.....	106	12,205	517	518,437
NORTHERN LAKES.												
St. Lawrence:												
Rouses Point, N. Y	....	.....	....	.....	....	.....	1	226	....	.....	1	226
Ogdensburg, N. Y	....	.....	....	.....	....	.....	....	.....	1	22	1	22
Rochester:												
Oswego, N. Y	....	.....	....	.....	....	.....	....	.....	1	140	1	140
Rochester, N. Y	....	.....	....	.....	1	14	....	.....	....	.....	1	14
Buffalo: Buffalo, N. Y	....	.....	2	49	3	24	7	869	5	733	17	1,675
Ohio:												
Erie, Pa	....	.....	2	29	1	9	....	.....	1	211	4	249
Cleveland, Ohio	....	.....	27	79,772	1	10	....	.....	1	108	29	79,890
Sandusky, Ohio	....	.....	2	137	2	32	....	.....	....	.....	4	169
Toledo, Ohio	....	.....	7	13,970	....	.....	....	.....	....	.....	7	13,970
Michigan:												
Detroit, Mich	....	.....	27	60,770	1	20	....	.....	5	119	33	60,909
Port Huron, Mich	....	.....	1	550	1	13	....	.....	4	1,001	6	1,564
Marquette, Mich	....	.....	....	.....	....	.....	....	.....	3	290	3	290
Grand Haven, Mich	....	.....	1	19	9	103	....	.....	....	.....	10	122
Chicago: Chicago, Ill.[a]	....	.....	6	10,368	3	25	....	.....	....	.....	9	10,393
Wisconsin: Milwaukee, Wis.[a]	....	.....	12	15,838	17	4,414	....	.....	....	.....	29	20,252
Duluth and Superior:												
Duluth, Minn.[a]	....	.....	11	25,082	1	14	....	.....	1	41	13	25,137
Total	....	.....	98	206,584	40	4,678	8	1,095	22	2,665	168	215,022
WESTERN RIVERS.												
New Orleans:												
New Orleans, La.[b]	....	.....	1	56	7	264	....	.....	1	165	9	485
Vicksburg, Miss	....	.....	....	.....	3	36	....	.....	....	.....	3	36
Tennessee:												
Memphis, Tenn	....	.....	....	.....	23	413	....	.....	23	212	46	625
Nashville, Tenn	....	.....	....	.....	4	45	....	.....	....	.....	4	45
Chattanooga, Tenn	....	.....	....	.....	....	.....	....	.....	3	24	3	24
Kentucky: Louisville, Ky	....	.....	2	69	10	212	....	.....	....	.....	12	281
St. Louis:												
St. Louis, Mo	....	.....	....	.....	9	137	....	.....	1	36	10	173
Kansas City, Mo	....	.....	....	.....	4	41	....	.....	....	.....	4	41
Omaha: Omaha, Nebr	....	.....	....	.....	1	19	....	.....	....	.....	1	19
Dakota: Pembina, N. Dak	....	.....	....	.....	3	94	....	.....	....	.....	3	94

[a] Lake vessels; for vessels in river trade, see p. 179.
[b] Vessels in river trade only; for seagoing vessels, see p. 177.

No. 18.—Class, Number, and Gross Tonnage of Vessels Built in the United States and Documented During Year Ended June 30, 1918, by Customs Districts—Continued.

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
WESTERN RIVERS—con.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Montana and Idaho:												
Great Falls, Mont	....	.....	....	.....	2	44	....	.....	....	.....	2	44
Iowa:												
Des Moines, Iowa	....	.....	....	.....	1	41	....	.....	....	.....	1	41
Dubuque, Iowa	....	.....	....	.....	1	6	....	.....	1	8	2	14
Wisconsin: Milwaukee, Wis.[a]	....	.....	....	.....	1	9	....	.....	....	.....	1	9
Minnesota: St. Paul, Minn	....	.....	1	42	2	34	....	.....	1	106	4	182
Duluth and Superior: Duluth, Minn.[a]	....	.....	1	16	....	.....	....	.....	....	.....	1	16
Chicago:												
Chicago, Ill.[a]	....	.....	....	.....	1	12	....	.....	....	.....	1	12
Peoria, Ill	....	.....	....	.....	3	36	....	.....	....	.....	3	36
Indiana: Evansville, Ind	....	.....	1	123	3	34	....	.....	2	18	6	175
Ohio: Cincinnati, Ohio	....	.....	2	115	4	58	....	.....	1	28	7	201
Pittsburgh: Pittsburgh Pa	....	.....	4	1,388	7	76	....	.....	1	1,392	12	2,856
Total	....	.....	12	1,809	89	1,611	....	.....	34	1,989	135	5,409
SUMMARY.												
Atlantic and Gulf coasts	100	64,588	107	370,238	187	18,885	24	3,006	290	105,283	708	562,000
Pacific coast	15	19,041	92	421,687	304	65,504	....	.....	106	12,205	517	518,437
Northern lakes	....	.....	98	206,584	40	4,678	8	1,095	22	2,665	168	215,022
Western rivers	....	.....	12	1,809	89	1,611	....	.....	34	1,989	135	5,409
Grand total	115	83,629	309	1,000,318	620	90,678	32	4,101	452	122,142	1,528	1,300,868

[a] Vessels in river trade only; for lake vessels, see p. 178.

No. 19.—Class, Number, and Gross Tonnage of Sailing Vessels Built in the United States and Documented During Year Ended June 30, 1918.

Geographical distribution.	Schooners.		Sloops.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Atlantic and Gulf coasts	93	64,469	7	119	100	64,588
Pacific coast	15	19,041	.....	.....	15	19,041
Total	108	83,510	7	119	115	83,629

No. 20.—Class, Number, and Gross Tonnage of Steam and Gas Vessels Built in the United States and Documented During Year Ended June 30, 1918.

Geographical distribution.	River.											
	Side-wheel.				Stern-wheel.				Screw.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Atlantic and Gulf coasts	----	-------	----	-------	5	641	1	17	34	6,017	178	8,350
Pacific coast	----	-------	----	-------	5	1,669	1	13	6	389	275	9,072
Northern lakes	----	-------	----	-------	----	-------	----	-------	18	2,270	38	430
Western rivers	2	1,205	5	57	7	522	51	917	3	82	33	637
Total	2	1,205	5	57	17	2,832	53	947	61	8,758	524	18,489

Geographical distribution.	Lake: Screw—Steam.		Ocean: Screw—Steam.		Ocean: Screw—Gas.		Total.			
							Steam.		Gas.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Atlantic and Gulf coasts	----	-------	68	363,580	8	10,518	107	370,238	187	18,885
Pacific coast	----	-------	81	419,629	28	56,419	92	421,687	304	65,504
Northern lakes	6	43,078	74	161,236	2	4,248	98	206,584	40	4,678
Western rivers	----	-------	----	-------	----	-------	12	1,809	89	1,611
Total	6	43,078	223	944,445	38	71,185	309	1,000,318	620	90,678

No. 21.—Class, Number, and Gross Tonnage of Steel Vessels Built in the United States and Documented During Year Ended June 30, 1918.

Port.	Sail.		Steam.		Gas.		Barges.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Bath, Me	------	-------	3	13,082	2	452	------	-------	5	13,534
Boston, Mass	------	-------	5	37,338	------	-------	------	-------	5	37,338
New York, N. Y	------	-------	5	18,144	1	23	3	1,542	9	19,709
Newark, N. J	------	-------	2	594	------	-------	------	-------	2	594
Philadelphia, Pa	------	-------	25	144,532	------	-------	1	1,729	26	146,261
Wilmington, Del	------	-------	8	25,024	------	-------	------	-------	8	25,024
Baltimore, Md	2	3,354	17	79,724	------	-------	1	670	20	83,748
Newport News, Va	------	-------	6	41,152	------	-------	------	-------	6	41,152
Jacksonville, Fla	------	-------	1	1,852	------	-------	------	-------	1	1,852
Mobile, Ala	1	1,381	------	-------	------	-------	------	-------	1	1,381
New Orleans, La	------	-------	1	56	------	-------	------	-------	1	56
Chattanooga, Tenn	------	-------	------	-------	------	-------	1	7	1	7
St. Louis, Mo	------	-------	------	-------	2	13	------	-------	2	13
Kansas City, Mo	------	-------	------	-------	1	10	------	-------	1	10
Pittsburgh, Pa	------	-------	1	1,178	------	-------	1	1,392	2	2,570
Buffalo, N. Y	------	-------	1	33	------	-------	2	130	3	163
Erie, Pa	------	-------	------	-------	------	-------	1	211	1	211
Cleveland, Ohio	------	-------	27	79,772	------	-------	------	-------	29	79,772
Toledo, Ohio	------	-------	7	13,970	------	-------	------	-------	7	13,970
Detroit, Mich	------	-------	27	60,770	------	-------	1	52	28	60,822
Port Huron, Mich	------	-------	------	-------	------	-------	2	626	2	626
Chicago, Ill	------	-------	5	10,354	------	-------	------	-------	5	10,354
Milwaukee, Wis	------	-------	8	13,315	2	4,248	------	-------	10	17,563
Duluth, Minn	------	-------	11	25,082	------	-------	------	-------	11	25,082
Los Angeles, Cal	------	-------	2	8,226	------	-------	------	-------	2	8,226
San Francisco, Cal	------	-------	*a* 19	127,148	------	-------	------	-------	19	127,148
Portland, Oreg	------	-------	17	82,720	------	-------	2	1,814	19	84,534
Seattle, Wash	------	-------	31	178,481	------	-------	------	-------	31	178,481
Total	3	4,735	229	962,547	8	4,746	15	8,173	255	980,201

a Includes 1 vessel of 3,427 gross tons built of cement.

No. 22.—Class, Number, and Gross Tonnage of Metal Vessels Built in the United States and Documented, 1838–1918.

[These vessels are included in statement No. 23.]

Year ended June 30—	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
1838			1	198					1	198
1839			1	196					1	196
1840			1	199					1	199
1841			1	303					1	303
1842			2	274					2	274
1843			3	396					3	396
1844			1	65					1	65
1845			4	808			5	575	9	1,383
1846			5	1,592			1	230	6	1,822
1847			2	910					2	910
1848										
1849										
1850			2	586					2	586
1851			1	176					1	176
1852										
1853			4	1,548			3	523	7	2,071
1854			8	2,569					8	2,569
1855	1	216	5	1,393			1	282	7	1,891
1856			2	473					2	473
1857			12	3,062					12	3,062
1858	1	34	10	3,132			2	200	13	3,366
1859	1	252	7	2,208			1	162	9	2,622
1860			18	9,637					18	9,637
1861			11	4,079					11	4,079
1862			15	8,761					15	8,761
1863			14	6,197					14	6,197
1864			5	2,282					5	2,282
1865			9	4,007					9	4,007
1866			17	8,343					17	8,343
1867	1	2	14	7,172			1	286	15	7,174
1868			14	5,660			1	286	15	5,946
1869	1	358	16	6,425					17	6,783
1870	1	679	15	6,547					16	7,226
1871	1	36	23	14,139			1	27	25	14,202
1872			26	15,751					26	16,751
1873			25	22,219			1	437	26	22,656
1874	1	1,470	24	31,044			1	527	26	33,041
1875			20	21,629					20	21,629
1876			25	20,984					25	20,984
1877			7	5,985					7	5,985
1878			31	25,837					31	25,837
1879			28	22,749					28	22,749
1880	2	408	30	25,525					32	25,933
1881	1	36	40	25,999					41	26,035
1882	1	143	50	46,480					51	46,623
1883	1	2,032	40	49,110					41	51,142
1884	3	4,431	36	32,939					39	37,370
1885	2	756	48	43,415					50	44,171
1886	2	118	24	14,505					26	14,623
1887	1	92	34	36,226					35	36,318
1888	3	317	43	37,921			1	428	47	38,666
1889	2	95	52	62,261					54	62,356
1890	2	184	61	79,342			5	5,133	68	84,659
1891	4	211	81	102,630			6	6,305	91	109,146
1892	5	415	52	45,896			4	4,958	61	51,269
1893	8	2,012	61	82,933			9	11,717	78	96,662
1894	2	4,647	38	46,889					40	51,536
1895	3	5,267	37	43,335			5	704	45	49,306
1896	6	15,800	47	82,311			7	3,487	60	101,598
1897	10	31,424	48	83,140			13	11,521	71	126,085
1898	2	6,724	52	48,560			10	7,041	64	62,325
1899	5	16,152	83	112,781			4	2,823	92	131,756
1900	11	29,168	81	167,957					92	197,125
1901	12	21,746	101	236,149	1	10	7	4,825	121	262,730
1902	3	8,496	102	270,932			2	1,024	107	280,362
1903	4	12,184	100	240,107			4	5,928	108	258,219
1904	4	15,290	88	222,307			6	3,483	98	241,080
1905	5	3,225	67	170,204	1	200	16	9,111	89	182,640
1906	4	3,077	99	288,647	1	347	11	5,199	115	297,370
1907	4	5,655	104	333,217	4	299	17	9,384	129	348,555
1908			129	441,768	3	857	17	7,392	149	450,017
1909	9	7,985	63	122,869	4	273	13	5,796	89	136,923
1910	6	3,699	89	234,875	5	113	19	11,937	119	250,624
1911	1	1,290	100	195,355	12	609	13	4,719	126	201,973
1912	5	6,097	74	118,722	7	459	18	10,603	104	135,881
1913	6	13,000	93	204,772	11	903	22	12,987	132	231,662
1914			97	195,576	4	35	21	9,820	122	205,431
1915			52	127,015	11	2,009	8	1,858	71	130,882
1916			69	232,524	9	2,473	17	3,775	95	238,772
1917	4	4,884	114	431,304	21	25,388	14	5,939	153	467,515
1918	3	4,735	229	962,547	8	4,746	15	8,173	255	980,201

No. 23.—Class, Number, and Gross Tonnage of Vessels Built in the United States and Documented, 1797–1918.

Year ended—	Sailing vessels.						Steam vessels.					Canal boats.		Barges.		Grand total.		Year.
	Ships, barks, bkns.	Brigs.	Schooners.	Sloops.[a]	Number.[a]	Gross tons.[a]	Side-wheel.	Stern-wheel.	Propeller.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	
Dec. 31, 1797						56,679											56,679	1797
1798	34	53	401	147	635	49,435										635	49,435	1798
1799	87	131	382	167	767	77,921										767	77,921	1799
1800	128	176	487	204	995	106,261										995	106,261	1800
1801																	124,755	1801
1802[b]																		1802
1803																	88,448	1803
1804																	103,753	1804
1805																	128,507	1805
1806																	126,093	1806
1807																	99,783	1807
1808																	31,755	1808
1809																	91,397	1809
1810																	127,575	1810
1811																	146,691	1811
1812						84,691				4	457						85,148	1812
1813	3	21	212	128	364	31,153				7	1,430					371	32,583	1813
1814	3	11	312	162	488	29,040				2	711					490	29,751	1814
1915	136	224	680	284	1,324	154,624				5	955					1,329	155,579	1815
1816	76	133	781	424	1,414	131,667				17	3,519					1,431	135,186	1816
1817	34	90	550	394	1,077	86,393				10	1,233					1,087	87,626	1817
1818	53	85	428	332	898	82,421				25	4,925					923	87,346	1818
1819	53	82	473	240	848	79,379				28	7,291					876	86,670	1819
1820	22	60	301	152	535	47,784				22	3,610					557	51,394	1820
1821	43	89	248	127	507	55,856				12	1,410					519	57,275	1821
1822	64	131	260	168	623	75,347				16	2,222					639	77,569	1822
1823	55	127	260	165	607	72,758				23	3,099					630	75,857	1823
1824	56	156	377	166	755	86,852				38	5,946					793	92,798	1824
1825	56	197	538	168	959	109,547				41	6,917					1,000	116,464	1825
1826	71	187	482	227	967	118,094				66	12,279					1,033	130,373	1826
1827	58	135	464	242	899	97,475				52	8,981					951	106,456	1827
1828	73	108	474	197	852	92,879				34	6,085					886	98,964	1828
1829	44	68	484	145	741	68,216				55	11,192					796	79,408	1829
1830	25	56	403	116	600	51,491				48	7,069					648	58,560	1830
1831	72	95	416	94	677	80,231				35	5,325					712	85,556	1831
1832	132	143	568	122	965	129,143				100	15,401					1,065	144,544	1832

	1833	144	169	624	185	1,122	150,758	.....	.....	.....	65	10,734	.....	.....	.....	.....	1,187	161,492	1833
	1834	98	94	497	180	869	105,332	.....	.....	.....	88	13,057	.....	.....	.....	.....	957	118,389	1834
Sept. 30,	1835	43	55	391	164	653	64,338	.....	.....	.....	72	10,769	.....	.....	.....	.....	725	75,107	1835
	1836	93	65	444	164	766	93,016	.....	.....	.....	145	23,214	.....	.....	.....	.....	911	116,230	1836
	1837	67	72	507	168	814	92,458	.....	.....	.....	158	33,455	.....	.....	.....	.....	972	115,905	1837
	1838	66	79	510	153	808	91,747	.....	.....	.....	105	24,158	.....	.....	.....	.....	913	125,913	1838
	1839	83	89	439	124	735	100,363	.....	.....	.....	164	24,897	.....	.....	.....	.....	899	125,260	1839
	1840	97	109	378	224	808	106,518	.....	.....	.....	87	14,685	.....	.....	.....	.....	895	121,203	1840
	1841	114	102	319	150	685	100,117	.....	.....	.....	108	23,543	.....	.....	.....	.....	793	123,660	1841
	1842	116	91	274	406	887	105,256	.....	.....	.....	140	24,550	.....	.....	.....	.....	1,027	129,806	1842
June 30,	1843	58	34	138	174	404	50,050	.....	.....	.....	79	13,830	.....	.....	.....	.....	483	63,888	1843
	1844	73	47	204	279	603	71,507	.....	.....	.....	163	32,030	.....	.....	.....	.....	766	103,537	1844
	1845	124	87	322	342	875	112,362	.....	.....	.....	163	33,680	.....	.....	.....	.....	1,038	146,042	1845
	1846	100	164	576	355	1,195	141,844	.....	.....	.....	225	46,359	.....	.....	.....	.....	1,420	188,203	1846
	1847	151	168	689	392	1,400	193,403	.....	.....	.....	197	50,230	.....	.....	.....	.....	1,597	243,633	1847
	1848	254	174	701	547	1,676	265,549	.....	.....	.....	175	52,526	.....	.....	.....	.....	1,851	318,075	1848
	1849	198	148	623	370	1,339	213,970	.....	.....	.....	215	43,018	.....	.....	.....	.....	1,554	256,988	1849
	1850	247	117	554	307	1,225	227,997	.....	.....	.....	197	51,258	.....	.....	.....	.....	1,422	279,255	1850
	1851	211	65	522	325	1,123	221,146	.....	.....	.....	245	78,326	.....	.....	.....	.....	1,368	299,472	1851
	1852	255	79	585	265	1,184	269,822	.....	.....	.....	268	85,534	.....	.....	.....	.....	1,452	355,356	1852
	1853	270	95	681	391	1,437	332,339	.....	.....	.....	280	95,155	.....	.....	.....	.....	1,717	427,494	1853
	1854	334	112	661	386	1,493	447,216	.....	.....	.....	284	88,830	.....	.....	.....	.....	1,777	536,046	1854
	1855	381	126	605	669	1,781	510,690	.....	.....	.....	246	72,760	.....	.....	.....	.....	2,027	583,450	1855
	1856	306	103	594	479	1,482	404,054	.....	.....	.....	232	65,239	.....	.....	.....	.....	1,714	469,293	1856
	1857	251	58	504	358	1,171	304,345	.....	.....	.....	263	74,459	.....	.....	.....	.....	1,434	378,804	1857
	1858	122	46	431	400	999	179,338	.....	.....	.....	226	65,374	.....	.....	.....	.....	1,225	244,712	1858
	1859	89	28	297	284	698	121,297	.....	.....	.....	172	35,305	.....	.....	.....	.....	870	156,602	1859
	1860	110	36	372	289	807	145,427	.....	.....	.....	264	69,370	.....	.....	.....	.....	1,071	214,797	1860
	1861	110	38	360	371	879	172,208	.....	.....	.....	264	60,986	.....	.....	.....	.....	1,143	233,194	1861
	1862	60	17	207	397	681	119,626	.....	.....	.....	183	55,449	.....	.....	.....	.....	864	175,075	1862
	1863	97	34	212	1,113	1,456	216,812	.....	.....	.....	367	94,233	.....	.....	.....	.....	1,823	311,045	1863
	1864	112	45	322	1,389	1,868	268,240	.....	.....	.....	498	147,500	.....	.....	.....	.....	2,366	415,740	1864
	1865	109	46	369	853	1,377	238,109	.....	.....	.....	411	145,696	.....	.....	.....	.....	1,788	383,805	1865
	1866	96	61	457	926	1,540	210,963	.....	.....	.....	348	125,183	.....	.....	.....	.....	1,888	336,146	1866
	1867	95	70	517	657	1,339	231,518	.....	.....	.....	180	72,010	.....	.....	.....	.....	1,519	303,528	1867
	1868	80	48	590	192	910	142,742	88	62	86	236	63,940	414	35,585	242	43,037	1,802	285 304	1868
	1869	91	36	502	245	874	149,029	69	76	134	279	65,066	382	35,113	191	26,022	1,726	275,230	1869
	1870	73	27	519	197	816	146,340	96	90	104	290	70,621	350	30,256	162	29,736	1,618	276,953	1870
	1871	40	14	498	204	756	97,176	78	128	96	302	87,842	468	41,386	229	46,822	1,755	273,226	1871
	1872	15	10	426	194	645	76,291	154	24	114	292	62,210	538	46,017	168	24,534	1,643	209,052	1872
	1873	28	9	611	156	804	144,629	57	96	249	402	88,010	835	78,288	230	48,318	2,271	359,245	1873
	1874	71	22	655	213	961	216,316	63	106	235	404	101,930	473	48,403	309	66,076	2,147	432,725	1874
	1875	114	22	502	160	798	206,884	43	95	185	323	62,460	62	6,515	118	21,779	1,301	297,638	1875
	1876	76	5	424	193	698	118,672	53	98	187	338	69,252	28	3,110	48	12,551	1,112	203,585	1876
	1877	71	4	337	169	581	106,331	45	107	113	265	47,514	29	3,022	154	19,724	1,029	176,591	1877
	1878	81	7	279	165	532	106,066	58	112	164	334	81,860	19	1,908	373	45,669	1,258	235,503	1878
	1879	37	10	256	165	468	66,867	57	121	157	335	86,361	36	4,069	293	35,733	1,132	193,030	1879

[a] Including canal boats and barges prior to 1868.

[b] No record.

No. 23.—Class, Number, and Gross Tonnage of Vessels Built in the United States and Documented, 1797–1918—Continued.

Year ended—	Sailing vessels.						Steam vessels.[a]					Canal boats.		Barges.		Grand total.		Year.
	Ships, barks, bkns.	Brigs.	Schooners.	Sloop [b]	Number.[b]	Gross tons.[a]	Side-wheel.	Stern-wheel.	Propeller.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	
June 30, 1880	23	2	286	149	460	59,057	71	95	182	348	78,853	17	1,887	77	17,612	902	157,409	1880
1881	29	3	314	143	493	81,209	55	105	284	444	118,070	57	10,190	114	70,989	1,108	280,458	1881
1882	31	2	473	160	666	118,798	61	126	315	502	121,843	68	7,882	135	33,746	1,371	282,269	1882
1883	33	2	567	119	721	137,046	46	90	303	439	107,229	42	4,711	66	16,443	1,268	265,429	1883
1884	24	2	533	147	706	120,621	32	103	275	410	91,328	33	3,456	41	10,109	1,190	225,514	1884
1885	11	0	379	143	533	65,362	39	86	213	338	84,332	21	2,283	28	7,079	920	159,056	1885
1886	8	1	276	120	405	41,237	18	80	142	240	44,646	23	2,979	47	6,770	715	195,453	1886
1887	7	1	258	181	447	34,633	24	69	206	299	100,074	36	4,180	62	11,563	844	150,450	1887
1888	4	0	275	144	423	48,590	33	84	313	430	142,006	40	4,263	121	23,227	1,014	218,086	1888
1889	1	0	296	192	489	50,570	28	87	325	440	159,318	88	9,452	60	11,794	1,077	231,134	1889
1890	10	0	347	148	505	102,873	26	99	285	410	159,045	40	4,346	96	27,858	1,051	294,122	1890
1891	13	1	447	272	733	144,230	28	111	349	488	185,037	57	7,059	106	32,916	1,384	369,302	1891
1892	8	0	423	415	846	83,217	26	105	307	438	92,531	37	4,580	74	19,305	1,395	199,633	1892
1893	8	1	303	181	493	49,348	19	93	268	380	134,308	28	3,791	55	24,132	956	211,639	1893
1894	3	0	253	221	477	37,827	26	61	206	293	83,720	14	1,522	54	8,126	838	131,195	1894
1895	1	0	188	208	397	34,900	17	70	161	248	69,754	11	1,225	38	5,723	694	111,602	1895
1896	2	0	215	152	369	65,236	25	84	177	286	138,028	13	1,495	55	22,337	723	227,096	1896
1897	1	0	160	177	338	64,308	20	88	180	288	106,153	70	10,216	195	51,555	891	232,232	1897
1898	1	0	159	199	359	34,416	15	170	209	394	105,838	20	2,386	179	37,848	952	180,458	1898
1899	3	0	223	194	420	98,073	14	182	243	439	151,058	13	1,411	401	49,496	1,273	300,038	1899
1900	4	0	281	219	504	116,416	19	117	286	422	202,528	38	4,492	483	70,310	1,447	393,790	1900
1901	6	0	259	261	526	126,165	21	131	354	506	273,591	79	9,078	469	74,655	1,580	483,489	1901
1902	9	0	316	256	581	97,698	27	137	415	579	308,178	44	4,539	237	58,416	1,491	468,831	1902
1903	3	0	298	169	470	89,979	28	131	392	551	271,781	19	2,215	271	72,177	1,311	436,152	1903
1904	0	0	203	127	330	64,908	13	161	439	613	255,744	25	2,753	216	55,137	1,184	378,542	1904
1905	0	0	195	115	310	79,418	10	164	386	560	197,702	30	3,248	202	49,948	1,102	330,316	1905
1906	0	0	154	75	229	35,209	16	147	487	650	315,707	83	8,832	259	58,997	1,221	418,745	1906
1907	0	0	81	66	147	24,907	15	149	510	674	365,405	62	6,577	274	74,443	1,157	471,332	1907
1908	0	0	76	58	134	31,981	12	193	718	923	481,624	46	4,970	354	95,641	1,457	614,216	1908
1909	0	0	81	60	141	28,950	12	167	642	821	148,208	21	2,232	264	58,640	1,247	238,090	1909
1910	0	1	82	44	127	19,358	6	134	796	936	257,993	50	5,720	248	58,997	1,361	342,068	1910
1911	0	0	45	37	82	10,092	6	138	825	969	227,231	51	5,862	320	47,977	1,422	291,162	1911
1912	0	0	60	35	95	21,221	8	150	893	1,051	153,493	27	2,978	332	54,977	1,505	232,669	1912
1913	0	0	53	19	72	28,610	19	141	844	1,004	243,408	39	4,641	360	69,496	1,475	346,155	1913
1914	0	0	36	15	51	13,749	21	70	687	778	224,225	25	2,558	297	75,718	1,151	316,250	1914
1915	0	0	30	21	51	8,021	12	109	630	751	154,990	40	4,457	315	57,654	1,157	225,122	1915
1916	0	0	24	10	34	14,765	5	83	536	624	250,125	21	2,551	258	57,972	937	325,413	1916
1917	1	0	58	5	64	43,185	4	111	686	801	513,243	23	3,423	406	104,628	1,237	664,479	1917
1918	0	0	108	7	115	83,629	7	70	852	929	1,090,996	32	4,101	452	122,142	1,528	1,300,868	1918

[a] Includes gasoline vessels since 1897.

[b] Including canal boats and barges prior to 1868.

For a separate report of metal vessels built, see statement No. 22.

No. 24.—Number and Gross Tonnage of Vessels Built in the United States and Documented, 1857–1918, by Geographic Divisions.

Year ended June 30—	New England coast.		Middle Atlantic and Gulf coasts.		Pacific coast.		Total seaboard.		Northern lakes.		Western rivers.		Total United States.		Year.
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	
1857	412	183,685	.....	100,583	12	1,185	.....	285,453	.....	51,498	.....	41,854	1,434	378,805	1857
1858	321	103,862	.....	71,426	18	2,124	.....	177,412	.....	31,642	.....	35,659	1,225	244,713	1858
1859	247	79,322	.....	51,916	24	2,056	.....	133,294	.....	6,180	.....	17,128	870	156,602	1859
1860	348	134,289	.....	33,524	30	2,023	.....	169,836	.....	11,992	.....	32,970	1,071	214,798	1860
1861	364	104,675	.....	70,376	49	4,716	.....	179,767	.....	23,467	.....	29,960	1,143	233,194	1861
1862	126	45,595	.....	64,368	28	2,524	.....	112,487	.....	53,804	.....	8,785	864	175,076	1862
1863	173	79,576	.....	133,420	32	2,671	.....	215,667	.....	67,972	.....	27,407	1,823	311,046	1863
1864	292	112,611	.....	192,957	53	4,853	.....	310,421	.....	49,151	.....	56,169	2,366	415,741	1864
1865	328	135,252	.....	152,238	41	3,816	.....	291,306	.....	36,041	.....	66,576	1,788	894,523	1865
1866	407	121,333	.....	104,931	41	6,124	.....	232,388	.....	33,204	.....	70,555	1,888	336,147	1866
1867	451	135,189	.....	91,297	40	4,324	.....	230,810	.....	39,679	.....	35,106	1,519	305,595	1867
1868	358	98,915	.....	70,046	65	6,851	.....	175,812	.....	56,798	.....	52,695	1,802	285,305	1868
1869	328	103,604	.....	72,059	127	15,531	.....	191,194	.....	49,460	.....	34,576	1,726	275,230	1869
1870	351	110,584	619	59,532	111	12,720	1,081	182,836	320	37,258	217	56,859	1,618	276,953	1870
1871	339	64,366	811	86,559	44	5,324	1,194	156,249	274	43,897	287	73,081	1,755	273,227	1871
1872	243	46,269	926	79,552	26	2,276	1,195	128,097	252	44,611	196	36,344	1,643	209,052	1872
1873	302	76,405	1,233	135,258	52	5,475	1,587	218,139	445	92,448	229	48,659	2,261	359,246	1873
1874	377	136,251	964	129,983	63	10,859	1,404	277,093	417	91,986	326	63,646	2,147	432,725	1874
1875	353	151,497	540	79,549	70	13,428	963	244,474	177	29,871	161	23,294	1,301	297,639	1875
1876	286	95,288	450	51,716	102	16,822	838	163,826	140	16,124	134	23,636	1,112	203,586	1876
1877	237	90,992	363	29,286	88	12,718	708	132,996	89	8,903	232	34,693	1,029	176,592	1877
1878	231	90,386	403	53,419	63	11,333	697	155,138	101	11,438	460	68,928	1,258	235,504	1878
1879	163	55,874	429	48,602	65	11,207	657	115,683	95	15,135	380	62,213	1,132	193,031	1879
1880	184	46,374	405	46,403	41	8,943	630	101,720	137	22,899	135	32,791	902	157,410	1880
1881	187	54,888	466	59,801	58	11,417	711	125,766	215	73,504	182	81,189	1,108	280,459	1881
1882	304	93,965	586	78,342	75	15,777	965	188,084	254	58,369	152	35,817	1,371	282,270	1882
1883	342	110,226	539	83,385	91	16,738	972	210,349	171	28,638	125	26,443	1,268	265,430	1883
1884	250	84,046	627	83,753	85	10,620	962	178,419	135	30,431	93	16,664	1,190	225,514	1884
1885	173	48,128	473	61,844	76	11,038	722	121,010	117	26,826	81	11,220	920	159,056	1885
1886	111	30,624	385	27,920	58	5,914	554	64,458	85	20,400	76	10,595	715	95,453	1886
1887	101	24,035	439	49,886	73	9,140	613	83,061	152	56,488	79	10,901	844	150,450	1887
1888	150	33,813	454	49,356	104	21,956	708	105,125	222	101,103	84	11,859	1,014	218,087	1888
1889	174	39,983	483	53,930	112	17,939	769	111,852	225	107,080	83	12,202	1,707	231,134	1889
1890	208	78,577	455	78,179	93	12,335	756	169,091	191	108,526	104	16,506	1,051	294,123	1890
1891	327	105,491	617	112,901	122	19,070	1,066	237,462	204	111,856	114	19,984	1,384	369,302	1891
1892	366	60,624	622	57,469	139	20,770	1,127	138,863	169	45,909	99	14,801	1,395	199,633	1892
1893	152	37,091	447	52,018	91	13,721	690	102,830	175	99,271	91	9,538	956	211,639	1893
1894	192	28,665	400	46,042	58	5,392	650	80,099	106	41,985	82	9,111	838	131,195	1894
1895	145	26,783	308	33,200	74	7,144	527	67,127	93	36,353	74	8,122	694	111,602	1895
1896	163	39,582	255	52,143	93	10,819	511	102,544	117	108,782	95	15,771	723	227,097	1896
1897	98	21,942	511	74,067	64	7,495	673	103,504	120	116,937	98	11,792	891	232,233	1897
1898	127	23,944	387	39,146	228	49,789	742	112,879	87	54,084	123	13,495	952	180,458	1898
1899	144	68,761	487	85,825	306	41,534	937	196,120	122	80,366	214	23,552	1,273	300,038	1899

No. 24.—Number and Gross Tonnage of Vessels Built in the United States and Documented, 1857–1918, by Geographic Divisions—Continued.

Year ended June 30—	New England coast.		Middle Atlantic and Gulf coasts.		Pacific coast.		Total seaboard.		Northern lakes.		Western rivers.		Total United States.		Year.
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	
1900	199	72,179	605	135,473	303	41,354	1,107	249,006	125	130,611	215	14,173	1,447	393,790	1900
1901	201	82,971	622	153,977	271	54,568	1,094	291,516	175	169,085	311	22,888	1,580	483,489	1901
1902	225	75,852	748	161,211	224	53,059	1,197	290,122	133	168,873	161	9,836	1,491	468,831	1902
1903	203	66,973	644	177,887	191	43,336	1,038	288,196	123	136,844	150	11,112	1,311	436,152	1903
1904	170	51,417	532	135,263	176	21,608	878	208,288	119	159,433	187	10,821	1,184	378,542	1904
1905	192	119,377	469	91,224	162	20,115	823	230,716	101	93,123	178	6,477	1,102	330,316	1905
1906	146	32,311	507	94,311	197	20,261	850	146,883	204	265,271	167	6,591	1,221	418,745	1906
1907	106	44,428	502	140,134	207	35,191	815	219,753	177	244,291	165	7,288	1,157	471,332	1907
1908	151	70,903	524	138,984	359	57,050	1,034	266,937	216	341,165	207	6,114	1,457	614,216	1908
1909	130	27,237	460	81,752	276	22,759	866	131,748	174	100,402	207	5,940	1,247	238,000	1909
1910	111	23,442	497	127,517	279	16,870	887	167,829	281	168,751	193	5,488	1,361	342,068	1910
1911	94	23,653	503	139,725	407	27,234	1,004	190,612	216	94,157	202	6,393	1,422	291,162	1911
1912	93	23,052	462	81,329	521	32,104	1,076	136,485	224	90,898	205	5,286	1,505	232,669	1912
1913	95	27,131	516	175,523	411	44,664	1,022	247,318	219	90,907	234	7,930	1,475	346,155	1913
1914	88	14,985	469	200,220	332	36,495	889	251,700	130	56,514	132	8,009	1,151	316,250	1914
1915	89	18,551	456	152,906	321	31,699	866	203,156	147	16,467	144	5,499	1,157	225,122	1915
1916	62	37,568	363	188,550	246	49,631	671	275,749	126	44,691	140	4,973	937	325,413	1916
1917	84	52,526	483	298,958	426	167,474	993	158,958	147	139,336	157	6,185	1,297	664,479	1917
1918	105	88,302	603	473,698	517	518,437	1,225	1,080,437	168	215,022	135	5,409	1,528	1,300,868	1918

No. 25.—Tonnage of Vessels of the United States Which Have Been Built, Admitted to Registry by Acts of Congress, etc., and Those Which Have Been Lost, Abandoned, Sold to Aliens, etc., 1813–1918.

Year ended—	Built.	Special acts.	General act (Dec. 23, 1852).	Renationalized (act Mar. 3, 1897).	Purchased from United States.	Captured from enemy. (a)	Other sources. (b)	Total increase.	Lost.	Abandoned.	Sold to aliens.	Sold to United States.	Captured or sunk by enemy.	Exempt (act Apr. 18, 1874).	Other causes. (b)	Total decrease.	Annual increase or decrease (—).	Year.
Dec. 31, 1813	32,583	.....	.....	.....	.....	1,390	.....	33,973	45,273	2,955	56,954	.....	23,556	.....	c 1,739	135,477	—103,369	1813
1814	29,751	.....	.....	.....	.....	8,817	.....	38,568	5,976	1,337	15,193	.....	16,146	.....	.....	38,652	— 7,419	1814
1815	155,579	.....	.....	.....	3,887	44,233	.....	203,699	17,503	3,303	9,582	.....	30,774	.....	.....	61,162	208,919	1815
1816	135,186	.....	.....	.....	1,687	3,689	.....	140,562	22,591	6,701	23,379	.....	.....	.....	.....	52,671	4,091	1816
1817	87,626	.....	.....	.....	389	802	.....	88,817	20,673	8,411	14,228	.....	.....	.....	.....	43,312	27,693	1817
1818	87,346	.....	.....	.....	196	1,616	.....	89,158	31,396	10,722	15,107	.....	.....	.....	.....	57,225	—174,727	1818
1819	86,670	.....	.....	.....	729	1,273	.....	88,672	24,164	13,029	11,364	.....	.....	.....	.....	48,557	35,557	1819
1820	51,394	.....	.....	.....	81	834	.....	52,309	23,833	13,656	6,062	.....	.....	.....	.....	43,551	19,415	1820
1821	57,275	.....	.....	.....	162	245	.....	57,682	27,175	17,364	8,350	.....	.....	.....	.....	52,889	18,791	1821
1822	77,569	.....	.....	.....	67	137	.....	77,773	21,263	12,075	5,710	.....	.....	.....	.....	39,048	25,741	1822
1823	75,857	.....	.....	.....	74	66	.....	75,997	24,744	13,316	9,268	74	.....	.....	.....	47,402	11,867	1823
1824	92,798	183	.....	.....	109	211	.....	93,301	22,880	13,236	12,818	317	.....	.....	.....	49,251	52,597	1824
1825	116,464	.....	.....	.....	376	.....	.....	116,840	46,993	11,055	9,948	.....	.....	.....	.....	67,996	33,948	1825
1826	130,373	.....	.....	.....	743	.....	.....	131,116	20,954	12,063	13,994	1,765	.....	.....	.....	48,776	111,080	1826
1827	106,456	.....	.....	.....	59	237	.....	106,752	29,266	13,739	19,043	.....	.....	.....	.....	62,048	85,416	1827
1828	98,964	279	.....	.....	48	.....	.....	99,291	24,062	11,810	14,677	113	.....	.....	.....	50,662	120,785	1828
1829	79,408	.....	.....	.....	79	.....	.....	79,487	17,692	11,454	14,093	158	.....	.....	.....	43,397	—480,594	1829
1830	58,560	.....	.....	.....	125	.....	.....	58,685	17,751	11,543	10,058	75	.....	.....	.....	39,427	— 69,022	1830
1831	85,556	53	.....	.....	94	.....	.....	85,703	23,808	8,859	9,750	.....	.....	.....	.....	42,417	76,070	1831
1832	144,544	.....	.....	.....	210	.....	.....	144,754	24,596	6,877	6,083	107	.....	.....	.....	37,663	171,604	1832
1833	161,492	280	.....	.....	270	.....	.....	162,042	15,395	5,236	2,932	.....	.....	.....	.....	23,563	166,701	1833
1834	118,389	.....	.....	.....	.....	.....	.....	118,389	11,914	5,130	4,725	.....	.....	.....	.....	21,769	152,756	1834
Sept. 30, 1835	75,107	.....	.....	.....	.....	.....	.....	75,107	(d)	(d)	7,617	.....	.....	.....	.....	7,617	66,034	1835
1836	116,230	.....	.....	.....	86	.....	.....	116,316	19,109	5,836	10,509	.....	.....	.....	.....	35,454	57,161	1836
1837	125,913	.....	.....	.....	.....	.....	.....	125,913	24,365	8,946	9,916	.....	.....	.....	.....	43,227	14,584	1837
1838	115,905	.....	.....	.....	117	.....	.....	116,022	21,606	5,489	5,386	.....	.....	.....	.....	32,481	98,954	1838
1839	125,260	40	.....	.....	213	.....	.....	125,513	21,114	8,095	5,769	81	.....	.....	.....	35,059	100,839	1839
1840	121,203	40	.....	.....	260	.....	.....	121,503	31,406	10,067	13,837	117	.....	.....	.....	55,427	84,285	1840
1841	123,660	70	.....	.....	88	.....	.....	123,818	19,668	5,692	12,713	.....	.....	.....	.....	38,073	— 50,020	1841
1842	129,806	196	.....	.....	102	.....	.....	130,104	28,420	11,476	7,770	.....	.....	.....	.....	47,666	— 38,353	1842
June 30, 1843	63,888	.....	.....	.....	131	.....	.....	64,019	23,033	6,953	9,203	199	.....	.....	.....	39,388	66,212	1843
1844	103,537	.....	.....	.....	614	.....	.....	104,151	18,273	7,976	7,227	73	.....	.....	.....	33,549	121,493	1844
1845	146,042	.....	.....	.....	426	.....	.....	146,468	21,540	7,279	8,369	.....	.....	.....	.....	37,188	136,906	1845

a Including alien vessels forfeited for violation of United States laws.
b Not fully reported prior to 1901.
c Commissioned as privateers.
d Included in report for 1836.

No. 25.—Tonnage of Vessels of the United States Which Have Been Built, Admitted to Registry by Acts of Congress, etc., and Those Which Have Been Lost, Abandoned, Sold to Aliens, etc., 1813–1918—Continued.

Year ended—	Built.	Special acts.	General act (Dec. 23, 1852).	Renationalized (act Mar. 3, 1897).	Purchased from United States.	Captured from enemy. (a).	Other sources (b).	Total increase.	Lost.	Abandoned.	Sold to aliens.	Sold to United States.	Captured or sunk by enemy.	Exempt (act Apr. 18, 1874).	Other causes. (b).	Total decrease.	Annual increase or decrease (—).	Year.
June 30, 1846	188,203	255	.....	.....	.....	.....	.....	188,458	31,212	7,080	10,932	.....	.....	.....	.....	49,224	145,083	1846
1847	243,633	285	.....	.....	83	243	.....	244,244	33,279	10,100	16,969	9,176	.....	.....	.....	69,524	276,961	1847
1848	318,075	1,650	.....	.....	80	255	.....	320,060	41,667	7,154	12,456	765	.....	.....	.....	62,042	314,996	1848
1849	256,988	997	.....	.....	9,983	.....	.....	267,968	30,309	10,549	12,621	.....	.....	.....	.....	53,479	179,974	1849
1850	279,255	409	.....	.....	1,144	.....	.....	280,808	34,748	6,753	13,468	.....	.....	.....	.....	54,969	201,438	1850
1851	299,472	481	.....	.....	1,191	.....	.....	301,144	30,825	5,853	15,247	.....	.....	.....	.....	51,925	236,985	1851
1852	355,356	721	.....	.....	.....	.....	.....	356,077	38,940	5,606	17,921	.....	.....	.....	.....	62,467	366,001	1852
1853	427,494	1,019	1,528	.....	136	.....	.....	430,177	45,670	9,608	10,035	.....	.....	.....	.....	65,313	268,570	1853
1854	536,046	261	1,521	.....	.....	.....	.....	537,828	63,073	9,513	60,033	.....	.....	.....	.....	132,619	395,892	1854
1855	583,450	1,708	327	.....	617	.....	.....	586,102	61,217	7,834	65,887	53	.....	.....	c 42,598	177,589	409,099	1855
1856	469,293	1,276	100	.....	.....	.....	.....	470,669	75,062	11,376	42,168	962	.....	.....	c 681,135	810,703	—340,348	1856
1857	378,804	600	1,559	.....	.....	.....	.....	380,936	82,489	11,248	52,649	146	.....	.....	c 164,367	310,899	69,190	1857
1858	244,712	296	126	.....	174	.....	.....	245,308	63,462	16,036	26,305	762	.....	.....	c 57,131	163,696	108,965	1858
1859	156,602	4,607	996	.....	.....	.....	.....	162,205	52,568	13,872	30,850	1,363	.....	.....	.....	98,653	95,230	1859
1860	214,797	295	256	.....	135	.....	.....	215,483	65,561	15,080	17,418	35	.....	.....	.....	98,094	208,830	1860
1861	233,194	370	362	.....	.....	828	.....	234,754	59,567	7,964	26,649	9,964	.....	.....	c 39,412	143,556	185,945	1861
1862	175,075	521	541	.....	.....	4,646	.....	180,783	41,352	14,802	117,756	61,309	.....	.....	d 355,544	590,763	—427,649	1862
1863	311,045	2,279	476	.....	289	13,074	.....	327,163	52,041	10,817	222,199	35,946	.....	.....	.....	321,003	42,892	1863
1864	415,740	585	634	.....	1,109	13,997	.....	432,065	64,851	13,210	300,865	55,774	.....	.....	d 187,878	622,578	—168,656	1864
1865	383,805	602	2,236	.....	2,299	14,214	.....	403,156	47,033	4,678	133,832	29,553	.....	.....	.....	215,096	110,382	1865
1866	336,146	5,067	9,654	.....	131,786	29,236	.....	511,889	36,893	2,176	22,117	4,772	.....	.....	.....	65,958	—786,004	1866
1867	303,528	3,002	4,743	.....	25,489	2,556	.....	339,318	28,041	14,958	9,088	961	.....	.....	.....	53,048	— 6,291	1867
1868	285,304	2,040	3,087	.....	6,163	2,154	.....	298,748	95,075	13,489	13,757	752	.....	.....	.....	123,073	47,272	1868
1869	275,230	4,211	3,826	.....	8,588	1,421	.....	293,276	106,198	22,830	19,063	901	.....	.....	.....	148,992	—207,118	1869
1870	276,953	148	4,672	.....	3,063	1,933	.....	286,769	134,098	34,683	17,079	843	.....	.....	.....	186,703	101,866	1870
1871	273,226	1,926	2,771	.....	2,716	364	.....	281,003	90,761	32,420	13,534	597	.....	.....	.....	137,312	36,100	1871
1872	209,052	1,875	2,154	.....	259	467	.....	213,807	78,587	33,071	19,572	40	.....	.....	.....	131,270	155,140	1872
1873	359,245	1,445	2,033	.....	1,082	.....	.....	363,805	84,080	35,530	29,763	294	.....	.....	.....	150,667	258,280	1873
1874	432,725	3,235	1,538	.....	3,542	89	.....	441,129	86,108	33,758	77,054	514	.....	70,075	.....	267,509	104,625	1874
1875	297,638	1,682	1,145	.....	711	.....	.....	301,176	91,740	39,627	25,541	2,069	.....	40,334	.....	199,311	53,080	1875
1876	203,585	.....	930	.....	1,540	.....	.....	206,055	103,415	48,845	33,253	941	.....	843,119	.....	1,029,573	—574,274	1876
1877	176,591	.....	163	.....	1,129	.....	.....	177,883	126,627	38,947	24,724	814	.....	1,647	.....	192,759	— 36,858	1877
1878	235,503	.....	2,452	.....	1,325	161	.....	239,441	165,547	56,194	43,607	201	.....	1,184	.....	266,733	— 29,335	1878
1879	193,030	318	2,746	.....	832	.....	.....	196,926	152,946	63,785	43,312	91	.....	1,413	.....	261,547	— 43,164	1879

1880....	157,409	997	2,393	.....	174	.....	.....	160,973	98,439	40,390	26,883	274	.....	129,149	.....	295,135	−101,567	1880
1881....	280,458	294	1,078	.....	322	.....	.....	281,152	88,507	42,308	28,671	500	.....	85,328	.....	245,314	− 10,300	1881
1882....	282,269	1,367	2,172	.....	606	.....	.....	286,414	89,573	38,928	18,257	478	.....	5,179	.....	152,415	108,199	1882
1883....	265,429	.....	2,099	.....	245	.....	.....	267,773	96,389	31,022	37,385	368	.....	21,721	.....	186,885	69,554	1883
1884....	225,514	.....	2,926	.....	1,287	.....	.....	229,727	110,318	39,222	28,722	266	.....	3,894	.....	182,422	35,742	1884
1885....	159,056	211	2,024	.....	80	.....	.....	161,371	86,527	26,111	26,213	1,074	.....	9,400	.....	149,325	− 5,295	1885
1886....	95,453	2,817	2,675	.....	70	573	.....	101,588	144,193	33,982	33,063	300	.....	2,469	.....	214,007	−134,798	1886
1887....	150,450	860	7,317	.....	425	.....	.....	159,052	115,579	33,375	22,122	135	.....	5,015	.....	176,226	− 25,291	1887
1888....	218,086	2,429	10,725	.....	431	.....	.....	231,671	106,772	29,117	11,116	178	.....	8,150	.....	155,333	86,071	1888
1889....	231,134	2,384	6,855	.....	53	.....	.....	240,426	101,130	25,645	9,871	350	.....	3,109	.....	140,105	115,559	1889
1890....	294,122	8,297	7,092	.....	49	.....	.....	309,560	135,599	29,908	13,322	1,670	.....	5,760	.....	186,259	117,022	1890
1891....	369,302	18,123	2,555	.....	1,376	.....	.....	391,400	96,608	22,808	9,410	119	.....	12,445	.....	141,390	260,262	1891
1892....	199,633	.....	3,108	.....	592	.....	.....	203,333	89,570	24,892	15,329	660	.....	1,995	.....	132,446	80,162	1892
1893....	211,639	22,761	2,859	.....	464	.....	.....	237,723	127,886	29,213	15,395	946	.....	3,251	.....	176,691	60,150	1893
1894....	131,195	997	2,549	.....	588	.....	.....	135,329	167,588	33,206	20,578	385	.....	30,174	.....	251,931	−141,042	1894
1895....	111,602	6,855	7,521	.....	.....	.....	.....	125,978	123,477	26,810	13,994	336	.....	14,006	.....	178,623	− 48,069	1895
1896....	227,096	7,486	5,704	.....	454	.....	.....	240,740	108,832	34,905	21,797	220	.....	7,205	.....	172,959	67,920	1896
1897....	232,232	2,438	5,276	.....	568	.....	.....	240,514	100,780	51,251	8,243	.....	.....	16,364	.....	176,638	65,140	1897
1898....	180,458	27,945	14,304	1,868	568	.....	.....	225,143	103,696	33,912	35,411	66,732	.....	4,609	.....	244,360	− 19,282	1898
1899....	300,038	12,126	13,330	38,584	433	9,483	.....	373,994	174,906	45,355	22,609	8,801	.....	9,922	.....	261,593	114,500	1899
1900....	393,790	21,393	8,005	5,077	7,757	2,991	26,643	465,656	92,778	34,740	12,081	5,130	.....	11,985	7,841	164,555	300,601	1900
1901....	483,489	41,838	12,382	1,196	682	.....	9,097	548,684	101,655	39,304	14,567	5,223	.....	27,046	1,510	189,305	359,379	1901
1902....	468,831	4,554	5,038	4,128	4,569	.....	5,625	492,745	130,967	40,623	7,400	374	.....	39,275	422	219,061	273,684	1902
1903....	436,152	1,219	12,821	4,782	4,106	.....	12,437	471,517	106,731	35,574	17,086	1,019	.....	21,007	657	182,074	289,443	1903
1904....	378,542	40	5,273	2,688	1,560	.....	81,451	469,554	121,938	43,288	8,744	823	.....	8,471	82,000	265,264	204,290	1904
1905....	330,316	5,881	10,795	2,975	1,843	.....	88,287	440,097	103,885	29,207	10,894	85	.....	48,854	82,164	275,089	165,008	1905
1906....	418,745	3,831	9,081	2,685	1,820	.....	98,196	534,358	157,790	36,180	21,734	794	.....	4,847	94,587	315,932	218,426	1906
1907....	471,332	8,073	(*e*)	6,451	1,848	.....	109,004	596,708	157,115	35,128	16,625	296	.....	26,740	97,069	332,883	263,825	1907
1908....	614,216	97	.....	4,504	3,875	.....	95,991	718,683	126,313	44,995	12,165	1,210	.....	18,954	88,395	292,032	426,651	1908
1909....	238,090	.....	.....	1,128	1,531	.....	66,324	307,073	111,921	37,023	47,219	1,010	.....	17,077	69,513	283,763	23,310	1909
1910....	342,068	.....	.....	26	503	.....	77,888	420,485	125,788	48,085	25,624	17,313	.....	22,773	61,575	301,158	119,327	1910
1911....	291,162	.....	.....	3,400	814	.....	94,882	390,258	89,353	54,597	15,738	610	.....	17,645	81,607	259,550	130,708	1911
1912....	232,669	.....	.....	26,002	1,985	.....	97,712	358,368	113,774	35,988	17,409	11,009	.....	18,239	86,556	282,975	75,393	1912
1913....	346,155	4,989	.....	1,142	809	.....	111,893	464,988	74,695	36,561	51,373	12,189	.....	21,362	96,473	196,180	172,355	1913
1914....	316,250	.....	.....	514	1,585	.....	85,838	404,187	174,588	52,669	36,676	113	.....	25,113	72,858	362,017	42,170	1914
1915....	225,122	*f* 513,306	.....	310	1,417	.....	164,137	904,292	123,500	79,047	18,595	12,273	8,792	45,942	155,312	443,551	460,741	1915
1916....	*g* 325,413	*f* 69,697	*h* 11,489	2,294	2,726	.....	492,999	904,618	128,209	56,811	102,479	24,433	8,084	20,027	*i* 484,355	824,398	80,220	1916
1917....	664,479	66,993	10,790	8,572	1,620	*j* 75,004	409,462	1,236,920	110,264	48,984	197,370	4,637	71,382	19,252	383,643	835,532	401,388	1917
1918....	1,300,868	95,698	1,740	5,472	3,670	266,559	274,036	1,948,043	180,497	35,181	63,160	101,121	180,502	24,132	309,969	894,562	1,053,481	1918

a Including alien vessels forfeited for violation of United States laws.

b Not fully reported prior to 1901.

c The Register of the Treasury reports: "This difference * * * arises from corrections made by striking from the balance of outstanding tonnage such vessels as have been sold to foreigners, lost, and condemned in previous years not heretofore reported to this office by the collectors."

d The Register of the Treasury reports: "This difference arises * * * from no returns of tonnage being received from the rebel districts."

e Act Dec. 23, 1852, repealed Feb. 22, 1906, reenacted Feb. 24, 1915.

f Act Aug. 18, 1914.

g Including 2 vessels of 1,159 gross tons, admitted under R. S. 4132, certificate of record.

h Act Feb. 24, 1915.

i Including 4 vessels of 11,103 gross tons, condemned by foreign governments.

j Joint resolution of Congress, May 12, 1917 (German interned vessels).

No. 26.—Class, Number, and Gross Tonnage of Documented Yachts of the United States, by Ports, June 30, 1918.

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Eastport, Me					2	31	2	31
Machias, Me					1	19	1	19
Ellsworth, Me	2	35	1	20	5	118	8	173
Southwest Harbor, Me	1	21	1	21	1	24	3	66
Castine, Me	1	18			3	96	4	114
Bangor, Me			1	192			1	192
Belfast, Me					3	74	3	74
Vinalhaven, Me	2	39			1	21	3	60
Rockland, Me	2	38	2	55	5	231	9	324
Boothbay, Me					3	136	3	136
Bath, Me			1	28			1	28
Portland, Me	4	263			5	121	9	384
Salem, Mass	2	190	1	30	5	222	8	442
Marblehead, Mass	7	199	1	174	17	544	25	917
Boston, Mass	38	1,866	11	1,395	61	2,308	110	5,569
Plymouth, Mass			1	41			1	41
Barnstable, Mass					1	17	1	17
Vineyard Haven, Mass	1	16					1	16
New Bedford, Mass	6	141			10	296	16	437
Fall River, Mass					4	87	4	87
Providence, R. I	4	105	3	483	9	274	16	862
Newport, R. I			1	173	5	265	6	438
New London, Conn	a 5	357	2	64	5	133	12	554
Hartford, Conn			1	25	6	164	7	189
New Haven, Conn	3	52	1	92	6	167	10	311
Bridgeport, Conn	2	39	3	245	15	710	20	994
New York, N. Y	b 56	2,757	75	16,049	301	12,627	432	31,433
Albany, N. Y					3	150	3	150
Patchogue, N. Y	1	33			15	595	16	628
Greenport, N. Y	1	22	1	200	10	308	12	530
Newark, N. J	1	17			6	329	7	346
Perth Amboy, N. J	1	32	1	67	3	78	5	177
Tuckerton, N. J	1	31			1	22	2	53
Philadelphia, Pa	c 7	633	6	636	116	4,506	129	5,775
Wilmington, Del			3	580	10	470	13	1,050
Baltimore, Md	d 2	91	2	292	24	801	28	1,184
Annapolis, Md					4	92	4	92
Crisfield, Md					4	118	4	118
Washington, D. C			5	376	13	691	18	1,067
Reedville, Va					3	88	3	88
Richmond, Va	1	31					1	31
Newport News, Va					2	44	2	44
Norfolk, Va					2	48	2	48
Elizabeth City, N. C					1	21	1	21
Washington, N. C					1	49	1	49
Beaufort, N. C					1	16	1	16
Wilmington, N. C					1	24	1	24
Georgetown, S. C			1	43	1	33	2	76
Charleston, S. C					5	208	5	208
Savannah, Ga			1	49	5	118	6	167
Brunswick, Ga					2	73	2	73
Fernandina, Fla					1	67	1	67
Jacksonville, Fla					19	592	19	592
St. Augustine, Fla					17	755	17	755
Miami, Fla	1	45			21	832	22	877
Key West, Fla			2	105	12	367	14	472
Tampa, Fla					11	364	11	364
Mobile, Ala					3	90	3	90
Gulfport, Miss					1	27	1	27
New Orleans, La			2	68	16	735	18	803
Port Arthur, Tex			1	233	2	106	3	339
Galveston, Tex			1	2,058	4	206	5	2,264
Houston, Tex					6	238	6	238
Port Lavaca, Tex					1	157	1	157
San Juan, P. R					2	58	2	58
Memphis, Tenn					2	68	2	68
Nashville, Tenn					1	32	1	32
Chattanooga, Tenn			1	66			1	66
St. Louis, Mo			1	30	8	219	9	249
Kansas City, Mo			1	33	2	35	3	68
Des Moines, Iowa	e 1	207	1	98	1	16	3	311
Dubuque, Iowa					1	18	1	18
Milwaukee, Wis					1	23	1	23
St. Paul, Minn					4	167	4	167

a Includes 1 house boat, 30 tons.
b Includes 1 house boat, 58 tons.
c Includes 1 house boat, 104 tons.
d Includes 1 house boat, 46 tons.
e House boat.

No. 26.—Class, Number, and Gross Tonnage of Documented Yachts of the United States, by Ports, June 30, 1918—Continued.

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Chicago, Ill			1	195	1	20	2	215
Evansville, Ind					1	26	1	26
Cincinnati, Ohio					1	30	1	30
Pittsburgh, Pa			2	197	1	37	3	234
Burlington, Vt			1	146	6	173	7	319
Plattsburg, N. Y			1	61	1	42	2	103
Rouses Point, N. Y			1	21	1	201	2	222
Ogdensburg, N. Y			1	31	1	79	2	110
Cape Vincent, N. Y	[a] 13	1,260	18	923	4	95	35	2,288
Oswego, N. Y	1	15	3	124	1	26	5	165
Rochester, N. Y	1	6			2	60	3	66
Buffalo, N. Y	2	40	2	114	6	286	10	440
Erie, Pa	1	160			1	17	2	177
Cleveland, Ohio	1	75			7	299	8	374
Sandusky, Ohio					3	72	3	72
Toledo, Ohio					4	195	4	195
Detroit, Mich	[b] 5	234	9	1,058	38	1,331	52	2,623
Port Huron, Mich			2	266	1	50	3	316
Marquette, Mich	1	7	4	173	2	92	7	272
Grand Haven, Mich					8	195	8	195
Chicago, Ill	4	91	4	708	42	1,588	50	2,387
Milwaukee, Wis	1	19	5	201	26	746	32	966
Duluth, Minn					3	163	3	163
San Diego, Cal					3	54	3	54
Los Angeles, Cal	2	41	2	428	12	403	16	872
San Francisco, Cal	2	93			9	280	11	373
Portland, Oreg					2	71	2	71
Seattle, Wash	3	61	2	134	45	1,434	50	1,629
Honolulu, Hawaii					2	47	2	47
Total	190	9,380	194	28,801	1,077	40,851	1,461	79,032

[a] House boats. [b] Includes 3 house boats, 141 tons.

RECAPITULATION OF YACHTS, BY DOCUMENTS.

Documents.	Sailing yachts.		Steam yachts.		Gas yachts.		House boats.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Enrolled	120	6,687	173	28,270	666	32,511	21	1,846	980	69,314
Licensed	49	847	21	531	411	8,340			481	9,718
Total	169	7,534	194	28,801	1,077	40,851	21	1,846	1,461	79,032

No. 27.—Class, Number, and Gross Tonnage of Documented Metal Yachts of the United States, by Ports, June 30, 1918.

[These yachts are included in statement No. 26.]

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Bangor, Me			1	192			1	192
Salem, Mass	1	62					1	62
Marblehead, Mass					2	110	2	110
Boston, Mass	3	582	2	1,009	5	557	10	2,148
New Bedford, Mass	1	27					1	27
Providence, R. I			1	426	1	55	2	481
Newport, R. I			1	173	1	125	2	298
New London, Conn	1	206					1	206
New York, N. Y	12	1,370	46	14,646	16	2,222	74	18,238
Philadelphia, Pa	3	393	3	426	3	351	9	1,170
Wilmington, Del			3	580	2	205	5	785
Baltimore, Md			2	292			2	292
Washington, D. C			2	197	1	20	3	217
New Orleans, La					1	66	1	66
Port Arthur, Tex			1	233			1	233
Galveston, Tex			1	2,058	1	114	2	2,172
St. Louis, Mo					1	39	1	39
Kansas City, Mo			1	33			1	33
St. Paul, Minn					1	62	1	62

No. 27.—Class, Number, and Gross Tonnage of Documented Metal Yachts of the United States, by Ports, June 30, 1918—Continued.

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Burlington, Vt.			1	146			1	146
Plattsburg, N. Y.					1	42	1	42
Cape Vincent, N. Y.			1	135			1	135
Buffalo, N. Y.			1	79	1	123	2	202
Cleveland, Ohio.	1	75			1	157	2	232
Detroit, Mich.			4	861	2	306	6	1,167
Port Huron, Mich.			2	266			2	266
Marquette, Mich.			1	32			1	32
Chicago, Ill.			3	649	3	133	6	782
Los Angeles, Cal.			1	299			1	299
San Francisco, Cal.	1	75			1	53	2	128
Seattle, Wash.			1	102			1	102
Total.	23	2,790	79	22,834	44	4,740	146	30,364

No. 28.—Class, Number, and Gross Tonnage of Yachts Built in the United States and Documented During Year Ended June 30, 1918, by Customs Districts.

[These yachts are not included in statements Nos. 8 and 9 or 18 to 21, inclusive.]

Ports at which built.	Sailing yachts.		Gas yachts.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Boothbay, Me.			4	157	4	157
Boston, Mass.			4	85	4	85
Providence, R. I.			[a] 4	134	4	134
New London, Conn.			1	25	1	25
Bridgeport, Conn.			2	95	2	95
New York, N. Y.	2	32	8	217	10	249
Perth Amboy, N. J.			1	30	1	30
Philadelphia, Pa.			5	184	5	184
Crisfield, Md.			1	23	1	23
St. Augustine, Fla.			2	232	2	232
New Orleans, La.			1	27	1	27
Milwaukee, Wis.			1	23	1	23
Buffalo, N. Y.			1	22	1	22
Sandusky, Ohio.			3	182	3	182
Detroit, Mich.			3	72	3	72
Marquette, Mich.			1	18	1	18
Grand Haven, Mich.			1	27	1	27
Milwaukee, Wis.	1	19	2	59	3	78
San Francisco, Cal.			1	65	1	65
Seattle, Wash.			6	380	6	380
Total.	3	51	52	2,057	55	2,108

[a] Including 1 composite yacht of 55 gross tons.

No. 29.—Class, Number, and Gross Tonnage of Documented Yachts Lost, Abandoned, Sold to Aliens, etc., Year Ended June 30, 1918.

[These yachts are not included in statements Nos. 8 and 9.]

	Sailing yachts.		Steam yachts.		Gas yachts.		House-boats.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Lost			1	87	2	43			3	130
Abandoned	3	158	7	755	11	362			21	1,275
Sold to aliens			2	285	5	312			7	597
Sold to United States			35	9,777	40	1,935			75	11,712
Exempt, act of Apr. 18, 1874							2	93	2	93
Total.	3	158	45	10,904	58	2,652	2	93	108	13,807

Part II.—STATISTICAL TABLES

Fiscal Year Ended June 30, 1917

[For Tables 10, 16, 22, 23, 24, and 25, see appropriate places in the Statistical Tables for 1918 in this volume. For Tables 10A, 10B, and the Yacht Tables 26, 27, 28, 29, and 30, see the Annual Report of the Commissioner of Navigation for 1917.]

STATISTICAL TABLES.

The following-named ports have been discontinued as ports of documentation: Waldoboro, Wiscasset, Saco, Kennebunk, and York, Me.; Newburyport, Nantucket, and Edgartown, Mass.; Bristol, R. I.; Stonington, Conn.; Port Jefferson, Cold Spring, and Sag Harbor, N. Y.; Somers Point, Bridgeton, and Burlington, N. J.; Tappahannock and Chincoteague, Va.; St. Marys, Ga.; Brashear, La.; Eagle Pass, Tex.; Coos Bay and Yaquina, Oreg.; Plattsburg, Niagara Falls, and Dunkirk, N. Y.; Natchez, Miss.; Burlington, Iowa; La Crosse, Wis.; Galena and Rock Island, Ill.; Wheeling, W. Va.

No. 1.—Number and Gross Tonnage of Documented Vessels of the United States, by Customs Districts, June 30, 1917.

This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers and lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
ATLANTIC AND GULF COASTS.								
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Eastport, Me	55	3,517	6	244	85	1,095	146	4,856
Calais, Me	7	1,296	8	1,349	1	26	16	2,671
Machias, Me	16	1,282	32	3,190	49	597	97	5,069
Ellsworth, Me	2	227	19	1,662	28	307	49	2,196
Southwest Harbor, Me	2	155	7	574	46	495	55	1,224
Castine, Me	1	112	35	2,560	62	527	98	3,199
Stonington, Me			9	374	32	341	41	715
Bangor, Me			10	1,472	4	37	14	1,509
Belfast, Me			14	5,113	12	136	26	5,249
Vinalhaven, Me	1	26	3	206	30	277	34	509
Rockland, Me	10	2,325	55	14,347	78	950	143	17,622
Boothbay, Me	1	26	8	354	30	371	39	751
Bath, Me	5	1,971	35	15,052	26	392	66	17,415
Portland, Me	9	8,007	77	21,570	111	1,453	197	31,030
Portsmouth, N. H			15	1,866	10	125	25	1,991
Massachusetts:								
Gloucester, Mass	16	2,366	136	14,540	98	1,661	250	18,567
Salem, Mass			4	190	5	80	9	270
Marblehead, Mass			7	1,290	8	81	15	1,371
Boston, Mass	47	55,355	333	216,526	111	1,778	491	273,659
Plymouth, Mass			1	65	7	64	8	129
Provincetown, Mass	1	147	10	878	63	795	74	1,820
Barnstable, Mass			4	271	69	478	73	749
Vineyard Haven, Mass			4	269	59	660	63	929
New Bedford, Mass	27	4,123	14	3,137	42	523	83	7,783
Fall River, Mass			56	66,113	17	163	73	66,276
Rhode Island:								
Providence, R. I	2	250	45	5,869	95	1,040	142	7,159
Newport, R. I			42	5,619	102	1,127	144	6,746
Connecticut:								
New London, Conn	2	452	94	60,987	39	505	135	61,944
Hartford, Conn			81	30,966	13	157	94	31,123
New Haven, Conn	1	22	82	17,541	62	801	145	18,364
Bridgeport, Conn	1	1,528	64	8,095	140	1,452	205	11,075
New York:								
New York, N. Y	386	1,268,766	3,151	1,362,332	482	7,148	4,019	2,638,246
Albany, N. Y			462	62,641	37	819	499	63,460
Patchogue, N. Y			66	3,669	312	2,995	378	6,664
Cold Springs, N. Y			1	143	1	12	2	155
Greenport, N. Y			43	3,024	168	1,552	211	4,576
Newark, N. J	9	3,358	42	8,362	52	803	103	12,523
Perth Amboy, N. J	10	3,141	195	64,018	82	982	287	68,141
Philadelphia:								
Tuckerton, N. J			8	851	59	449	67	1,300
Somers Point, N. J					30	295	30	295
Philadelphia, Pa	44	97,336	552	239,654	500	8,062	1,096	345,052
Wilmington, Del	8	23,537	82	23,588	63	976	153	48,101
Maryland:								
Baltimore, Md	17	31,727	652	219,644	322	4,081	991	255,452
Annapolis, Md			57	2,318	147	1,569	204	3,887
Crisfield, Md			99	5,301	462	4,384	561	9,685
Washington, D. C			34	10,534	17	334	51	10,868
Alexandria, Va			6	210	10	150	16	360

No. 1.—Number and Gross Tonnage of Documented Vessels of the United States, by Customs Districts, June 30, 1917—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
ATLANTIC AND GULF COASTS—continued.								
Virginia:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Reedville, Va			115	12,859	175	2,042	290	14,901
Richmond, Va			22	3,590	20	312	42	3,902
Petersburg, Va			5	446	7	92	12	538
Newport News, Va	33	66,473	34	11,267	171	2,450	238	80,190
Norfolk, Va	40	51,434	100	28,446	248	3,374	388	83,254
Cape Charles, Va			47	21,223	176	1,977	223	23,200
North Carolina:								
Elizabeth City, N. C			29	2,929	96	1,225	125	4,154
Manteo, N. C			1	42	26	301	27	343
Washington, N. C			16	751	63	790	79	1,541
Newbern, N. C			13	602	63	816	76	1,418
Beaufort, N. C			25	1,230	194	2,213	219	3,443
Wilmington, N. C	1	97	24	5,944	60	844	85	6,885
South Carolina:								
Georgetown, S. C			15	1,425	38	423	53	1,848
Charleston, S. C	2	826	33	3,899	113	1,405	148	6,130
Beaufort, S. C			4	473	61	648	65	1,121
Georgia:								
Savannah, Ga	3	10,074	52	40,250	60	914	115	51,238
Brunswick, Ga	4	1,430	19	4,118	40	451	63	5,999
Florida:								
Fernandina, Fla			3	2,125	7	79	10	2,204
Jacksonville, Fla	10	4,630	72	15,179	104	1,529	186	21,338
St. Augustine, Fla			5	309	50	569	55	878
Miami, Fla	5	490	6	211	71	848	82	1,549
Key West, Fla	36	9,081	16	1,646	136	1,598	188	12,325
Tampa, Fla	15	3,921	63	12,492	110	1,578	188	17,991
Cedar Keys, Fla			21	2,777	14	194	35	2,971
Apalachicola, Fla			15	1,563	37	431	52	1,994
Pensacola, Fla	28	15,384	69	7,499	36	639	133	23,522
Mobile:								
Mobile, Ala.[a]	41	24,189	59	11,969	93	1,370	193	37,528
Gulfport, Miss	14	5,478	35	4,649	198	3,590	247	13,717
New Orleans:								
New Orleans, La.[a]	32	57,986	30	10,913	75	1,373	137	70,272
Morgan City, La	10	4,977	38	2,336	157	1,813	205	9,126
Sabine: Port Arthur, Tex	24	30,144	61	86,700	43	550	128	117,394
Galveston:								
Galveston, Tex	23	17,743	49	13,862	119	1,479	191	33,084
Houston, Tex	3	1,996	20	4,056	41	484	64	6,536
Freeport, Tex			2	2,729	1	12	3	2,741
Port Lavaca, Tex			3	123	65	572	68	695
Laredo:								
Port Aransas, Tex			9	1,599	13	126	22	1,725
Brownsville, Tex					1	8	1	8
Porto Rico: San Juan, P. R	30	7,930	5	795	57	576	92	9,301
Total	1,034	1,825,335	7,895	2,831,604	7,317	92,800	16,246	4,749,739
PACIFIC COAST.								
Southern California:								
San Diego, Cal	68	13,286	11	3,127	3	36	82	16,449
Los Angeles, Cal	20	18,260	45	13,676	99	1,377	164	33,313
San Francisco:								
San Francisco, Cal	118	191,454	515	394,713	281	4,606	914	590,773
Eureka, Cal	13	9,881	4	385	10	157	27	10,423
Oregon:								
Marshfield, Oreg			26	8,021	65	751	91	8,772
Newport, Oreg			7	528	9	134	16	662
Astoria, Oreg	10	9,980	37	22,701	88	1,206	135	33,887
Portland, Oreg	19	23,292	102	30,989	38	586	159	54,867
Washington: Seattle, Wash	1,770	278,284	384	83,240	742	10,383	2,896	371,907
Alaska: Juneau, Alaska	417	66,126	72	3,104	367	4,420	856	73,650
Hawaii: Honolulu, Hawaii	2	1,238	32	13,346	14	246	48	14,830
Total	2,437	611,801	1,235	573,830	1,716	23,902	5,388	1,209,533
NORTHERN LAKES.								
Vermont: Burlington, Vt			11	3,234			11	3,234
St. Lawrence:								
Plattsburg, N. Y			11	1,298			11	1,298
Rouses Point, N. Y			113	11,654			113	11,654
Ogdensburg, N. Y			39	23,896			39	23,896
Cape Vincent, N. Y			65	3,144			65	3,144

[a] Seagoing vessels; for vessels in river trade, see p. 197.

No. 1.—Number and Gross Tonnage of Documented Vessels of the United States, by Customs Districts, June 30, 1917—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
NORTHERN LAKES—contd.								
Rochester:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Oswego, N. Y.			39	98,237			39	98,237
Rochester, N. Y.			12	478			12	478
Buffalo: Buffalo, N. Y.	2	4,986	267	252,689			269	257,675
Ohio:								
Erie, Pa.			64	9,808			64	9,808
Cleveland, Ohio	3	2,476	294	988,057			297	990,533
Sandusky, Ohio			52	10,413			52	10,413
Toledo, Ohio			45	16,693			45	16,693
Michigan:								
Detroit, Mich.	2	433	206	140,920			208	141,353
Port Huron, Mich.			90	33,489			90	33,489
Marquette, Mich.			130	87,938			130	87,938
Grand Haven, Mich.			371	47,537			371	47,537
Chicago: Chicago, Ill.[a]	3	763	225	92,059			228	92,822
Wisconsin: Milwaukee, Wis.[a]	2	605	485	63,011			487	63,616
Duluth and Superior: Duluth, Minn.[a]			470	885,269			470	885,269
Total	12	9,263	2,989	2,769,824			3,001	2,779,087
WESTERN RIVERS.								
New Orleans:								
New Orleans, La.[b]			116	18,966	107	1,846	223	20,812
Vicksburg, Miss.			19	3,811	19	247	38	4,058
Tennessee:								
Memphis, Tenn.			20	3,094	34	402	54	3,496
Nashville, Tenn.			13	1,411	34	414	47	1,825
Chattanooga, Tenn.			20	1,606	75	631	95	2,237
Mobile: Mobile, Ala.[b]			1	26	18	181	19	207
Kentucky:								
Paducah, Ky.			14	2,084	37	394	51	2,478
Louisville, Ky.			59	6,428	91	1,005	150	7,433
Missouri:								
St. Louis, Mo.			132	27,114	218	2,485	350	29,599
Kansas City, Mo.			17	1,250	20	254	37	1,504
St. Joseph, Mo.			1	64	3	67	4	131
Cairo, Ill.					2	25	2	25
Omaha: Omaha, Nebr.			2	65	2	19	4	84
Dakota: Pembina, N. Dak.			39	1,946	9	125	48	2,071
Montana and Idaho: Great Falls, Mont.			7	219	5	112	12	331
Iowa:								
Des Moines, Iowa			12	1,471	23	217	35	1,688
Sioux City, Iowa					6	53	6	53
Dubuque, Iowa			5	297	27	294	32	591
Minnesota: St. Paul, Minn.			13	1,278	12	171	25	1,449
Duluth and Superior: Duluth, Minn.[c]			12	293			12	293
Indiana: Evansville, Ind.			44	4,817	52	620	96	5,437
Wisconsin: Milwaukee, Wis.[c]			1	98	5	47	6	145
Chicago:								
Chicago, Ill.[c]			22	1,791	24	285	46	2,076
Peoria, Ill.			13	1,613	18	224	31	1,837
Ohio: Cincinnati, Ohio			56	12,241	62	682	118	12,923
Pittsburgh: Pittsburgh, Pa.			146	29,047	75	848	221	29,895
Total			784	121,030	978	11,648	1,762	132,678
SUMMARY.								
Atlantic and Gulf coasts	1,034	1,825,335	7,895	2,831,604	7,317	92,800	16,246	4,749,739
Pacific coast	2,437	611,801	1,235	573,830	1,716	23,902	5,388	1,209,533
Northern lakes	12	9,263	2,989	2,769,824			3,001	2,779,087
Western rivers			784	121,030	978	11,648	1,762	132,678
Grand total	3,483	2,446,399	12,903	6,296,288	10,011	128,350	26,397	8,871,037

[a] Lake vessels; for vessels in river trade, see below.
[b] Vessels in river trade only; for seagoing vessels, see p. 196.
[c] Vessels in river trade only; for lake vessels, see above.

No. 2.—Number and Gross Tonnage of Documented Vessels of the United States, by States and Territories, June 30, 1917.

State or Territory in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Maine	109	18,944	318	68,067	594	7,004	1,021	94,015
New Hampshire	.....	.....	15	1,866	10	125	25	1,991
Vermont	.....	.....	11	3,234	.....	.....	11	3,234
Massachusetts	91	61,991	569	303,279	479	6,283	1,139	371,553
Rhode Island	2	250	87	11,488	197	2,167	286	13,905
Connecticut	4	2,002	321	117,589	254	2,915	579	122,506
New York	388	1,273,752	4,269	1,823,205	1,000	12,526	5,657	3,109,483
New Jersey	19	6,499	245	73,231	223	2,529	487	82,259
Pennsylvania	44	97,336	762	278,509	575	8,910	1,381	384,755
Delaware	8	23,537	82	23,588	63	976	153	48,101
Maryland	17	31,727	808	227,263	931	10,034	1,756	269,024
District of Columbia	.....	.....	34	10,534	17	334	51	10,868
Virginia	73	117,907	329	78,041	807	10,397	1,209	206,345
North Carolina	1	97	108	11,498	502	6,189	611	17,784
South Carolina	2	826	52	5,797	212	2,476	266	9,099
Georgia	7	11,504	71	44,368	100	1,365	178	57,237
Florida	94	33,506	270	43,801	565	7,465	929	84,772
Alabama	41	24,189	60	11,995	111	1,551	212	37,735
Mississippi	14	5,478	54	8,460	217	3,837	285	17,775
Louisiana	42	62,963	184	32,215	339	5,032	565	100,210
Texas	50	49,883	144	109,069	283	3,231	477	162,183
Porto Rico	30	7,930	5	795	57	576	92	9,301
Tennessee	.....	.....	53	6,111	143	1,447	196	7,558
Kentucky	.....	.....	73	8,512	128	1,399	201	9,911
Missouri	.....	.....	150	28,428	241	2,806	391	31,234
Nebraska	.....	.....	2	65	2	19	4	84
North Dakota	.....	.....	39	1,946	9	125	48	2,071
Montana	.....	.....	7	219	5	112	12	331
Iowa	.....	.....	17	1,768	56	564	73	2,332
Minnesota	.....	.....	495	886,840	12	171	507	887,011
Wisconsin	2	605	486	63,109	5	47	493	63,761
Michigan	2	433	797	309,884	.....	.....	799	310,317
Illinois	3	763	260	95,463	44	534	307	96,760
Indiana	.....	.....	44	4,817	52	620	96	5,437
Ohio	3	2,476	447	1,027,404	62	682	512	1,030,562
California	219	232,881	575	411,901	393	6,176	1,187	650,958
Oregon	29	33,272	172	62,239	200	2,677	401	98,188
Washington	1,770	278,284	384	83,240	742	10,383	2,896	371,907
Alaska	417	66,126	72	3,104	367	4,420	856	73,650
Hawaii	2	1,238	32	13,346	14	246	48	14,830
Total	3,483	2,446,399	12,903	6,296,288	10,011	128,350	26,397	8,871,037

No. 3.—Number and Gross Tonnage of Documented Steam and Gas Vessels of the United States, by Customs Districts, June 30, 1917.

[These vessels are included in statement No. 1.]

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
ATLANTIC AND GULF COASTS.																
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Eastport, Me	4	232	39	1,001	.....	.....	5	177	2	24	81	1,049	6	256	125	2,227
Calais, Me	1	38	1	31	.....	.....	.....	.....	.....	.....	1	26	1	38	2	57
Machias, Me	1	43	9	226	.....	.....	4	179	1	54	40	463	2	97	53	868
Ellsworth, Me	.....	.....	1	14	1	111	4	150	1	17	26	283	2	128	31	447
Southwest Harbor, Me	.....	.....	1	14	.....	.....	3	93	.....	.....	45	483	.....	.....	49	590
Castine, Me	.....	.....	.....	.....	3	202	1	23	2	42	41	344	5	244	42	367
Stonington, Me	.....	.....	.....	.....	.....	.....	1	23	1	34	19	211	1	34	20	234
Bangor, Me	.....	.....	.....	.....	3	329	.....	.....	1	15	1	5	4	344	1	5
Belfast, Me	.....	.....	.....	.....	8	3,492	.....	.....	1	19	8	89	9	3,511	8	89
Vinalhaven, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	245	.....	.....	28	245
Rockland, Me	.....	.....	4	99	13	1,431	4	129	3	73	64	790	16	1,504	72	1,018
Boothbay, Me	1	26	.....	.....	1	29	.....	.....	3	48	19	239	5	103	19	239
Bath, Me	1	142	.....	.....	13	3,443	.....	.....	3	68	3	35	17	3,653	3	35
Portland, Me	2	4,883	1	35	33	15,606	20	1,150	15	313	89	1,069	50	20,802	110	2,254
Portsmouth, N. H	.....	.....	.....	.....	6	653	.....	.....	3	40	4	66	9	693	4	66
Massachusetts:																
Gloucester, Mass	2	662	3	181	13	996	54	5,044	9	282	80	1,250	24	1,940	137	6,475
Salem, Mass	.....	.....	.....	.....	1	55	1	23	1	22	4	58	2	77	5	81
Marblehead, Mass	.....	.....	.....	.....	1	40	.....	.....	2	32	5	43	3	72	5	43
Boston, Mass	10	30,360	9	3,677	189	160,403	23	1,881	26	708	64	846	225	191,471	96	6,404
Plymouth, Mass	.....	.....	.....	.....	1	65	.....	.....	.....	.....	3	26	1	65	3	26
Provincetown, Mass	.....	.....	.....	.....	2	151	2	41	.....	.....	58	757	2	151	60	798
Barnstable, Mass	.....	.....	.....	.....	1	163	3	108	.....	.....	68	472	1	163	71	580
Vineyard Haven, Mass	.....	.....	.....	.....	.....	.....	1	38	2	46	50	563	2	46	51	601
New Bedford, Mass	.....	.....	1	86	8	2,735	2	48	2	35	40	488	10	2,770	43	622
Fall River, Mass	.....	.....	.....	.....	21	41,846	2	53	.....	.....	17	163	21	41,846	19	216
Rhode Island:																
Providence, R. I	.....	.....	.....	.....	29	4,195	10	371	1	16	90	1,002	30	4,211	100	1,373
Newport, R. I	.....	.....	.....	.....	26	4,744	8	278	8	166	89	911	34	4,910	97	1,189
Connecticut:																
New London, Conn	2	452	.....	.....	41	39,871	4	120	3	85	35	405	46	40,408	39	525
Hartford, Conn	.....	.....	.....	.....	16	7,875	1	29	3	77	9	73	19	7,952	10	102
New Haven, Conn	.....	.....	.....	.....	41	7,373	6	219	5	116	48	608	46	7,489	54	827
Bridgeport, Conn	.....	.....	.....	.....	30	3,640	21	704	6	169	81	857	36	3,809	102	1,561

No. 3.—Number and Gross Tonnage of Documented Steam and Gas Vessels of the United States, by Customs Districts, June 30, 1917—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
New York:																
New York, N. Y	249	1,139,647	16	20,429	1,062	666,266	113	9,613	103	2,568	360	4,407	1,414	1,808,481	489	34,449
Albany, N. Y					88	14,470			35	791	2	28	123	15,261	2	28
Patchogue, N. Y					6	591	32	1,106	2	54	271	2,636	8	645	303	3,742
Cold Springs, N. Y					1	143					1	12	1	143	1	12
Greenport, N. Y					15	1,769	20	868	2	36	119	1,191	17	1,805	139	2,059
Newark, N. J					25	4,883	2	66	12	371	38	410	37	5,254	40	476
Perth Amboy, N. J					51	13,400	4	156	1	26	59	733	52	13,426	63	889
Philadelphia:																
Tuckerton, N. J					3	669	1	23			47	363	3	669	48	386
Somers Point, N. J											23	234			23	234
Philadelphia, Pa	15	72,636	2	3,349	194	76,620	34	1,634	40	1,128	264	3,420	249	150,384	300	8,403
Wilmington, Del	4	21,620			31	8,681	11	706	2	37	38	576	37	30,338	49	1,282
Maryland:																
Baltimore, Md	4	19,618	1	145	165	124,917	32	2,121	35	871	105	1,349	204	145,406	138	3,615
Annapolis, Md					1	61	7	227			72	792	1	61	79	1,019
Crisfield, Md							7	281			53	555			60	836
Washington, D. C					14	9,082			10	214	3	39	24	9,296	3	39
Alexandria, Va					1	43			1	10	4	74	2	53	4	74
Virginia:																
Reedville, Va					43	8,560	6	405	1	14	82	1,002	44	8,574	88	1,407
Richmond, Va					8	1,469			3	84	6	68	11	1,553	6	68
Petersburg, Va					3	380	1	22			6	84	3	380	7	106
Newport News, Va	12	45,136			12	8,920	3	96	5	130	124	1,764	29	54,186	127	1,860
Norfolk, Va	10	24,815			60	20,446	11	321	18	432	221	2,842	88	45,693	232	3,163
Cape Charles, Va					19	6,602	1	28	1	23	105	1,253	20	6,625	106	1,281
North Carolina:																
Elizabeth City, N. C					13	1,288	4	144	13	272	54	633	26	1,560	58	777
Manteo, N. C											12	144			12	144
Washington, N. C					8	529	2	60	3	54	31	401	11	583	33	461
Newbern, N. C					7	396	2	57	6	129	39	468	13	525	41	525
Beaufort, N. C					1	174	20	890			119	1,496	1	174	139	2,386
Wilmington, N. C	1	97			20	5,275	2	58	14	240	32	418	35	5,612	34	476
South Carolina:																
Georgetown, S. C					13	1,346	2	79	9	137	28	278	22	1,483	30	357
Charleston, S. C					15	2,140	10	287	7	187	94	1,103	22	2,327	104	1,390
Beaufort, S. C					2	414					14	195	2	414	14	195
Georgia:																
Savannah, Ga	1	5,915			37	37,436	7	1,145	5	164	17	281	43	43,515	24	1,426
Brunswick, Ga	1	65			14	1,284					32	374	15	1,349	32	374

Florida:																
Fernandina, Fla					1	113	1	30			7	79	1	113	8	109
Jacksonville, Fla	4	3,195	2	98	32	5,468	23	1,372	9	238	93	1,252	45	8,901	118	2,722
St. Augustine, Fla					2	181	3	128			49	561	2	181	52	689
Miami, Fla			2	45			6	211			70	842			78	1,098
Key West, Fla	11	6,342	3	121	6	865	5	159	3	72	73	909	20	7,279	81	1,189
Tampa, Fla	2	1,619			16	4,968	13	592	2	33	79	1,132	20	6,620	92	1,724
Cedar Keys, Fla					3	322			3	72	6	79	6	394	6	79
Apalachicola, Fla					14	1,526	1	37	5	88	24	280	19	1,614	25	317
Pensacola, Fla	6	1,814			12	2,066	6	351	8	153	17	277	26	4,033	23	628
Mobile:																
Mobile, Ala.[a]	6	6,067			28	3,873	10	444	11	230	49	681	45	10,170	59	1,125
Gulfport, Miss	3	1,155	2	43	7	2,539	7	286	5	135	30	538	15	3,829	39	867
New Orleans:																
New Orleans, La.[a]	19	51,558	5	263	9	6,286							28	57,844	5	263
Morgan City, La			1	119	28	1,787	8	477	12	192	119	1,414	40	1,979	128	2,010
Sabine: Port Arthur, Tex	7	17,309	2	4,130	30	68,477	4	374	4	77	36	434	41	85,863	42	4,938
Galveston:																
Galveston, Tex	7	11,809	3	92	14	3,846	8	3,730	4	141	104	1,236	25	15,796	115	5,058
Houston, Tex					9	614	2	89	2	39	39	445	11	653	41	534
Freeport, Tex					1	1,564					1	12	1	1,564	1	12
Port Lavaca, Tex					1	39					28	272	1	39	28	272
Laredo: Port Aransas, Tex					2	199					9	95	2	199	9	95
Porto Rico: San Juan, P. R	3	1,565	1	37	4	204			2	21	6	79	9	1,790	7	116
Total	389	1,468,820	109	34,235	2,652	1,422,639	611	39,554	502	11,964	4,524	54,159	3,543	2,903,423	5,244	127,948
PACIFIC COAST.																
Southern California:																
San Diego, Cal	4	11,571	54	1,412	2	883	4	825			3	36	6	12,454	61	2,273
Los Angeles, Cal	4	14,892	14	559	7	10,093	21	1,124	2	55	91	1,249	13	25,040	126	2,932
San Francisco:																
San Francisco, Cal	51	148,737	18	3,298	290	289,093	87	12,188	23	569	253	3,949	364	438,399	358	19,435
Eureka, Cal	1	1,437			3	336	1	49			10	157	4	1,773	11	206
Oregon:																
Marshfield, Oreg					16	4,734	6	258	3	80	62	671	19	4,814	68	929
Newport, Oreg					2	92	3	286	2	39	7	95	4	131	10	381
Astoria, Oreg					19	18,134	16	845	4	66	83	1,120	23	18,200	99	1,965
Portland, Oreg			9	10,432	84	23,679	12	2,216	10	218	27	353	94	23,897	48	13,001
Washington: Seattle, Wash	146	103,042	541	16,806	151	54,630	125	5,139	54	1,077	586	8,227	351	158,749	1,252	30,172
Alaska: Juneau, Alaska	94	31,128	162	3,224	9	638	18	943	6	105	305	3,609	109	31,871	485	7,776
Hawaii: Honolulu, Hawaii					18	9,525	9	630			13	233	18	9,525	22	863
Total	300	310,807	798	35,731	601	411,837	302	24,503	104	2,209	1,440	19,699	1,005	724,853	2,540	79,933

[a] Seagoing vessels; for vessels in river trade, see p. 202.

No. 3.—Number and Gross Tonnage of Documented Steam and Gas Vessels of the United States, by Customs Districts, June 30, 1917—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
NORTHERN LAKES.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Vermont: Burlington, Vt					7	2,913	1	12					7	2,913	1	12
St. Lawrence:																
Rouses Point, N. Y					4	163	4	79					4	163	4	79
Ogdensburg, N. Y					25	19,053	1	17					25	19,053	1	17
Cape Vincent, N. Y					15	1,623	21	288					15	1,623	21	288
Rochester:																
Oswego, N. Y					32	97,579	4	288					32	97,579	4	288
Rochester, N. Y					4	401	8	77					4	401	8	77
Buffalo: Buffalo, N. Y	2	4,986			187	226,965	12	140					189	231,951	12	140
Ohio:																
Erie, Pa					46	7,205	16	189					46	7,205	16	189
Cleveland, Ohio	2	2,137			258	944,082	8	77					260	946,219	8	77
Sandusky, Ohio					30	8,383	18	214					30	8,383	18	214
Toledo, Ohio					21	11,841	9	101					21	11,841	9	101
Michigan:																
Detroit, Mich	1	266			96	120,177	25	427					97	120,443	25	427
Port Huron, Mich					50	23,311	13	187					50	23,311	13	187
Marquette, Mich					62	77,398	38	599					62	77,398	38	599
Grand Haven, Mich					127	44,148	233	2,532					127	44,148	233	2,532
Chicago: Chicago, Ill.[a]	1	336	1	18	122	78,350	88	1,454					123	78,686	89	1,472
Wisconsin: Milwaukee, Wis.[a]	1	398			142	42,313	281	3,052					143	42,711	281	3,052
Duluth and Superior: Duluth, Minn.[a]					273	747,643	20	305					273	747,643	20	305
Total	7	8,123	1	18	1,501	2,453,548	800	10,038					1,508	2,461,671	801	10,056
WESTERN RIVERS.																
New Orleans:																
New Orleans, La.[b]					89	14,501	27	4,465	22	620	85	1,226	111	15,121	112	5,691
Vicksburg, Miss					19	3,811			4	62	15	185	23	3,873	15	185
Tennessee:																
Memphis, Tenn					17	2,940	2	115	2	39	30	343	19	2,979	32	458
Nashville, Tenn					13	1,411					34	414	13	1,411	34	414
Chattanooga, Tenn					16	1,338			3	27	25	253	19	1,365	25	253
Mobile: Mobile, Ala.[b]					1	26			3	33	12	116	4	59	12	116
Kentucky:																
Paducah, Ky					10	1,642	1	32			37	394	10	1,642	38	426
Louisville, Ky					46	5,933	4	172	3	35	87	965	49	5,968	91	1,137

St. Louis:																
St. Louis, Mo					102	22,808	20	2,166	10	169	180	2,029	112	22,977	200	4,195
Kansas City, Mo					12	1,083	5	167	1	8	19	246	13	1,091	24	413
St. Joseph, Mo					1	64			2	52	1	15	3	116	1	15
Cairo, Ill											2	25			2	25
Omaha: Omaha, Nebr							2	65			2	19			4	84
Dakota: Pembina, N. Dak					4	220	28	1,293			9	125	4	220	37	1,418
Montana and Idaho: Great Falls, Mont							7	219	1	22	4	90	1	22	11	309
Iowa:																
Des Moines, Iowa					12	1,471			2	27	20	178	14	1,498	20	178
Sioux City, Iowa											5	47			5	47
Dubuque, Iowa					4	244			1	14	21	221	5	258	21	221
Minnesota: St. Paul, Minn					7	712	1	57	2	41	9	122	9	753	10	179
Duluth and Superior: Duluth, Minn.[c]					7	120	4	65					7	120	4	65
Indiana: Evansville, Ind					33	4,072	8	526	1	8	46	540	34	4,080	54	1,066
Wisconsin: Milwaukee, Wis.[c]					1	98					5	47	1	98	5	47
Chicago:																
Chicago, Ill.[c]					16	1,456	2	69			21	247	16	1,456	23	316
Peoria, Ill					13	1,613			3	36	14	182	16	1,649	14	182
Ohio: Cincinnati, Ohio					52	11,636	1	70			60	652	52	11,636	61	722
Pittsburgh: Pittsburgh, Pa					137	28,065	2	64	8	131	64	663	145	28,196	66	727
Total					612	105,264	114	9,545	68	1,324	807	9,344	680	106,588	921	18,889
SUMMARY.																
Atlantic and Gulf coasts	389	1,468,820	109	34,235	2,652	1,422,639	611	39,554	502	11,964	4,524	54,159	3,543	2,903,423	5,244	127,948
Pacific coast	300	310,807	798	35,731	601	411,837	302	24,503	104	2,209	1,440	19,699	1,005	724,853	2,540	79,933
Northern lakes	7	8,123	1	18	1,501	2,453,548	800	10,038					1,508	2,461,671	801	10,056
Western rivers					612	105,264	114	9,545	68	1,324	807	9,344	680	106,588	921	18,889
Grand total	696	1,787,750	908	69,984	5,366	4,393,288	1,827	83,640	674	15,497	6,771	83,202	6,736	6,196,535	9,506	236,826

[a] Lake vessels; for vessels in river trade, see p. 203. [b] Vessels in river trade only; for seagoing vessels see p. 201. [c] Vessels in river trade only; for lake vessels, see p. 202.

No. 4.—Number and Gross Tonnage of Documented Metal Vessels of the United States, by Customs Districts, June 30, 1917.

[These vessels are included in statement No. 1.]

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
ATLANTIC AND GULF COASTS.								
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Bangor, Me	.....	.....	1	147	.....	.....	1	147
Belfast, Me	.....	.....	2	2,644	.....	.....	2	2,644
Rockland, Me	.....	.....	9	8,086	.....	.....	9	8,086
Bath, Me	.....	.....	2	1,783	.....	.....	2	1,783
Portland, Me	2	4,883	8	11,697	.....	.....	10	16,580
Massachusetts:								
Gloucester, Mass	1	340	.....	.....	.....	.....	1	340
Marblehead, Mass	.....	.....	1	43	.....	.....	1	43
Boston, Mass	14	40,802	73	139,009	1	12	88	179,823
New Bedford, Mass	.....	.....	2	1,329	.....	.....	2	1,329
Fall River, Mass	.....	.....	13	33,236	.....	.....	13	33,236
Rhode Island:								
Providence, R. I	.....	.....	1	248	.....	.....	1	248
Newport, R. I	.....	.....	2	589	.....	.....	2	589
Connecticut:								
New London, Conn	.....	.....	17	32,926	.....	.....	17	32,926
Hartford, Conn	.....	.....	9	7,242	.....	.....	9	7,242
New Haven, Conn	.....	.....	19	4,456	.....	.....	19	4,456
Bridgeport, Conn	1	1,528	.....	.....	.....	.....	1	1,528
New York:								
New York, N. Y	270	1,180,010	506	613,783	4	90	780	1,793,883
Albany, N. Y	.....	.....	21	6,124	2	46	23	6,170
Newark, N. J	.....	.....	4	1,061	.....	.....	4	1,061
Perth Amboy, N. J	.....	.....	35	16,918	.....	.....	35	16,918
Philadelphia:								
Philadelphia, Pa	17	77,885	144	80,478	11	415	172	158,778
Wilmington, Del	4	21,620	20	7,525	1	25	25	29,170
Maryland:								
Baltimore, Md	5	20,618	105	120,677	3	88	113	141,383
Washington, D. C	.....	.....	8	8,565	.....	.....	8	8,565
Virginia:								
Reedville, Va	.....	.....	1	145	.....	.....	1	145
Richmond, Va	.....	.....	4	1,258	.....	.....	4	1,258
Petersburg, Va	.....	.....	1	217	.....	.....	1	217
Newport News, Va	13	49,072	6	9,577	.....	.....	19	58,649
Norfolk, Va	10	24,815	18	14,777	2	52	30	39,644
Cape Charles, Va	.....	.....	22	19,536	.....	.....	22	19,536
North Carolina:								
Elizabeth City, N. C	.....	.....	4	674	1	20	5	694
Washington, N. C	.....	.....	1	96	.....	.....	1	96
Beaufort, N. C	.....	.....	2	272	.....	.....	2	272
Wilmington, N. C	1	97	7	4,176	.....	.....	8	4,273
South Carolina:								
Georgetown, S. C	.....	.....	2	186	.....	.....	2	186
Charleston, S. C	.....	.....	7	1,398	1	39	8	1,437
Georgia:								
Savannah, Ga	1	5,915	22	36,943	.....	.....	23	42,858
Brunswick, Ga	1	65	3	273	.....	.....	4	338
Florida:								
Jacksonville, Fla	2	2,966	13	3,452	.....	.....	15	6,418
Miami, Fla	.....	.....	.....	.....	1	14	1	14
Key West, Fla	4	6,341	2	543	.....	.....	6	6,884
Tampa, Fla	3	1,719	7	3,915	.....	.....	10	5,634
Cedar Keys, Fla	.....	.....	1	93	.....	.....	1	93
Apalachicola, Fla	.....	.....	1	66	.....	.....	1	66
Pensacola, Fla	3	784	3	568	1	23	7	1,375
Mobile:								
Mobile, Ala	6	6,829	8	1,458	.....	.....	14	8,287
Gulfport, Miss	1	424	1	761	.....	.....	2	1,185
New Orleans:								
New Orleans, La.[a]	18	51,945	9	6,190	.....	.....	27	58,135
Morgan City, La	.....	.....	1	42	.....	.....	1	42
Sabine: Port Arthur, Tex	9	23,074	38	81,004	.....	.....	47	104,078
Galveston:								
Galveston, Tex	6	12,166	8	6,650	.....	.....	14	18,816
Houston, Tex	.....	.....	7	1,902	.....	.....	7	1,902
Freeport, Tex	.....	.....	2	2,729	.....	.....	2	2,729
Laredo: Port Aransas, Tex	.....	.....	1	80	.....	.....	1	80
Porto Rico: San Juan, P. R	3	2,262	3	178	.....	.....	6	2,440
Total	395	1,536,160	1,207	1,297,725	28	824	1,630	2,834,709

[a] Seagoing vessels; for vessels in river trade, see p. 205.

No. 4.—Number and Gross Tonnage of Documented Metal Vessels of the United States, by Customs Districts, June 30, 1917—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
PACIFIC COAST.								
Southern California:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
San Diego, Cal	3	11,520	.....	.....	.....	.....	3	11,520
Los Angeles, Cal	5	17,365	2	7,468	.....	.....	7	24,833
San Francisco:								
San Francisco, Cal	42	155,764	97	203,463	5	108	144	359,335
Eureka, Cal	1	1,437	.....	.....	.....	.....	1	1,437
Oregon:								
Marshfield, Oreg	.....	.....	1	2,168	.....	.....	1	2,168
Astoria, Oreg	.....	.....	2	16,510	.....	.....	2	16,510
Portland, Oreg	3	7,760	2	381	.....	.....	5	8,141
Washington: Seattle, Wash	57	90,592	17	40,899	.....	.....	74	131,491
Alaska: Juneau, Alaska	7	1,556	.....	.....	.....	.....	7	1,556
Hawaii: Honolulu, Hawaii	.....	.....	8	5,935	.....	.....	8	5,935
Total	118	285,994	129	276,824	5	108	252	562,926
NORTHERN LAKES.								
Vermont: Burlington, Vt	.....	.....	3	2,829	.....	.....	3	2,829
St. Lawrence:								
Ogdensburg, N. Y	.....	.....	8	11,103	.....	.....	8	11,103
Cape Vincent, N. Y	.....	.....	2	414	.....	.....	2	414
Rochester: Oswego, N. Y	.....	.....	19	96,477	.....	.....	19	96,477
Buffalo: Buffalo, N. Y	2	4,986	119	217,976	.....	.....	121	222,962
Ohio:								
Erie, Pa	.....	.....	11	3,774	.....	.....	11	3,774
Cleveland, Ohio	1	492	225	949,413	.....	.....	226	949,905
Sandusky, Ohio	.....	.....	10	4,514	.....	.....	10	4,514
Toledo, Ohio	.....	.....	3	8,978	.....	.....	3	8,978
Michigan:								
Detroit, Mich	.....	.....	80	116,742	.....	.....	80	116,742
Port Huron, Mich	.....	.....	8	10,688	.....	.....	8	10,688
Marquette, Mich	.....	.....	17	69,315	.....	.....	17	69,315
Grand Haven, Mich	.....	.....	24	31,871	.....	.....	24	31,871
Chicago: Chicago, Ill.[a]	1	336	48	60,517	.....	.....	49	60,853
Milwaukee: Milwaukee, Wis	1	398	19	18,925	.....	.....	20	19,323
Duluth and Superior: Duluth, Minn.[a]	.....	.....	242	818,456	.....	.....	242	818,456
Total	5	6,212	838	2,421,992	.....	.....	843	2,428,204
WESTERN RIVERS.								
New Orleans:								
New Orleans, La.[b]	.....	.....	46	12,464	3	168	49	12,631
Vicksburg, Miss	.....	.....	2	2,182	2	19	4	2,202
Tennessee:								
Memphis, Tenn	.....	.....	7	1,346	6	58	13	1,404
Nashville, Tenn	.....	.....	1	79	.....	.....	1	79
Chattanooga, Tenn	.....	.....	.....	.....	7	73	7	73
Kentucky:								
Paducah, Ky	.....	.....	.....	.....	1	14	1	14
Louisville, Ky	.....	.....	3	403	1	9	4	412
St. Louis:								
St. Louis, Mo	.....	.....	22	8,657	19	224	41	8,881
Kansas City, Mo	.....	.....	3	619	1	8	4	627
St. Joseph, Mo	.....	.....	.....	.....	1	30	1	30
Iowa: Dubuque, Iowa	.....	.....	1	73	1	12	2	85
Minnesota: St. Paul, Minn	.....	.....	1	62	.....	.....	1	62
Duluth and Superior: Duluth, Minn.[c]	.....	.....	1	21	.....	.....	1	21
Indiana: Evansville, Ind	.....	.....	2	277	2	32	4	309
Chicago: Chicago, Ill.[c]	.....	.....	1	46	3	33	4	79
Ohio: Cincinnati, Ohio[c]	.....	.....	2	664	.....	.....	2	664
Pittsburgh: Pittsburgh, Pa	.....	.....	7	2,375	1	34	8	2,409
Total	.....	.....	99	29,268	48	714	147	29,982
SUMMARY.								
Atlantic and Gulf coasts	395	1,536,160	1,207	1,297,725	28	824	1,630	2,834,709
Pacific coast	118	285,994	129	276,824	5	108	252	562,926
Northern lakes	5	6,212	838	2,421,992	.....	.....	843	2,428,204
Western rivers	.....	.....	99	29,268	48	714	147	29,982
Grand total	518	1,828,366	2,173	4,025,809	81	1,646	2,872	5,855,821

[a] Lake vessels; for vessels in river trade, see below.
[b] Vessels in river trade only; for seagoing vessels, see p. 204.
[c] Vessels in river trade only; for lake vessels, see above.

No. 5.—Number and Gross Tonnage of Documented Steam and Gas Metal Vessels of the United States, by Customs Districts, June 30, 1917.

[These vessels are included in statements Nos. 1, 3, and 4.]

Customs district and port in which documented.	Registered.				Enrolled.				Licensed under 20 tons.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
ATLANTIC AND GULF COASTS.																
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Maine and New Hampshire:																
Bangor, Me					1	147							1	147		
Belfast, Me					2	2,644							2	2,644		
Rockland, Me					2	409							2	409		
Bath, Me					2	1,783							2	1,783		
Portland, Me	2	4,883			8	11,697							10	16,580		
Massachusetts:																
Gloucester, Mass	1	340											1	340		
Boston, Mass	8	30,065	1	3,253	65	130,011					1	12	73	160,076	2	3,265
New Bedford, Mass					2	1,329							2	1,329		
Fall River, Mass					13	33,236							13	33,236		
Rhode Island:																
Providence, R. I					1	248							1	248		
Newport, R. I					2	589							2	589		
Connecticut:																
New London, Conn					16	32,569							16	32,569		
Hartford, Conn					9	7,242							9	7,242		
New Haven, Conn					19	4,456							19	4,456		
New York:																
New York, N. Y	240	1,135,520	9	17,253	421	551,359	7	4,397	2	54	2	36	663	1,686,933	18	21,686
Albany, N. Y					21	6,124			2	46			23	6,170		
Newark, N. J					4	1,061							4	1,061		
Perth Amboy, N. J					20	5,560							20	5,660		
Philadelphia:																
Philadelphia, Pa	13	70,518	1	3,253	122	66,349	2	266	9	387	2	28	144	137,254	5	3,547
Wilmington, Del	4	21,620			17	6,516	2	198	1	25			22	28,161	2	198
Maryland:																
Baltimore Md	4	19,618			98	115,802	2	387	3	88			105	135,508	2	387
Washington, D. C					8	8,565							8	8,565		
Virginia:																
Reedville, Va					1	145							1	145		
Richmond, Va					4	1,258							4	1,258		
Petersburg, Va					1	217							1	217		
Newport News, Va	11	44,454			5	8,145							16	52,599		
Norfolk, Va	10	24,815			18	14,777			2	52			30	39,644		
Cape Charles, Va					12	5,702							12	5,702		

North Carolina:																
Elizabeth City, N. C					4	674			1	20			5	694		
Washington, N. C					1	96							1	96		
Beaufort, N. C					1	174	1	98					1	174	1	98
Wilmington, N. C	1	97			7	4,176							8	4,273		
South Carolina:																
Georgetown, S. C					2	186							2	186		
Charleston, S. C					7	1,398			1	39			8	1,437		
Georgia:																
Savannah, Ga	1	5,915			19	35,533	2	850					20	41,448	2	850
Brunswick, Ga	1	65			3	273							4	338		
Florida:																
Jacksonville, Fla	1	2,939	1	27	12	3,310	1	142					13	6,249	2	169
Miami, Fla											1	14			1	14
Key West, Fla	3	5,825			1	41							4	5,866		
Tampa, Fla	2	1,619			7	3,915							9	5,534		
Apalachicola, Fla					1	66							1	66		
Pensacola, Fla	3	784			3	568			1	23			7	1,375		
Mobile:																
Mobile, Ala	4	5,693			6	681	1	70					10	6,374	1	70
Gulfport, Miss					1	761							1	761		
New Orleans:																
New Orleans, La.[a]	14	48,374			8	4,795							22	53,169		
Morgan City, La					1	42							1	42		
Sabine: Port Arthur, Tex	6	16,648	1	2,498	20	67,332	2	295					26	83,980	3	2,793
Galveston:																
Galveston, Tex	4	10,870			7	3,397	1	3,253					11	14,267	1	3,253
Houston, Tex					2	192							2	192		
Freeport, Tex					1	1,564							1	1,564		
Laredo: Port Aransas, Tex					1	80							1	80		
Porto Rico: San Juan, P. R	2	1,427			3	178							5	1,605		
Total	335	1,452,089	13	26,284	1,012	1,147,372	21	9,956	22	734	6	90	1,369	2,600,195	40	36,330
PACIFIC COAST.																
Southern California:																
San Diego, Cal	3	11,520											3	11,520		
Los Angeles, Cal	4	14,892			2	7,468							6	22,360		
San Francisco:																
San Francisco, Cal	33	139,446	1	900	60	150,240	12	6,274	3	61	2	47	96	289,747	15	7,221
Eureka, Cal	1	1,437											1	1,437		
Oregon:																
Marshfield, Oreg					1	2,168							1	2,168		
Astoria, Oreg					2	16,510							2	16,510		
Portland, Oreg					2	381							2	381		
Washington: Seattle, Wash	48	71,686			15	35,397							63	107,083		
Alaska: Juneau, Alaska	6	1,173											6	1,173		
Hawaii: Honolulu, Hawaii					8	5,935							8	5,935		
Total	95	240,154	1	900	90	218,099	12	6,274	3	61	2	47	188	458,314	15	7,221

[a] Seagoing vessels; for vessels in river trade, see p. 208.

No. 5.—Number and Gross Tonnage of Documented Steam and Gas Metal Vessels of the United States, by Customs Districts, June 30, 1917—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed under 20 tons.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
NORTHERN LAKES.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Vermont: Burlington, Vt					3	2,829							3	2,829		
St. Lawrence:																
Ogdensburg, N. Y					5	9,147							5	9,147		
Cape Vincent, N. Y					2	414							2	414		
Rochester: Oswego, N. Y					19	96,477							19	96,477		
Buffalo: Buffalo, N. Y	2	4,986			97	210,193	3	38					99	215,179	3	38
Ohio:																
Erie, Pa					10	3,443							10	3,443		
Cleveland, Ohio	1	492			216	927,938							217	928,430		
Sandusky, Ohio					8	3,655							8	3,655		
Toledo, Ohio					3	8,978							3	8,978		
Michigan:																
Detroit, Mich					52	108,908	1	17					52	108,908	1	17
Port Huron, Mich					8	10,688							8	10,688		
Marquette, Mich					16	68,301							16	68,301		
Grand Haven, Mich					21	31,762	3	109					21	31,762	3	109
Chicago: Chicago, Ill.[a]	1	336			45	57,202	2	115					46	57,538	2	115
Milwaukee: Milwaukee, Wis	1	398			15	15,886							16	16,284		
Duluth and Superior: Duluth, Minn.[a]					192	722,834							192	722,834		
Total	5	6,212			712	2,278,655	9	279					717	2,284,867	9	279
WESTERN RIVERS.																
New Orleans:																
New Orleans, La.[b]					38	8,928	8	3,536	3	168			41	9,096	8	3,536
Vicksburg, Miss					2	2,182					2	19	2	2,182	2	19
Tennessee:																
Memphis, Tenn					6	1,311	1	35			6	58	6	1,311	7	93
Nashville, Tenn					1	79							1	79		
Chattanooga, Tenn											1	11			1	11
Kentucky:																
Paducah, Ky											1	14			1	14
Louisville, Ky					2	375	1	28			1	9	2	375	2	37
St. Louis:																
St. Louis, Mo					16	5,766	4	1,699	2	49	14	147	18	5,815	18	1,846
Kansas City, Mo					3	619			1	8			4	627		
St. Joseph, Mo									1	30			1	30		

Iowa: Dubuque, Iowa					1	73					1	12	1	73	1	12
Minnesota: St. Paul, Minn					1	62							1	62		
Duluth and Superior: Duluth, Minn.[c]					1	21							1	21		
Indiana: Evansville, Ind					1	195	1	82			2	32	1	195	3	114
Chicago: Chicago, Ill.[c]					1	46					3	33	1	46	3	33
Ohio: Cincinnati, Ohio					2	664							2	664		
Pittsburgh: Pittsburgh, Pa					7	2,375			1	34			8	2,409		
Total					82	22,696	15	5,380	8	289	31	335	90	22,985	46	5,715
SUMMARY.																
Atlantic and Gulf coasts	335	1,452,089	13	26,284	1,012	1,147,372	21	9,956	22	734	6	90	1,369	2,600,195	40	36,330
Pacific coast	95	240,154	1	900	90	218,099	12	6,274	3	61	2	47	188	458,314	15	7,221
Northern lakes	5	6,212			712	2,278,655	9	279					717	2,284,867	9	279
Western rivers					82	22,696	15	5,380	8	289	31	335	90	22,985	46	5,715
Grand total	435	1,698,455	14	27,184	1,896	3,666,822	57	21,889	33	1,084	39	472	2,364	5,366,361	110	49,545

[a] Lake vessels; for vessels in river trade, see p. 209.
[b] Vessels in river trade only; for seagoing vessels, see p. 207.
[c] Vessels in river trade only; for lake vessels, see p. 208.

No. 6.—Class, Number, and Gross Tonnage of Documented Metal Vessels of the United States, by Customs Districts, June 30, 1917.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
ATLANTIC AND GULF COASTS.										
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Bangor, Me.	.....	.....	1	147	.....	.....	.....	.....	1	147
Belfast, Me.	.....	.....	2	2,644	.....	.....	.....	.....	2	2,644
Rockland, Me.	7	7,677	2	409	.....	.....	.....	.....	9	8,086
Bath, Me.	.....	.....	2	1,783	.....	.....	.....	.....	2	1,783
Portland, Me.	.....	.....	10	16,580	.....	.....	.....	.....	10	16,580
Massachusetts:										
Gloucester, Mass.	.....	.....	1	340	.....	.....	.....	.....	1	340
Marblehead, Mass.	1	43	.....	.....	.....	.....	.....	.....	1	43
Boston, Mass.	8	11,426	73	160,076	2	3,265	5	5,056	88	179,823
New Bedford, Mass.	.....	.....	2	1,329	.....	.....	.....	.....	2	1,329
Fall River, Mass.	.....	.....	13	33,236	.....	.....	.....	.....	13	33,236
Rhode Island:										
Providence, R. I.	.....	.....	1	248	.....	.....	.....	.....	1	248
Newport, R. I.	.....	.....	2	589	.....	.....	.....	.....	2	589
Connecticut:										
New London, Conn.	.....	.....	16	32,569	.....	.....	1	357	17	32,926
Hartford, Conn.	.....	.....	9	7,242	.....	.....	.....	.....	9	7,242
New Haven, Conn.	.....	.....	19	4,456	.....	.....	.....	.....	19	4,456
Bridgeport, Conn.	1	1,528	.....	.....	.....	.....	.....	.....	1	1,528
New York:										
New York, N. Y.	31	49,208	663	1,686,933	18	21,686	68	36,056	780	1,793,883
Albany, N. Y.	.....	.....	23	6,170	.....	.....	.....	.....	23	6,170
Newark, N. J.	.....	.....	4	1,061	.....	.....	.....	.....	4	1,061
Perth Amboy, N. J.	12	9,777	20	5,560	.....	.....	3	1,581	35	16,918
Philadelphia:										
Philadelphia, Pa.	7	11,631	144	137,254	5	3,547	16	6,346	172	158,778
Wilmington, Del.	1	811	22	28,161	2	198	.....	.....	25	29,170
Maryland:										
Baltimore, Md.	3	4,132	105	135,508	2	387	3	1,356	113	141,383
Washington, D. C.	.....	.....	8	8,565	.....	.....	.....	.....	8	8,565
Virginia:										
Reedville, Va.	.....	.....	1	145	.....	.....	.....	.....	1	145
Richmond, Va.	.....	.....	4	1,258	.....	.....	.....	.....	4	1,258
Petersburg, Va.	.....	.....	1	217	.....	.....	.....	.....	1	217
Newport News, Va.	3	6,050	16	52,599	.....	.....	.....	.....	19	58,649
Norfolk, Va.	.....	.....	30	39,644	.....	.....	.....	.....	30	39,644
Cape Charles, Va.	.....	.....	12	5,702	.....	.....	10	13,834	22	19,536
North Carolina:										
Elizabeth City, N. C.	.....	.....	5	694	.....	.....	.....	.....	5	694
Washington, N. C.	.....	.....	1	96	.....	.....	.....	.....	1	96
Beaufort, N. C.	.....	.....	1	174	1	98	.....	.....	2	272
Wilmington, N. C.	.....	.....	8	4,273	.....	.....	.....	.....	8	4,273
South Carolina:										
Georgetown, S. C.	.....	.....	2	186	.....	.....	.....	.....	2	186
Charleston, S. C.	.....	.....	8	1,437	.....	.....	.....	.....	8	1,437
Georgia:										
Savannah, Ga.	.....	.....	20	41,448	2	850	1	560	23	42,858
Brunswick, Ga.	.....	.....	4	338	.....	.....	.....	.....	4	338
Florida:										
Jacksonville, Fla.	.....	.....	13	6,249	2	169	.....	.....	15	6,418
Miami, Fla.	.....	.....	.....	.....	1	14	.....	.....	1	14
Key West, Fla.	.....	.....	4	5,866	.....	.....	2	1,018	6	6,884
Tampa, Fla.	1	100	9	5,534	.....	.....	.....	.....	10	5,634
Cedar Keys, Fla.	.....	.....	.....	.....	.....	.....	1	93	1	93
Apalachicola, Fla.	.....	.....	1	66	.....	.....	.....	.....	1	66
Pensacola, Fla.	.....	.....	7	1,375	.....	.....	.....	.....	7	1,375
Mobile:										
Mobile, Ala.	2	1,136	10	6,374	1	70	1	707	14	8,287
Gulfport, Miss.	1	424	1	761	.....	.....	.....	.....	2	1,185
New Orleans:										
New Orleans, La.[a]	5	4,966	22	53,169	.....	.....	.....	.....	27	58,135
Morgan City, La.	.....	.....	1	42	.....	.....	.....	.....	1	42
Sabine: Port Arthur, Tex.	12	15,254	26	83,980	3	2,793	6	2,051	47	104,078
Galveston:										
Galveston, Tex.	.....	.....	11	14,267	1	3,253	2	1,296	14	18,816
Houston, Tex.	.....	.....	2	192	.....	.....	5	1,710	7	1,902
Freeport, Tex.	.....	.....	1	1,564	.....	.....	1	1,165	2	2,729
Laredo, Tex.	.....	.....	1	80	.....	.....	.....	.....	1	80
Porto Rico: San Juan	1	835	5	1,605	.....	.....	.....	.....	6	2,440
Total	96	124,998	1,369	2,600,195	40	36,330	125	73,186	1,630	2,834,709

[a] Seagoing vessels; for vessels in river trade, see p. 211.

No. 6.—Class, Number, and Gross Tonnage of Documented Metal Vessels of the United States, by Customs Districts, June 30, 1917—Continued.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
PACIFIC COAST.										
Southern California:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
San Diego, Cal			3	11,520					3	11,520
Los Angeles, Cal	1	2,473	6	22,360					7	24,833
San Francisco:										
San Francisco, Cal	31	61,020	96	289,747	15	7,221	2	1,347	144	359,335
Eureka, Cal			1	1,437					1	1,437
Oregon:										
Marshfield, Oreg			1	2,168					1	2,168
Astoria, Oreg			2	16,510					2	16,510
Portland, Oreg	3	7,760	2	381					5	8,141
Washington: Seattle, Wash	10	22,487	63	107,083			1	1,921	74	131,491
Alaska: Juneau, Alaska			6	1,173			1	383	7	1,556
Hawaii: Honolulu, Hawaii			8	5,935					8	5,935
Total	45	93,740	188	458,314	15	7,221	4	3,651	252	562,926
NORTHERN LAKES.										
Vermont: Burlington, Vt			3	2,829					3	2,829
St. Lawrence:										
Ogdensburg, N. Y			5	9,147			3	1,956	8	11,103
Cape Vincent, N. Y			2	414					2	414
Rochester: Oswego, N. Y			19	96,477					19	96,477
Buffalo: Buffalo, N. Y			99	215,179	3	38	19	7,745	121	222,962
Ohio:										
Erie, Pa			10	3,443			1	331	11	3,774
Cleveland, Ohio	6	17,052	217	928,430			3	4,423	226	949,905
Sandusky, Ohio			8	3,655			2	859	10	4,514
Toledo, Ohio			3	8,978					3	8,978
Michigan:										
Detroit, Mich			52	108,908	1	17	27	7,817	80	116,742
Port Huron, Mich			8	10,688					8	10,688
Marquette, Mich	1	1,014	16	68,301					17	69,315
Grand Haven, Mich			21	31,762	3	109			24	31,871
Chicago: Chicago, Ill.[a]	1	3,200	46	57,538	2	115			49	60,853
Wisconsin: Milwaukee, Wis			16	16,284			4	3,039	20	19,323
Duluth and Superior: Duluth, Minn.[a]	21	74,487	192	722,834			29	21,135	242	818,456
Total	29	95,753	717	2,281,867	9	279	88	47,305	843	2,428,204
WESTERN RIVERS.										
New Orleans:										
New Orleans, La.[b]			41	9,096	8	3,536			49	12,632
Vicksburg, Miss			2	2,182	2	19			4	2,201
Tennessee:										
Memphis, Tenn			6	1,311	7	93			13	1,404
Nashville, Tenn			1	79					1	79
Chattanooga, Tenn					1	11	6	62	7	73
Kentucky:										
Paducah, Ky					1	14			1	14
Louisville, Ky			2	375	2	37			4	412
St. Louis:										
St. Louis, Mo			18	5,815	18	1,846	5	1,220	41	8,881
Kansas City, Mo			4	627					4	627
St. Joseph, Mo			1	30					1	30
Iowa: Dubuque, Iowa			1	73	1	12			2	85
Minnesota: St. Paul, Minn			1	62					1	62
Duluth and Superior: Duluth, Minn.[c]			1	21					1	21
Indiana: Evansville, Ind			1	195	3	114			4	309
Chicago: Chicago, Ill.[c]			1	46	3	33			4	79
Ohio, Cincinnati, Ohio			2	664					2	664
Pittsburgh: Pittsburgh, Pa			8	2,409					8	2,409
Total			90	22,985	46	5,715	11	1,282	147	29,982
SUMMARY.										
Atlantic and Gulf coasts	96	124,998	1,369	2,600,195	40	36,330	125	73,186	1,630	2,834,709
Pacific coast	45	93,740	188	458,314	15	7,221	4	3,651	252	562,926
Northern lakes	29	95,753	717	2,284,867	9	279	88	47,305	843	2,428,204
Western rivers			90	22,985	46	5,715	11	1,282	147	29,982
Grand total	170	314,491	2,364	5,366,361	110	49,545	228	125,424	2,872	5,855,821

[a] Lake vessels; for vessels in river trade, see below.
[b] Vessels in river trade only; for seagoing vessels, see p. 210.
[c] Vessels in river trade only; for lake vessels, see above.

No. 7.—Number and Gross Tonnage of Each Class of Documented Wooden and Metal Vessels of the United States, June 30, 1917.

Class and material.	Registered.		Enrolled.		Licensed.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Wooden vessels:								
Sailing	589	347,956	1,897	589,328	2,298	26,689	4,784	963,973
Steam	261	89,295	3,470	726,466	641	14,413	4,372	830,174
Gas	894	42,800	1,770	61,751	6,732	82,730	9,396	187,281
Barges	1,221	137,982	2,961	833,194	259	2,872	4,441	974,048
Canal boats	.....	.....	532	59,740	.....	.....	532	59,740
Total	2,965	618,033	10,630	2,270,479	9,930	126,704	23,525	3,015,216
Metal vessels:								
Sailing	55	92,495	115	221,996	.....	.....	170	314,491
Steam	435	1,698,455	1,896	3,666,822	33	1,084	2,364	5,366,361
Gas	14	27,184	57	21,889	39	472	110	49,545
Barges	14	10,232	205	115,102	9	90	228	125,424
Total	518	1,828,366	2,273	4,025,809	81	1,646	2,872	5,855,821
Grand total	3,483	2,446,399	12,903	6,296,288	10,011	128,350	26,397	8,871,037

No. 8.—Balance Sheet of Tonnage Accounts, Showing the Increase and Decrease of Documented of Vessels, June 30, 1917.

	Registered.		Enrolled.		Licensed.		Total.	
DEBIT.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Built	269	231,929	677	427,606	351	4,944	1,297	664,479
Foreign built, act Aug. 18, 1914	24	66,993	.....	.....	.....	.....	24	66,993
Foreign wrecks, act Feb. 24, 1915	6	6,687	5	4,103	.....	.....	11	10,790
Renationalized, act Mar. 3, 1897	5	3,793	9	4,706	4	73	18	8,572
Purchased from United States	5	894	3	709	1	17	9	1,620
Rebuilt	111	249,952	230	125,615	260	3,743	601	379,310
Redocumented	4	1,620	83	23,530	52	685	139	25,835
From yachting	5	987	32	2,932	21	398	58	4,317
Joint resolution of Congress, May 12, 1917	19	75,004	.....	.....	.....	.....	19	75,004
Trade changed	1,470	1,923,229	1,142	1,847,745	94	1,565	2,706	3,772,539
Total	1,918	2,561,088	2,181	2,436,946	783	11,425	4,882	5,009,459
CREDIT.								
Lost	101	122,600	159	57,502	107	1,544	367	181,646
Abandoned	19	2,478	314	41,993	441	4,513	774	48,984
Sold to aliens	124	129,387	75	67,911	7	72	206	197,370
Sold to United States	.....	.....	26	4,520	7	117	33	4,637
Exempt, act Apr. 18, 1874	4	1,114	83	18,138	.....	.....	87	19,252
Net under 5 tons	1	9	3	20	39	326	43	355
Rebuilt	90	196,207	263	176,626	248	3,230	601	376,063
To yachting	1	1,374	22	769	84	867	107	3,010
Sold to State	.....	.....	1	112	.....	.....	1	112
To inland waters	.....	.....	.....	.....	2	23	2	23
Transferred to Philippine registry	1	543	.....	.....	.....	.....	1	543
Assigned to Navy Department	1	3,537	.....	.....	.....	.....	1	3,537
Trade changed	1,227	1,849,155	1,297	1,920,113	182	3,271	2,706	3,772,539
	+349	+254,684	−62	+149,242	−334	−2,538	−47	+401,388
Total	1,918	2,561,088	2,181	2,436,946	783	11,425	4,882	5,009,459

This balance sheet shows that the tonnage of the United States has increased 401,388 during the year ended June 30, 1917. The increase (+) and decrease (−) are distributed among the several kinds of documents as follows:

Documents.	Number.	Tons.
Registers	+349	+254,684
Enrollments	− 62	+149,242
Licenses	−334	− 2,538
Net increase	− 47	+401,388

No. 9.—Balance Sheet of Tonnage Accounts, Showing the Increase and Decrease in Each Class of Vessels, June 30, 1917.

	Sail.		Steam.		Gas.	
DEBIT.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Built	64	43,185	192	461,320	609	51,923
Foreign built, act Aug. 18, 1914	4	6,480	19	58,146	1	2,367
Foreign wrecks, act Feb. 24, 1915	9	8,938	.....	.....	1	1,379
Renationalized, act Mar. 3, 1897	4	1,384	6	6,055	5	220
Purchased from United States	2	466	3	396	.....	.....
Rebuilt	81	25,387	174	317,353	311	25,138
Redocumented	22	8,803	31	4,993	41	552
From yachting	3	144	8	2,545	46	1,575
Trade changed	1,215	963,489	1,089	2,724,180	347	60,076
Joint resolution of Congress, May 12, 1917	4	9,923	15	65,081	.....	.....
Total	1,408	1,068,199	1,537	3,640,069	1,361	143,230
CREDIT.						
Lost	149	68,770	88	102,426	103	3,349
Abandoned	232	6,411	146	21,940	234	2,940
Sold to aliens	65	30,203	104	163,078	29	1,419
Sold to United States	.....	.....	21	4,063	8	180
Net under 5 tons	5	34	.....	.....	38	321
Rebuilt	160	31,061	170	317,733	239	11,785
To yachting	9	161	5	1,560	92	1,279
To inland waters	.....	.....	.....	.....	2	23
Sold to State	.....	.....	1	112	.....	.....
Transferred to Philippine registry	1	543	.....	.....	.....	.....
Assigned to Navy Department	.....	.....	1	3,537	.....	.....
Trade changed	1,215	963,489	1,089	2,724,180	347	60,076
	−428	−32,473	−88	+301,440	+269	+61,858
Total	1,408	1,068,199	1,537	3,640,069	1,361	143,230

	Canal.		Barge.		Total.	
DEBIT.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Built	26	3,423	406	104,628	1,297	664,479
Foreign built, act Aug. 18, 1914	.....	.....	.....	.....	24	66,993
Foreign wrecks, act Feb. 24, 1915	.....	.....	1	473	11	10,790
Renationalized, act Mar. 3, 1897	.....	.....	3	913	18	8,572
Purchased from United States	.....	.....	4	758	9	1,620
Rebuilt	.....	.....	35	11,432	601	379,310
Redocumented	11	1,469	34	10,018	139	25,835
From yachting	.....	.....	1	53	58	4,317
Trade changed	.....	.....	55	24,794	2,706	3,772,539
Joint resolution of Congress, May 12, 1917	.....	.....	.....	.....	19	75,004
Total	37	4,892	539	153,069	4,882	5,009,459
CREDIT.						
Lost	2	196	25	6,905	367	181,646
Abandoned	48	5,250	114	12,443	774	48,984
Sold to aliens	.....	.....	8	2,670	206	197,370
Sold to United States	.....	.....	4	394	33	4,637
Exempt, act Apr. 18, 1874	9	1,232	78	18,020	87	19,252
Net under 5 tons	.....	.....	.....	.....	43	355
Rebuilt	1	113	31	15,371	601	376,063
To yachting	.....	.....	1	10	107	3,010
To inland waters	.....	.....	.....	.....	2	23
Sold to State	.....	.....	.....	.....	1	112
Transferred to Philippine registry	.....	.....	.....	.....	1	543
Assigned to Navy Department	.....	.....	.....	.....	1	3,537
Trade changed	.....	.....	55	24,794	2,706	3,772,539
	−23	−1,899	+223	+72,462	−47	+401,388
Total	37	4,892	539	153,069	4,882	5,009,459

This balance sheet shows that the documented tonnage of the United States has increased 401,388 and the number of vessels has decreased 47 during the year ended June 30, 1917. The increase (+) and decrease (−) are distributed among the several classes of vessels as follows:

Class.	Number.	Tons.
Sailing	−428	− 32,473
Steam	− 88	+301,440
Gas	+269	+ 61,858
Canal	− 23	− 1,899
Barges	+223	+ 72,462
Net increase	− 47	+401,388

No. 11.—Number and Gross Tonnage of Sailing Vessels, Steam Vessels, Gas Vessels, Canal Boats, and Barges in the United States, by Customs Districts, June 30, 1917.

[This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sail or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers or lakes of the United States and not engaged in the trade with contiguous foreign territory, and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS.												
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Eastport, Me	15	2,373	6	256	125	2,227					146	4,856
Calais, Me	13	2,576	1	38	2	57					16	2,671
Machias, Me	42	4,104	2	97	53	868					97	5,069
Ellsworth, Me	16	1,621	2	128	31	447					49	2,196
Southwest Harbor, Me	6	634			49	590					55	1,224
Castine, Me	49	2,464	5	244	42	367			2	124	98	3,199
Stonington, Me	20	447	1	34	20	234					41	715
Bangor, Me	9	1,160	4	344	1	5					14	1,509
Belfast, Me	5	110	9	3,511	8	89			4	1,539	26	5,249
Vinalhaven, Me	6	264			28	245					34	509
Rockland, Me	53	14,707	16	1,504	72	1,018			2	393	143	17,622
Boothbay, Me	14	358	5	103	19	239			1	51	39	751
Bath, Me	23	12,858	17	3,653	3	35			23	869	66	17,415
Portland, Me	34	7,632	50	20,802	110	2,254			3	342	197	31,030
Portsmouth, N. H	4	225	9	693	4	66			8	1,007	25	1,991
Massachusetts:												
Gloucester, Mass	84	9,648	24	1,940	137	6,475			5	504	250	18,567
Salem, Mass	2	112	2	77	5	81					9	270
Marblehead, Mass	3	71	3	72	5	43			4	1,185	15	1,371
Boston, Mass	145	64,339	225	191,471	96	6,404			25	11,445	491	273,659
Plymouth, Mass	4	38	1	65	3	26					8	129
Provincetown, Mass	12	871	2	151	60	798					74	1,820
Barnstable, Mass	1	6	1	163	71	580					73	749
Vineyard Haven, Mass	10	282	2	46	51	601					63	929
New Bedford, Mass	30	4,391	10	2,770	43	622					83	7,783
Fall River, Mass	29	22,865	21	41,846	19	216			4	1,349	73	66,276
Rhode Island:												
Providence, R. I	12	1,575	30	4,211	100	1,373					142	7,159
Newport, R. I	9	410	34	4,910	97	1,189			4	237	144	6,746
Connecticut:												
New London, Conn	21	11,997	46	40,408	39	525			29	9,014	135	61,944
Hartford, Conn	7	812	19	7,952	10	102			58	22,257	94	31,123
New Haven, Conn	20	1,875	46	7,489	54	827	4	545	21	7,628	145	18,364
Bridgeport, Conn	61	4,174	36	3,809	102	1,561			6	1,531	205	11,075

New York:												
New York, N. Y	341	237,180	1,414	1,808,481	489	34,449	68	8,749	1,707	549,387	4,019	2,638,246
Albany, N. Y	1	86	123	15,261	2	28	329	35,790	44	12,295	499	63,460
Patchogue, N. Y	57	1,364	8	645	303	3,742			10	913	378	6,664
Cold Spring, N. Y			1	143	1	12					2	155
Greenport, N. Y	54	702	17	1,805	139	2,059			1	10	211	4,576
Newark, N. J	15	4,175	37	5,254	40	476	3	378	8	2,240	103	12,523
Perth Amboy, N. J	91	32,145	52	13,426	63	889			81	21,681	287	68,141
Philadelphia:												
Tuckerton, N. J	11	143	3	669	48	386			5	102	67	1,300
Somers Point, N. J	7	61			23	234					30	295
Philadelphia, Pa	349	113,526	249	150,384	300	8,403	1	106	197	72,633	1,096	345,052
Wilmington, Del	49	8,637	37	30,338	49	1,282			18	7,844	153	48,101
Maryland:												
Baltimore, Md	431	59,209	204	145,406	138	3,615			218	47,222	991	255,452
Annapolis, Md	122	2,791	1	61	79	1,019			2	16	204	3,887
Crisfield, Md	498	8,474			60	836			3	375	561	9,685
Washington, D. C	24	1,533	24	9,296	3	39					51	10,868
Alexandria, Va	10	233	2	53	4	74					16	360
Virginia:												
Reedville, Va	157	4,664	44	8,574	88	1,407			1	256	290	14,901
Richmond, Va	17	411	11	1,553	6	68			8	1,870	42	3,902
Petersburg, Va	2	52	3	380	7	106					12	538
Newport News, Va	82	24,144	29	54,186	127	1,860					238	80,190
Norfolk, Va	52	29,544	88	45,693	232	3,163			16	4,854	388	83,254
Cape Charles, Va	87	1,460	20	6,625	106	1,281			10	13,834	223	23,200
North Carolina:												
Elizabeth City, N. C	36	662	26	1,560	58	777			5	1,155	125	4,154
Manteo, N. C	15	199			12	144					27	343
Washington, N. C	35	497	11	583	33	461					79	1,541
Newbern, N. C	22	368	13	525	41	525					76	1,418
Beaufort, N. C	77	797	1	174	139	2,386			2	86	219	3,443
Wilmington, N. C	14	186	35	5,612	34	476			2	611	85	6,885
South Carolina:												
Georgetown, S. C	1	8	22	1,483	30	357					53	1,848
Charleston, S. C	20	1,586	22	2,327	104	1,390			2	827	148	6,130
Beaufort, S. C	49	512	2	414	14	195					65	1,121
Georgia:												
Savannah, Ga	46	5,414	43	43,515	24	1,426			2	883	115	51,238
Brunswick, Ga	16	4,276	15	1,349	32	374					63	5,999
Florida:												
Fernandina, Fla	1	1,982	1	113	8	109					10	2,204
Jacksonville, Fla	20	8,572	45	8,901	118	2,722			3	1,143	186	21,338
St. Augustine, Fla	1	8	2	181	52	689					55	878
Miami, Fla	2	44			78	1,098			2	407	82	1,549
Key West, Fla	81	1,282	20	7,279	81	1,189			6	2,575	188	12,325
Tampa, Fla	74	9,573	20	6,620	92	1,724			2	74	188	17,991
Cedar Keys, Fla	3	19	6	394	6	79			20	2,479	35	2,971
Apalachicola, Fla	8	63	19	1,614	25	317					52	1,994
Pensacola, Fla	75	15,044	26	4,033	23	628			9	3,817	133	23,522

No. 11.—Number and Gross Tonnage of Sailing Vessels, Steam Vessels, Gas Vessels, Canal Boats, and Barges in the United States, by Customs Districts, June 30, 1917—Continued.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS.												
Mobile:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Mobile, Ala.[a]	79	20,859	45	10,170	59	1,125	.....	.....	10	5,374	193	37,528
Gulfport, Miss	192	8,432	15	3,829	39	867	.....	.....	1	589	247	13,717
New Orleans:												
New Orleans, La.[a]	104	12,165	28	57,844	5	263	.....	.....	.....	.....	137	70,272
Morgan City, La	30	1,871	40	1,979	128	2,010	.....	.....	7	3,266	205	9,126
Sabine: Port Arthur, Tex	18	18,537	41	85,863	42	4,938	.....	.....	27	8,056	128	117,394
Galveston:												
Galveston, Tex	23	1,065	25	15,796	115	5,058	.....	.....	28	11,165	191	33,084
Houston, Tex	3	1,996	11	653	41	534	.....	.....	9	3,353	64	6,536
Freeport, Tex	.....	.....	1	1,564	1	12	.....	.....	1	1,165	3	2,741
Port Lavaca, Tex	36	281	1	39	28	272	.....	.....	3	103	68	695
Laredo:												
Port Aransas, Tex	5	53	2	199	9	95	.....	.....	6	1,378	22	1,725
Brownsville, Tex	1	8	.....	.....	.....	.....	.....	.....	.....	.....	1	8
Porto Rico: San Juan, P. R	76	7,395	9	1,790	7	116	.....	.....	.....	.....	92	9,301
Total	4,379	829,287	3,543	2,903,423	5,244	127,948	405	45,568	2,675	843,513	16,246	4,749,739
PACIFIC COAST.												
Southern California:												
San Diego, Cal	9	228	6	12,454	61	2,273	.....	.....	6	1,494	82	16,449
Los Angeles, Cal	3	3,326	13	25,040	126	2,932	.....	.....	22	2,015	164	33,313
San Francisco:												
San Francisco, Cal	185	127,632	364	438,399	358	19,435	.....	.....	7	5,307	914	590,773
Eureka, Cal	12	8,444	4	1,773	11	206	.....	.....	.....	.....	27	10,423
Oregon:												
Marshfield, Oreg	3	2,999	19	4,814	68	929	.....	.....	1	30	91	8,772
Newport, Oreg	.....	.....	4	131	10	381	.....	.....	2	150	16	662
Astoria, Oreg	13	13,722	23	18,200	99	1,965	.....	.....	.....	.....	135	33,887
Portland, Oreg	14	16,465	94	23,897	48	13,001	.....	.....	3	1,504	159	54,867
Washington: Seattle, Wash	128	98,182	351	158,749	1,252	30,172	.....	.....	1,165	84,804	2,896	371,907
Alaska: Juneau, Alaska	33	829	109	31,871	485	7,776	.....	.....	229	33,174	856	73,650
Hawaii: Honolulu, Hawaii	8	4,442	18	9,525	22	863	.....	.....	.....	.....	48	14,830
Total	408	276,269	1,005	724,853	2,540	79,933	.....	.....	1,435	128,478	5,388	1,209,533

NORTHERN LAKES.												
Vermont: Burlington, Vt	.....	.....	7	2,913	1	12	3	309	.....	.....	11	3,234
St. Lawrence:												
Plattsburg, N. Y	.....	.....	.....	.....	.....	.....	11	1,298	.....	.....	11	1,298
Rouses Point, N. Y	1	108	4	163	4	79	104	11,304	.....	.....	113	11,654
Ogdensburg, N. Y	3	1,150	25	19,053	1	17	.....	.....	10	3,676	39	23,896
Cape Vincent, N. Y	5	157	15	1,623	21	288	.....	.....	24	1,076	65	3,144
Rochester:												
Oswego, N. Y	1	100	32	97,579	4	288	.....	.....	2	270	39	98,237
Rochester, N. Y	.....	.....	4	401	8	77	.....	.....	.....	.....	12	478
Buffalo: Buffalo, N. Y	7	8,515	189	231,951	12	140	9	1,261	52	15,808	269	257,675
Ohio:												
Erie, Pa	1	2,083	46	7,205	16	189	.....	.....	1	331	64	9,808
Cleveland, Ohio	19	34,777	260	946,219	8	77	.....	.....	10	9,460	297	990,533
Sandusky, Ohio	1	489	30	8,383	18	214	.....	.....	3	1,327	52	10,413
Toledo, Ohio	5	2,566	21	11,841	9	101	.....	.....	10	2,185	45	16,693
Michigan:												
Detroit, Mich	7	2,117	97	120,443	25	427	.....	.....	79	18,366	208	141,353
Port Huron, Mich	20	9,614	50	23,311	13	187	.....	.....	7	377	90	33,489
Marquette, Mich	14	4,293	62	77,398	38	599	.....	.....	16	5,648	130	87,938
Grand Haven, Mich	11	857	127	44,148	233	2,532	.....	.....	.....	.....	371	47,537
Chicago: Chicago, Ill.[b]	16	12,664	123	78,686	89	1,472	.....	.....	.....	.....	228	92,822
Wisconsin: Milwaukee, Wis.[b]	25	6,220	143	42,711	281	3,052	.....	.....	38	11,633	487	63,616
Duluth and Superior: Duluth, Minn.[b]	29	87,126	273	747,643	20	305	.....	.....	148	50,195	470	885,269
Total	165	172,836	1,508	2,461,671	801	10,056	127	14,172	400	120,352	3,001	2,779,087
WESTERN RIVERS.												
New Orleans:												
New Orleans, La.[c]	.....	.....	111	15,121	112	5,691	.....	.....	.....	.....	223	20,812
Vicksburg, Miss	.....	.....	23	3,873	15	185	.....	.....	.....	.....	38	4,058
Tennessee:												
Memphis, Tenn	.....	.....	19	2,979	32	458	.....	.....	3	59	54	3,496
Nashville, Tenn	.....	.....	13	1,411	34	414	.....	.....	.....	.....	47	1,825
Chattanooga, Tenn	.....	.....	19	1,365	25	253	.....	.....	51	619	95	2,237
Mobile: Mobile, Ala.[c]	.....	.....	4	59	12	116	.....	.....	3	32	19	207
Kentucky:												
Paducah, Ky	.....	.....	10	1,642	38	426	.....	.....	3	410	51	2,478
Louisville, Ky	.....	.....	49	5,968	91	1,137	.....	.....	10	328	150	7,433
St. Louis:												
St. Louis, Mo	2	72	112	22,977	200	4,195	.....	.....	36	2,355	350	29,599
Kansas City, Mo	.....	.....	13	1,091	24	413	.....	.....	.....	.....	37	1,504
St. Joseph, Mo	.....	.....	3	116	1	15	.....	.....	.....	.....	4	131
Cairo, Ill	.....	.....	.....	.....	2	25	.....	.....	.....	.....	2	25
Omaha: Omaha, Nebr	.....	.....	.....	.....	4	84	.....	.....	.....	.....	4	84
Dakota: Pembina, N. Dak	.....	.....	4	220	37	1,418	.....	.....	7	433	48	2,071
Montana and Idaho: Great Falls, Mont	.....	.....	1	22	11	309	.....	.....	.....	.....	12	331

[a] Seagoing vessels; for vessels in river trade see p. 217.
[b] Lake vessels; for vessels in river trade, see p. 218.
[c] Vessels in river trade only; for seagoing vessels, see p. 216.

No. 11.—Number and Gross Tonnage of Sailing Vessels, Steam Vessels, Gas Vessels, Canal Boats, and Barges in the United States, by Customs Districts, June 30, 1917—Continued.

Customs district and port to which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
WESTERN RIVERS—continued.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Iowa:												
Des Moines, Iowa			14	1,498	20	178			1	12	35	1,688
Sioux City, Iowa					5	47			1	6	6	53
Dubuque, Iowa			5	258	21	221			6	112	32	591
Minnesota: St. Paul, Minn			9	753	10	179			6	517	25	1,449
Duluth and Superior: Duluth, Minn.[a]			7	120	4	65			1	108	12	293
Indiana: Evansville, Ind			34	4,080	54	1,066			8	291	96	5,437
Wisconsin: Milwaukee, Wis.[a]			1	98	5	47					6	145
Chicago:												
Chicago, Ill.[a]			16	1,456	23	316			7	304	46	2,076
Peoria, Ill			16	1,649	14	182			1	6	31	1,837
Ohio: Cincinnati, Ohio			52	11,636	61	722			5	565	118	12,923
Pittsburgh: Pittsburgh, Pa			145	28,196	66	727			10	972	221	29,895
Total	2	72	680	106,588	921	18,889			159	7,129	1,762	132,678
SUMMARY.												
Atlantic and Gulf coasts	4,379	829,287	3,543	2,903,423	5,244	127,948	405	45,568	2,675	843,513	16,246	4,749,739
Pacific coast	408	276,269	1,005	724,853	2,540	79,933			1,435	128,478	5,388	1,209,533
Northern lakes	165	172,836	1,508	2,461,671	801	10,056	127	14,172	400	120,352	3,001	2,779,087
Western rivers	2	72	680	106,588	921	18,889			159	7,129	1,762	132,678
Grand total	4,954	1,278,464	6,736	6,196,535	9,506	236,826	532	59,740	4,669	1,099,472	26,397	8,871,037

[a] Vessels in river trade only; for lake vessels, see p. 217.

No. 12.—Number and Gross Tonnage of Sailing Vessels, Steam Vessels, Gas Vessels, Canal Boats, and Barges in the United States, by States, June 30,1917.

State or Territory in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Maine	305	51,308	118	30,714	563	8,675	.....	.....	35	3,318	1,021	94,015
New Hampshire	4	225	9	693	4	66	.....	.....	8	1,007	25	1,991
Vermont	.....	.....	7	2,913	1	12	3	309	.....	.....	11	3,234
Massachusetts	320	102,623	291	238,601	490	15,846	.....	.....	38	14,483	1,139	371,553
Rhode Island	21	1,985	64	9,121	197	2,562	.....	.....	4	237	286	13,905
Connecticut	109	18,858	147	59,658	205	3,015	4	545	114	40,430	579	122,506
New York	470	249,362	1,832	2,177,105	984	41,179	521	58,402	1,850	583,435	5,657	3,109,483
New Jersey	124	36,524	92	19,349	174	1,985	3	378	94	24,023	487	82,259
Pennsylvania	350	115,609	440	185,785	382	9,319	1	106	208	73,936	1,381	384,755
Delaware	49	8,637	37	30,338	49	1,282	.....	.....	18	7,844	153	48,101
Maryland	1,051	70,474	205	145,467	277	5,470	.....	.....	223	47,613	1,756	269,024
District of Columbia	24	1,533	24	9,296	3	39	.....	.....	.....	.....	51	10,868
Virginia	407	60,508	197	117,064	570	7,959	.....	.....	35	20,814	1,209	206,345
North Carolina	199	2,709	86	8,454	317	4,769	.....	.....	9	1,852	611	17,784
South Carolina	70	2,106	46	4,224	148	1,942	.....	.....	2	827	266	9,099
Georgia	62	9,690	58	44,864	56	1,800	.....	.....	2	883	178	57,237
Florida	265	36,587	139	29,135	483	8,555	.....	.....	42	10,495	929	84,772
Alabama	79	20,859	49	10,229	71	1,241	.....	.....	13	5,406	212	37,735
Mississippi	192	8,432	38	7,702	54	1,052	.....	.....	1	589	285	17,775
Louisiana	134	14,036	179	74,944	245	7,964	.....	.....	7	3,266	565	100,210
Texas	86	21,940	81	104,114	236	10,909	.....	.....	74	25,220	477	162,183
Porto Rico	76	7,395	9	1,790	7	116	.....	.....	.....	.....	92	9,301
Tennessee	.....	.....	51	5,755	91	1,125	.....	.....	54	678	196	7,558
Kentucky	.....	.....	59	7,610	129	1,563	.....	.....	13	738	201	9,911
Missouri	2	72	128	24,184	225	4,623	.....	.....	36	2,355	391	31,234
Nebraska	.....	.....	.....	.....	4	84	.....	.....	.....	.....	4	84
North Dakota	.....	.....	4	220	37	1,418	.....	.....	7	433	48	2,071
Montana	.....	.....	1	22	11	309	.....	.....	.....	.....	12	331
Iowa	.....	.....	19	1,756	46	446	.....	.....	8	130	73	2,332
Minnesota	29	87,126	289	748,516	34	549	.....	.....	155	50,820	507	887,011
Wisconsin	25	6,220	144	42,809	286	3,099	.....	.....	38	11,633	493	63,761
Michigan	52	16,881	336	265,300	309	3,745	.....	.....	102	24,391	799	310,317
Illinois	16	12,664	155	81,791	128	1,995	.....	.....	8	310	307	96,760
Indiana	.....	.....	34	4,080	54	1,066	.....	.....	8	291	96	5,437
Ohio	25	37,832	363	978,079	96	1,114	.....	.....	28	13,537	512	1,030,562
California	209	139,630	387	477,666	556	24,846	.....	.....	35	8,816	1,187	650,958
Oregon	30	33,186	140	47,042	225	16,276	.....	.....	6	1,684	401	98,188
Washington	128	98,182	351	158,749	1,252	30,172	.....	.....	1,165	84,804	2,896	371,907
Alaska	33	829	109	31,871	485	7,776	.....	.....	229	33,174	856	73,650
Hawaii	8	4,442	18	9,525	22	863	.....	.....	.....	.....	48	14,830
Total	4,954	1,278,464	6,736	6,196,535	9,506	236,826	532	59,740	4,669	1,099,472	26,397	8,871,037

No. 13.—Sailing, Steam, and Gas Vessels of the United States, According to Size, June 30, 1917.

Geographic distribution.	Class 0. 5 to 49 tons.		Class 1. 50 to 99 tons.		Class 2. 100 to 499 tons.		Class 3. 500 to 999 tons.		Class 4. 1,000 to 2,499 tons.		Class 5. 2,500 to 4,999 tons.		Class 6. 5,000 tons and over.		Total.	
SAILING VESSELS.	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Atlantic and Gulf coasts	2,878	47,598	428	29,734	484	110,738	366	281,644	208	311,992	15	47,581	.....	.....	4,379	829,287
Pacific coast	103	2,363	40	2,836	57	18,903	105	72,132	92	146,015	11	34,020	.....	.....	408	276,269
Northern lakes	22	572	11	798	42	12,411	45	29,697	18	33,418	24	80,813	3	15,127	165	172,836
Western rivers	2	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	72
Total	3,005	50,605	479	33,368	583	142,052	516	383,473	318	491,425	50	162,414	3	15,127	4,954	1,278,464
STEAM VESSELS.																
Atlantic and Gulf coasts	834	25,177	694	51,738	1,118	243,463	234	167,255	233	392,687	271	955,367	159	1,067,736	3,543	2,903,423
Pacific coast	192	5,344	165	12,331	322	84,329	158	113,113	99	156,028	36	128,282	33	225,426	1,005	724,853
Northern lakes	478	13,288	227	17,454	179	43,917	89	64,898	138	259,591	213	858,685	184	1,203,838	1,508	2,461,671
Western rivers	195	6,317	237	18,280	198	44,153	42	26,981	8	10,857	.....	.....	.....	.....	680	106,588
Total	1,699	50,126	1,323	99,803	1,817	415,862	523	372,247	478	819,163	520	1,942,334	376	2,497,000	6,736	6,196,535
GAS VESSELS.																
Atlantic and Gulf coasts	5,019	69,967	137	9,739	69	10,358	3	2,155	12	22,720	4	13,009	.....	.....	5,244	127,948
Pacific coast	2,339	41,216	139	9,460	46	9,864	7	5,249	9	14,144	.....	.....	.....	.....	2,540	79,933
Northern lakes	788	8,820	10	667	3	569	.....	.....	.....	.....	.....	.....	.....	.....	801	10,056
Western rivers	881	11,583	31	2,164	5	1,887	3	1,782	1	1,473	.....	.....	.....	.....	921	18,889
Total	9,027	131,586	317	22,030	123	22,678	13	9,186	22	38,337	4	13,009	.....	.....	9,506	236,826
Grand total	13,731	232,317	2,119	155,201	2,523	580,592	1,052	764,906	818	1,348,925	574	2,117,757	379	2,512,127	21,196	7,711,825

No. 14.—Number and Gross Tonnage of Vessels of the United States Engaged in the Cod and Mackerel Fisheries, by Customs Districts, June 30, 1917.

Customs district and port in which documented.	Sailing.				Steam.				Gas.				Total.	
	Enrolled.		Licensed.		Enrolled.		Licensed.		Enrolled.		Licensed.			
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Eastport	....	.....	....	.....	....	.....	....	.....	2	51	1	26	3	77
Machias	....	.....	5	42	....	.....	....	.....	....	.....	5	53	10	95
Ellsworth	....	.....	1	7	....	.....	....	.....	....	.....	8	62	9	69
Southwest Harbor	....	.....	....	.....	....	.....	....	.....	2	60	19	185	21	245
Castine	2	275	10	60	....	.....	....	.....	1	23	10	77	23	435
Stonington	....	.....	4	30	....	.....	....	.....	....	.....	4	28	8	58
Bangor	....	.....	....	.....	....	.....	....	.....	....	.....	1	5	1	5
Belfast	....	.....	....	.....	....	.....	....	.....	....	.....	3	33	3	33
Vinalhaven	....	.....	1	23	....	.....	....	.....	....	.....	23	201	24	224
Rockland	....	.....	7	50	....	.....	....	.....	....	.....	21	235	28	285
Boothbay	....	.....	1	11	....	.....	....	.....	....	.....	10	126	11	137
Bath	....	.....	2	17	....	.....	....	.....	....	.....	1	8	3	25
Portland	....	.....	3	26	2	427	3	63	19	1,124	51	602	78	2,242
Portsmouth, N. H	....	.....	1	5	....	.....	....	.....	....	.....	....	.....	1	5
Massachusetts:														
Gloucester	57	6,759	4	51	5	323	6	188	51	4,812	74	1,156	197	13,289
Salem	1	31	....	.....	....	.....	....	.....	....	.....	....	.....	1	31
Marbelhead	2	65	....	.....	....	.....	....	.....	....	.....	....	.....	2	65
Boston	21	2,240	8	80	15	3,347	2	77	17	1,507	8	146	71	7,397
Plymouth	....	.....	3	26	....	.....	....	.....	....	.....	3	26	6	52
Provincetown	6	686	5	38	2	151	....	.....	2	41	54	720	69	1,636
Barnstable	....	.....	1	6	....	.....	....	.....	....	.....	4	26	5	32
Vineyard Haven	....	.....	....	.....	....	.....	2	46	....	.....	8	179	10	225
New Bedford	1	48	....	.....	....	.....	....	.....	....	.....	6	134	7	182
Connecticut: New London	....	.....	....	.....	....	.....	....	.....	....	.....	6	77	6	77
New York: Greenport	....	.....	15	108	....	.....	....	.....	....	.....	3	10	18	118
California: San Francisco	8	2,621	....	.....	....	.....	....	.....	....	.....	....	.....	8	2,621
Oregon:														
Astoria	....	.....	....	.....	....	.....	....	.....	....	.....	10	209	10	209
Portland	....	.....	1	15	....	.....	....	.....	....	.....	3	55	4	70
Washington: Seattle	7	2,116	....	.....	....	.....	....	.....	....	.....	....	.....	7	2,116
Total	105	14,841	72	595	24	4,248	13	374	94	7,618	336	4,379	644	32,055

No. 15.—Number and Gross Tonnage of Vessels of the United States Engaged in the Whale Fisheries, by Ports, June 30, 1917.

Customs district and port in which documented.	Sailing.		Steam.		Gas.		Total.	
Massachusetts:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Gloucester	1	193	.....	.....	.....	.....	1	193
Provincetown	1	147	.....	.....	.....	.....	1	147
New Bedford	14	2,622	.....	.....	1	86	15	2,708
California: San Francisco	2	411	.....	.....	1	362	3	773
Washington: Seattle	.....	.....	6	801	1	519	7	1,320
Alaska: Juneau	.....	.....	3	482	.....	.....	3	482
Total	18	3,373	9	1,283	3	967	30	5,623

No. 17.—Employment of the Tonnage of the United States, June 30, 1917.

Class.	Sailing.		Steam.		Gas.		Canal.		Barge.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Registered:												
Foreign trade	626	437,078	687	1,786,467	905	69,017	.....	.....	1,235	148,214	3,453	2,440,776
Whale fisheries	18	3,373	9	1,283	3	967	.....	.....	.....	.....	30	5,623
Total	644	440,451	696	1,787,750	908	69,984	.....	.....	1,235	148,214	3,483	2,446,399
Enrolled:												
Coasting trade	1,907	796,483	5,342	4,389,040	1,733	76,022	532	59,740	3,166	948,296	12,680	6,269,581
Cod and mackerel fisheries	105	14,841	24	4,248	94	7,618	.....	.....	.....	.....	223	26,707
Total	2,012	811,324	5,366	4,393,288	1,827	83,640	532	59,740	3,166	948,296	12,903	6,296,288
Licensed:												
Coasting trade	2,226	26,094	661	15,123	6,435	78,823	.....	.....	268	2,962	9,590	123,002
Cod and mackerel fisheries	72	595	13	374	336	4,379	.....	.....	.....	.....	421	5,348
Total	2,298	26,689	674	15,497	6,771	83,202	.....	.....	268	2,962	10,011	128,350
Grand total	4,954	1,278,464	6,736	6,196,535	9,506	236,826	532	59,740	4,669	1,099,472	26,397	8,871,037
SUMMARY.												
Foreign trade	626	437,078	687	1,786,467	905	69,017	.....	.....	1,235	148,214	3,453	2,440,776
Coasting trade	4,133	822,577	6,003	4,404,163	8,168	154,845	532	59,740	3,434	951,258	22,270	6,392,583
Total	4,759	1,259,655	6,690	6,190,630	9,073	223,862	532	59,740	4,669	1,099,472	25,723	8,833,359
Whale fisheries	18	3,373	9	1,283	3	967	.....	.....	.....	.....	30	5,623
Cod and mackerel fisheries	177	15,436	37	4,622	430	11,997	.....	.....	.....	.....	644	32,055
Total	195	18,809	46	5,905	433	12,964	.....	.....	.....	.....	674	37,678
Grand total	4,954	1,278,464	6,736	6,196,535	9,506	236,826	532	59,740	4,669	1,099,472	26,397	8,871,037

No. 18.—Class, Number, and Gross Tonnage of Vessels Built in the United States, and Documented During Year Ended June 30, 1917, by Customs Districts.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city; nor canal boats and barges, without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State; nor barges or boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers; nor boats under 5 tons net.]

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS.												
Maine and New Hampshire:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Machias, Me	1	540									1	540
Ellsworth, Me					1	47					1	47
S. W. Harbor, Me					1	10					1	10
Castine, Me	1	41			2	38					3	79
Belfast, Me	2	2,009									2	2,009
Rockland, Me	2	1,736	1	578	11	278					14	2,592
Boothbay, Me	1	142			1	28			1	51	3	221
Bath, Me	8	9,744	1	915	2	118			1	51	12	10,828
Portland, Me					6	88					6	88
Massachusetts:												
Gloucester, Mass	3	573	1	26	7	565					11	1,164
Boston, Mass	1	1,220	5	29,743	6	96			2	376	14	31,435
Barnstable, Mass					1	36					1	36
Fall River, Mass					1	7					1	7
Rhode Island:												
Providence, R. I					1	7					1	7
Newport, R. I					2	15					2	15
Connecticut:												
New London, Conn	1	886			1	10					2	896
Hartford, Conn									7	2,442	7	2,442
Bridgeport, Conn					2	100					2	100
New York:												
New York, N. Y	1	94	11	2,390	19	701	1	110	135	47,545	167	50,840
Albany, N. Y							11	1,538	32	10,918	43	12,456
Patchogue, N. Y					4	54					4	54
Newark, N. J			4	1,750	2	27			1	265	7	2,042
Perth Amboy, N. J					2	22			2	523	4	545
Philadelphia:												
Tuckerton, N. J					3	54					3	54
Philadelphia, Pa	3	1,166	13	76,660	9	88	1	157	2	414	28	78,485
Wilmington, Del	2	2,742	9	15,570	1	14			9	4,559	21	22,885
Maryland:												
Baltimore, Md	3	3,250	10	28,375	13	13,413			26	7,426	52	52,464
Annapolis, Md					4	87			1	673	5	760
Crisfield, Md	2	642			5	74			2	824	9	1,540
Virginia:												
Reedville, Va			1	37	2	42					3	79
Newport News, Va			7	49,381	4	65					11	49,446
Norfolk, Va					9	178			2	711	11	889
Cape Charles, Va					1	8					1	8
North Carolina:												
Manteo, N. C					1	14					1	14
Newbern, N. C			1	13	2	42					3	55
Beaufort, N. C					9	165					9	165
Wilmington, N. C			1	21	1	10					2	31
South Carolina: Charleston, S. C					1	12					1	12
Georgia:												
Savannah, Ga			1	604	2	29					3	633
Brunswick, Ga	1	669									1	669
Florida:												
Jacksonville, Fla			3	812	5	133			6	1,942	14	2,887
St. Augustine, Fla					2	44					2	44
Miami, Fla							3	51			3	51
Key West, Fla					1	8			2	1,018	3	1,026
Tampa, Fla	1	10	1	1,566	1	12					3	1,588
Apalachicola, Fla					2	25					2	25
Pensacola, Fla	1	60			5	115					6	175
Mobile:												
Mobile, Ala.[a]			1	65	3	95					4	160
Gulfport, Miss	6	139	2	2,965	1	35			2	1,178	11	4,317
New Orleans:												
New Orleans, La.[a]	1	1,432			2	38					3	1,470
Morgan City, La	3	2,393	3	334	7	1,463			10	5,416	23	9,606
Sabine: Port Arthur, Tex	1	630			4	1,691			2	492	7	2,813

[a] Seagoing vessels; for vessels in river trade, see p. 224.

No. 18.—Class, Number, and Gross Tonnage of Vessels Built in the United States and Documented During Year Ended June 30, 1917, by Customs Districts—Continued.

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS—contd.												
Galveston:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Galveston, Tex.	1	14	....	.....	6	267	....	.....	1	288	8	569
Freeport, Tex.	....	.....	....	.....	1	12	....	.....	....	.....	1	12
Porto Rico: San Juan, P. R.	4	99	....	.....	....	.....	....	.....	....	.....	4	99
Total	50	30,231	76	211,805	182	20,531	13	1,805	246	87,112	567	351,484
PACIFIC COAST.												
Southern California:												
San Diego, Cal.	....	.....	....	.....	9	501	....	.....	....	.....	9	501
Los Angeles, Cal.	....	.....	....	.....	18	1,175	....	.....	8	443	26	1,618
San Francisco:												
San Francisco, Cal.	1	2,101	17	90,731	19	706	....	.....	6	1,067	43	94,605
Eureka, Cal.	....	.....	1	967	....	.....	....	.....	....	.....	1	967
Oregon:												
Marshfield, Oreg.	1	1,670	4	3,716	1	7	....	.....	2	598	8	5,991
Astoria, Oreg.	....	.....	1	1,053	10	3,361	....	.....	....	.....	11	4,414
Portland, Oreg.	4	3,498	2	505	6	2,786	....	.....	6	2,423	18	9,212
Washington: Seattle, Wash.	5	3,334	14	28,968	197	8,988	....	.....	76	8,574	392	49,864
Alaska: Juneau, Alaska.	2	31	....	.....	13	203	....	.....	3	68	18	302
Total	13	10,634	39	125,940	273	17,727	....	.....	101	13,173	426	167,474
NORTHERN LAKES.												
Vermont: Burlington, Vt.	....	.....	1	29	....	.....	....	.....	....	.....	1	29
St. Lawrence:												
Rouses Point, N. Y.	....	.....	....	.....	....	.....	1	226	....	.....	1	226
Ogdensburg, N. Y.	....	.....	1	150	3	29	....	.....	....	.....	4	179
Cape Vincent, N. Y.	....	.....	....	.....	....	.....	....	.....	1	132	1	132
Rochester: Rochester, N. Y.	....	.....	....	.....	1	14	....	.....	....	.....	1	14
Buffalo: Buffalo, N. Y.	....	.....	3	45	1	13	12	1,392	3	793	19	2,243
Ohio:												
Erie, Pa.	....	.....	1	22	1	16	....	.....	....	.....	2	38
Cleveland, Ohio.	1	2,320	15	50,264	....	.....	....	.....	....	.....	16	52,584
Toledo, Ohio.	....	.....	2	8,616	6	11,743	....	.....	3	180	11	20,039
Michigan:												
Detroit, Mich.	....	.....	13	47,576	1	8	....	.....	11	1,318	25	48,902
Port Huron, Mich.	....	.....	1	327	....	.....	....	.....	1	16	2	343
Marquette, Mich.	....	.....	1	17	2	25	....	.....	....	.....	3	42
Grand Haven, Mich.	....	.....	1	8	12	132	....	.....	2	310	15	450
Chicago: Chicago, Ill.[a]	....	.....	1	2,081	1	14	....	.....	....	.....	2	2,095
Wisconsin: Milwaukee, Wis.	....	.....	7	1,356	29	247	....	.....	3	696	39	2,299
Duluth and Superior:												
Duluth, Minn.	....	.....	2	9,129	1	19	....	.....	2	73	5	9,221
Total	1	2,320	49	119,620	58	12,260	13	1,618	26	3,518	147	139,336
WESTERN RIVERS.												
New Orleans: New Orleans, La.[b]	....	.....	1	45	3	39	....	.....	....	.....	4	84
Mississippi: Vicksburg, Miss.	....	.....	....	.....	1	46	....	.....	....	.....	1	46
Tennessee:												
Memphis, Tenn.	....	.....	2	47	21	330	....	.....	10	150	33	527
Nashville, Tenn.	....	.....	....	.....	4	38	....	.....	....	.....	4	38
Chattanooga, Tenn.	....	.....	3	99	2	16	....	.....	5	180	10	295
Mobile: Mobile, Ala.[a]	....	.....	....	.....	1	14	....	.....	1	9	2	23
Kentucky:												
Paducah, Ky.	....	.....	1	148	1	32	....	.....	....	.....	2	180
Louisville, Ky.	....	.....	9	2,031	10	161	....	.....	9	376	28	2,568
St. Louis, Mo.:												
St. Louis, Mo.	....	.....	2	366	16	207	....	.....	2	32	20	605
Cairo, Ill.	....	.....	....	.....	1	22	....	.....	....	.....	1	22
Kansas City, Mo.	....	.....	....	.....	2	12	....	.....	....	.....	1	12
Dakota: Pembina, N. Dak.	....	.....	....	.....	2	67	....	.....	....	.....	2	67
Montana and Idaho:												
Great Falls, Mont.	....	.....	....	.....	2	79	....	.....	....	.....	2	79

[a] Lake vessels; for vessels in river trade, see p. 225.
[b] Vessels in river trade only; for seagoing vessels, see p. 223.

No. 18.—Class, Number, and Gross Tonnage of Vessels Built in the United States and Documented During Year Ended June 30, 1917, by Customs Districts—Continued.

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
WESTERN RIVERS—con.												
Iowa:	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Des Moines, Iowa	....	.....	1	58	....	.....	....	.....	....	.....	1	58
Sioux City, Iowa	....	.....	....	.....	....	.....	....	.....	1	6	1	6
Dubuque, Iowa	....	.....	1	73	7	64	....	.....	1	7	9	144
Minnesota: St. Paul, Minn.	....	.....	....	.....	1	14	....	.....	....	.....	1	14
Chicago:												
Chicago, Ill.[a]	....	.....	....	.....	1	23	....	.....	....	.....	1	23
Peoria, Ill.	....	.....	1	19	2	24	....	.....	1	6	4	49
Indiana: Evansville, Ind.	....	.....	....	.....	10	104	....	.....	2	31	12	135
Ohio: Cincinnati, Ohio	....	.....	1	52	1	15	....	.....	....	.....	2	67
Pittsburgh: Pittsburgh, Pa.	....	.....	6	1,017	8	98	....	.....	1	28	15	1,143
Total	....	.....	28	3,955	96	1,405	....	.....	33	825	157	6,185
SUMMARY.												
Atlantic and Gulf coasts	50	30,231	76	211,805	182	20,531	13	1,805	246	87,112	567	351,484
Pacific coast	13	10,634	39	125,940	273	17,727	....	.....	101	13,173	426	167,474
Northern lakes	1	2,320	49	119,620	58	12,260	13	1,618	26	3,518	147	139,336
Western rivers	....	.....	28	3,955	96	1,405	....	.....	33	825	157	6,185
Grand total	64	43,185	192	461,320	609	51,923	26	3,423	406	104,628	1,297	664,479

[a] Vessels in river trade only; for lake vessels, see p. 224.

No. 19.—Class, Number, and Gross Tonnage of Sailing Vessels Built in the United States and Documented During Year Ended June 30, 1917.

Geographical distribution.	Schooners.		Sloops.		Barkentine.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Atlantic and Gulf coasts	47	28,991	2	20	1	1,220	50	30,231
Pacific coast	10	10,537	3	97	.....	.....	13	10,634
Northern lakes	1	2,320	.....	.....	.....	.....	1	2,320
Total	58	41,848	5	117	1	1,220	64	43,185

No. 20.—Class, Number, and Gross Tonnage of Steam and Gas Vessels Built in the United States and Documented During Year Ended June 30, 1917.

Geographical distribution.	River.											
	Side-wheel.				Stern wheel.				Screw.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Atlantic and Gulf coasts					4	399	10	463	36	9,666	167	5,427
Pacific coast	1	819			4	602	4	189	9	5,296	265	10,256
Northern lakes									25	3,315	52	517
Western rivers	1	352	2	26	23	3,392	66	997	4	211	28	382
Total	2	1,171	2	26	31	4,393	80	1,649	74	18,488	512	16,582

Geographical distribution.	Lake.				Ocean.				Total.			
	Screw: Steam.		Screw: Gas.		Screw: Steam.		Screw: Gas.		Steam.		Gas.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Atlantic and Gulf coasts					36	201,740	5	14,641	76	211,805	182	20,531
Pacific coast					25	119,223	4	7,282	39	125,940	273	17,727
Northern lakes	24	116,305	6	11,743					49	119,620	58	12,260
Western rivers									28	3,955	96	1,405
Total	24	116,305	6	11,743	61	320,963	9	21,923	192	461,320	609	51,923

No. 21.—Class, Number, and Gross Tonnage of Steel Vessels Built in the United States and Documented During Year Ended June 30, 1917.

Port.	Sail.		Steam.		Gas.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Boston, Mass			4	28,821	1	12			5	28,833
New York, N. Y			3	1,145			6	2,646	9	3,791
Newark, N. J			4	1,750					4	1,750
Philadelphia, Pa	2	1,132	12	76,606					14	77,738
Wilmington, Del			7	15,204			1	253	8	15,457
Baltimore, Md			9	28,302	5	13,052	1	703	15	42,057
Newport News, Va			7	49,381					7	49,381
Savannah, Ga			1	604					1	604
Jacksonville, Fla			3	812					3	812
Key West, Fla							2	1,018	2	1,018
Tampa, Fla			1	1,566					1	1,566
Mobile, Ala					1	70			1	70
New Orleans, La	1	1,432							1	1,432
Galveston, Tex					1	213			1	213
Memphis, Tenn			1	27					1	27
Chattanooga, Tenn							1	13	1	13
Louisville, Ky			5	1,067	1	28			6	1,095
St. Louis, Mo			2	366	4	37			6	403
Dubuque, Iowa			1	73					1	73
Pittsburgh, Pa			1	99					1	99
Buffalo, N. Y			2	26			1	596	3	622
Cleveland, Ohio	1	2,320	15	50,264					16	52,584
Toledo, Ohio			1	8,338	6	11,743			7	20,081
Detroit, Mich			12	47,532			2	710	14	48,242
Grand Haven, Mich					1	20			1	20
Chicago, Ill			1	2,081					1	2,081
Milwaukee, Wis			4	1,210					4	1,210
Duluth, Minn			2	9,129					2	9,129
San Francisco, Cal			12	85,451	1	213			13	85,664
Seattle, Wash			4	21,450					4	21,450
Total	4	4,884	114	431,304	21	25,388	14	5,939	153	467,515

Steel Steam Vessels Building or Contracted For on July 1, 1917.

To ascertain the condition of the industry of steel-ship building for the current fiscal year, near the end of the last fiscal year a circular letter was sent to builders of steel vessels, requesting each to furnish a statement of the merchant steel vessels building or under contract at his establishment on July 1, 1917, showing—

1. Name of vessel (or builder's number where name has not yet been selected).
2. Gross tonnage (register), approximately.
3. Speed required by contract, or approximate.
4. Owner for whom vessel is building.
5. Trade in which vessel is to engage (passenger, freight, foreign, coasting, ferry, or other description).
6. Probable date of launch.

Each builder was also requested to furnish information on the following matters:

1. The normal number of men employed in shipbuilding in his establishment on July 1.
2. The annual capacity of his establishment for the construction of merchant vessels (number and gross tonnage of such vessels which could be launched during a year, working at full capacity), if such a statement is practicable.
3. Approximate capital invested, if disposed to state it.

Note.—When dates of launching later than July 1 are known the letter L with the date has been inserted in the last column. Vessels officially numbered by the Bureau since July 1 are shown by N and the date in that column, and if documented the fact is shown (R if registered for the foreign trade, E if enrolled for the coasting trade, with date of document) also. Deliveries to foreign flags are shown.

Summary.

Shipyards.	Total merchant construction, July 1, 1917.		To be launched during fiscal year ending June 30—			
			1918		1919	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
Alabama & New Orleans Transportation Co., Violet, La.	4	12,800	4	12,800	.....	.....
Albina Engine & Machine Works, Portland, Oreg.	6	12,000	6	12,000	.....	.....
American Bridge Co., Pittsburgh, Pa.	74	41,004	74	41,004	.....	.....
American Shipbuilding Co., Cleveland, Ohio.	44	110,400	32	85,200	12	25,200
Ames Shipbuilding & Dry Dock Co., Seattle, Wash.	13	76,050	9	53,050	4	23,000
Baltimore Dry Dock & Shipbuilding Co., Baltimore, Md.	13	45,225	9	32,495	4	12,730
Bethlehem Steel Co., Sparrows Point, Md.	14	90,167	10	63,813	4	26,354
Brunswick Marine Construction Corporation, Brunswick, Ga.	1	2,500	1	2,500	.....	.....
Chester Shipbuilding Co., Chester, Pa.	26	129,200	12	59,200	14	70,000
Clinton Shipbuilding & Repair Co., Philadelphia, Pa.	1	1,600	1	1,600	.....	.....
Columbia River Shipbuilding Corporation, Portland, Oreg.	9	51,570	9	51,570	.....	.....
Craig Shipbuilding Co., Long Beach, Cal.	2	3,800	2	3,800	.....	.....
Dubuque Boat & Boiler Works, Dubuque, Iowa.	1	1,350	1	1,350	.....	.....
Fore River Shipbuilding Corporation, Quincy, Mass.	10	72,189	10	72,189	.....	.....
Great Lakes Engineering Works, Detroit, Mich.	25	86,600	17	59,400	8	27,200
Great Lakes Towing Co., Cleveland, Ohio.	2	140	2	140	.....	.....
Hanlon Dry Dock & Shipbuilding Co., Oakland, Cal.	2	5,400	2	5,400	.....	.....
Harlan & Hollingsworth Corporation, Wilmington, Del.	13	58,963	11	49,650	2	9,315
J. F. Duthie & Co., Seattle, Wash.	12	68,760	12	68,760	.....	.....
Jas. Rees & Sons Co., Pittsburgh, Pa.	3	390	3	390	.....	.....
Manitowoc Shipbuilding Co., Manitowoc, Wis.	14	29,352	10	20,102	4	9,250
Merrill-Stevens Co., Jacksonville, Fla.	3	3,100	3	3,100	.....	.....
Milwaukee Bridge Co., Milwaukee, Wis.	3	1,925	3	1,925	.....	.....
Moore & Scott Iron Works, Oakland, Cal.	8	46,600	8	46,600	.....	.....
Newport News Shipbuilding & Dry Dock Co., Newport News, Va.	11	71,548	11	71,548	.....	.....
New York Shipbuilding Corporation, Camden, N. J.	27	143,645	18	94,379	9	49,266
Pennsylvania Shipbuilding Co., Gloucester, N. J.	14	92,800	11	73,750	3	19,050
Pusey & Jones Co., Wilmington, Del.	10	14,000	10	14,000	.....	.....
Riter-Conley Manufacturing Co., Baltimore, Md.	4	8,600	4	8,600	.....	.....

Summary—Continued.

Shipyards.	Total merchant construction, July 1, 1917.		To be launched during fiscal year ending June 30—			
			1918		1919	
	No.	Gross tons.	No.	Gross tons.	No.	Gross. tons.
Samuel L. Moore & Sons Corporation, Elizabeth, N. J.	3	8,230	3	8,230	.....	.....
Seattle Construction & Dry Dock Co., Seattle, Wash.	13	64,000	13	64,000	.....	.....
Skinner & Eddy Corporation, Seattle, Wash.	8	46,800	8	46,800	.....	.....
Spedden Shipbuilding Co., Baltimore, Md.	4	1,205	4	1,205	.....	.....
Standard Shipbuilding Corporation, New York, N. Y.	11	52,800	11	52,800	.....	.....
Staten Island Shipbuilding Co., Port Richmond, N. Y.	5	10,600	5	10,600	.....	.....
Sun Shipbuilding Co., Chester, Pa.	14	97,000	10	67,400	4	29,600
Tampa Shipbuilding & Engineering Co., Tampa, Fla.	2	4,000	2	4,000	.....	.....
Tank-Shipbuilding Corporation, Newburgh, N. Y.	2	872	2	872	.....	.....
Texas Steamship Co., Bath, Me.	18	58,520	13	41,460	5	17,060
Toledo Shipbuilding Co., Toledo, Ohio	11	22,000	11	22,000	.....	.....
Union Iron Works Co., San Francisco, Cal.	23	150,600	23	150,600	.....	.....
Willamette Iron & Steel Works & North West Steel Co., Portland, Oreg.	7	39,900	7	39,900	.....	.....
Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.	9	58,315	9	58,315	.....	.....
Total	499	1,896,522	426	1,578,497	73	318,025

Steel merchant vessels building or ordered to be built.

ALABAMA & NEW ORLEANS TRANSPORTATION CO., VIOLET, LA.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
Panoil	3,200	11	Mexican Petroleum Corporation.	Bulk oil	1917 delivery.
Mexoil	3,200	11	.....do	.....do	Do.
No. 25	3,200	11	.....do	.....do	1918 delivery.
No. 26	3,200	11	.....do	.....do	Do.

ALBINA ENGINE & MACHINE WORKS, PORTLAND, OREG.

No. 1	1,800	10	Arthur Mathiesen, Norway	Cargo	Sept., 1917.
No. 2	1,800	10	Redereiaktiebolegat Altran Falkenburg, Sweden.	.....do	Oct., 1917.
No. 3	2,100	12	S. S. Co. Viking, Denmark	.....do	Nov., 1917.
No. 4	2,100	12	S. S. Co. Skjold, Denmark	.....do	Jan., 1918.
No. 5	2,100	12	S. S. Co. Carl, Denmark	.....do	Mar., 1918.
No. 6	2,100	12	S. S. Co. Gorm, Denmark	.....do	Apr., 1917.

AMERICAN BRIDGE CO., AMBRIDGE, PA., AND TRENTON, N. J.

Number of vessels.	Aggregate tonnage.	Owner.	Type.
At Ambridge:			
67	34,304	Carnegie Steel Co	Barges.
2	3,000	Not given	Do.
At Trenton:			
2	1,700	Lehigh Valley R. R. Co	Car floats.
1	1,100	.....do	Do.
2	900	N. Y., P. & N. R. R. Co	Do.

Steel merchant vessels building or ordered to be built—Continued.

AMERICAN SHIPBUILDING CO., CLEVELAND, OHIO.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
Chicago yard:		*Knots.*			
Choctaw	2,100	9½	Atlantic Gulf & West Indies S. S. Lines.	Cargo	R. Sept. 5.
No. 82	2,100	9½	Not given	do	Launched.
War Banner	2,100	9½	Cunard S. S. Co., England	do	
War Hound	2,100	9½	do	do	
No. 85	2,100	9½	do	do	
No. 86	2,100	9½	do	do	
Cleveland yard:					
War Cross	2,100	9½	do	do	Br. flag.
Kiowa	2,100	9½	Atlantic, Gulf & West Indies S. S. Lines.	do	R. July 21.
War Penguin [a]	2,100	9½	Cunard S. S. Co., England	do	R. Oct. 5.
No. 468	2,100	9½	do	do	L. Sept. 22.
No. 469	2,100	9½	do	do	
No. 470	2,100	9½	do	do	
Detroit yard:					
War Tune	2,100	9½	do	do	Br. flag.
Labor	2,100	9½	Compagne de Vapeurs Francais, France.	do	Fr. flag.
War Song [a]	3,000	9	Cunard S. S. Co., England	do	N. Sept. 4.
War Path	3,000	9	do	do	N. Sept. 26.
No. 211	2,100	9½	do	do	
No. 212	2,100	9½	do	do	
No. 213	2,100	9½	do	do	
No. 214	2,100	9½	do	do	
No. 215	2,100	9½	do	do	
No. 216	2,100	9½	do	do	
No. 217	2,100	9½	do	do	
No. 218	2,100	9½	do	do	
No. 219	2,100	9½	do	do	
No. 220	2,100	9½	do	do	
Lorain yard:					
Louis W. Hill	6,400	11	Producers S. S. Co	do	N. Aug. 13.
Carmi A. Thompson	6,400	11	do	do	E. Sept. 13.
Wm. A. Amberg	6,400	11	do	do	L. Sept. 15.
No. 724	5,400	11	Not given	Bulk oil	
No. 725	2,100	9½	Cunard S. S. Co., England	Cargo	
No. 726	2,100	9½	do	do	
No. 727	2,100	9½	do	do	
No. 728	2,100	9½	do	do	
No. 729	2,100	9½	do	do	
No. 730	2,100	9½	do	do	
No. 731	2,100	9½	do	do	
No. 732	2,100	9½	do	do	
No. 733	2,100	9½	do	do	
Superior yard:					
Poitiers	2,100	9½	Not given	do	Fr. flag.
War Chant [a]	2,100	9½	Cunard S. S. Co., England	do	R. Oct. 3.
War Signal	2,100	9½	do	do	
No. 530	2,100	9½	do	do	
No. 531	2,100	9½	do	do	

AMES SHIPBUILDING & DRY DOCK CO., SEATTLE, WASH.

War Brigade	5,750	10½	Cunard S. S. Co., England	Cargo	Sept. 15, 1917.
No. 2	5,750	10½	do	do	Oct. 12, 1917.
No. 3	5,750	10½	do	do	Nov. 15, 1917.
No 4	6,400	10½	W. C. Teagle	Bulk il	Feb. 1, 1918.
L. J. Drake	6,400	10½	Standard Oil Co. of N. J	do	Mar. 1, 1918.
No. 6	5,750	10½	Hannevig Bros., Norway	Cargo	Feb. 15, 1918.
No. 7	5,750	10½	Cunard S. S. Co., England	do	Mar. 15, 1918.
No. 8	5,750	10½	Hannevig Bros., Norway	do	May 25, 1918.
No. 9	5,750	10½	Cunard S. S. Co., England	do	June 15, 1918.
No. 10	5,750	10½	Engineering Securities Co	do	J ly 5, 1918.
No. 11	5,750	10½	Cunard S. S. Co., England	do	July 15, 1918.
No. 12	5,750	10½	do	do	Sept. 15, 1918.
No. 13	5,750	10½	do	do	Oct. 15, 1918.

[a] Taken by the United States Shipping Board.

Steel merchant vessels building or ordered to be built—Continued.

BALTIMORE DRY DOCKS & SHIPBUILDING CO., BALTIMORE, MD.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
William Isom	3,300	11½	Sinclair Gulf Corporation	Bulk oil	N. Sept. 25.
No. 81	4,150	11½	Christoffer Hannevig, Norway	Cargo	Sept., 1917.
No. 82	4,150	11½	Cunard S. S. Co., England	do	Oct., 1917.
No. 83	4,150	11½	Marine Securities Co	do	Mar., 1918.
No. 84	4,150	11½	do	do	Apr., 1918.
Howard Greene	145	11	Builder's account	Towing	Launched.
No. 86	4,150	11½	Garland S. S. Corporation	Cargo	Dec., 1917.
No. 87	4,150	11½	do	do	Feb., 1918.
No. 88	4,150	11½	Cunard S. S. Co., England	do	June, 1918.
No. 89	4,150	11½	do	do	July, 1918.
No. 90	280	10½	Builder's account	Towing	
No. 91	4,150	11½	do	Cargo	Oct., 1918.
No. 92	4,150	11½	do	do	Do.

BETHLEHEM STEEL CO., SPARROWS POINT, MD.

Cubore	7,352	10	Ore S. S. Corporation	Ore cargo	R. Sept. 4.
Feltore	7,352	10	do	do	Aug., 1917.
Bethore	6,914	10	do	do	Aug., 1918.
Walter D. Munson	4,245	12	Munson S. S. Line	Cargo	R. Oct. 1.
Sentore	7,352	10	Ore S. S. Corporation	Ore cargo	Nov., 1917.
Firmore	7,352	10	do	do	Feb., 1918.
No. 167	5,440	10	Cunard S. S. Co., England	Cargo	Nov., 1917.
Mangore	5,440	9½	Ore S. S. Corporation	Ore cargo	Jan., 191[illegible].
No. 169	5,440	11	Cunard S. S. Co., England	Cargo	Mar., 1918.
No. 170	5,440	11	do	do	June, 1918.
Ampetco	8,400	10½	American Petroleum Co	Bulk oil	Mar., 1918.
No. 173	5,440	11	Cunard S. S. Co., England	Cargo	Oct., 1918.
No. 174	7,000	12	do	do	Sept., 1918.
No. 175	7,000	12	do	do	Oct., 1918.

BRUNSWICK MARINE CONSTRUCTION CORPORATION, BRUNSWICK, GA.

No. 8	2,500		R. Lawrence Smith	Cargo	

CHESTER SHIPBUILDING CO., CHESTER, PA.

Sudbury [a]	4,000		Local owners	Cargo	L. Sept. 29.
No. 342	5,000		Foreign account	Bulk oil	
No. 343	5,000		do	do	
No. 344	5,000	11	do	do	
No. 345	5,000		do	do	
No. 346	4,800	11	Boston S. S. Co	Cargo	
No. 347	4,800	11	Shawmut S. S. Co	do	
No. 348	5,100	10½	do	do	1917 delivery.
No. 350	5,000	11	Foreign account	Bulk oil	Launched.
No. 352	4,500	10½	do	Cargo	1917 delivery.
No. 353	4,500	10½	do	do	Do.
No. 356	6,500		do	do	1918 delivery.
———	5,000		Carl W. Hamilton	do	1919 delivery.
———	5,000		do	do	Do.
———	5,000		do	do	Do.
———	5,000		do	do	Do.
———	5,000		do	do	Do.
———	5,000		do	do	Do.
———	5,000		do	do	Do.
———	5,000		do	do	1920 delivery.
———	5,000		do	do	Do.
———	5,000		do	do	Do.
———	5,000		do	do	Do.
———	5,000		do	do	Do.
———	5,000		do	do	Do.
———	5,000		do	do	Do.

CLINTON SHIPBUILDING & REPAIR CO., PHILADELPHIA, PA.

No. 32	1,600		Baldwin Locomotive Works	Lighter	July, 1917.

[a] Taken by the United States Shipping Board.

Steel merchant vessels building or ordered to be built—Continued.

COLUMBIA RIVER SHIPBUILDING CORPORATION, PORTLAND, OREG.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
No. 1	5,730	10½	Norwegian account	Cargo	
No. 2	5,730	10½	do	do	
No. 3	5,730	10½	do	do	
No. 4	5,730	10½	do	do	
No. 5	5,730	10½	do	do	
No. 6	5,730	10½	do	do	
No. 7	5,730	11	Cunard S. S. Co., England	do	Apr., 1918.
No. 8	5,730	11	Builder's account	do	May, 1918.
No. 9	5,730	11	Cunard S. S. Co., England	do	June, 1918.

CRAIG SHIPBUILDING CO., LONG BEACH, CAL.

Eldorado	1,900		Pacific Transport Co	Cargo	1917 delivery.
Silverado	1,900		Western Transport Co	do	1918 delivery.

DUBUQUE BOAT & BOILER WORKS, DUBUQUE, IOWA.

No. 39	1,350		Standard Oil Co., of La	Bulk oil	June 1, 1917.

FORE RIVER SHIPBUILDING CORPORATION, QUINCY, MASS.

Virginia	6,678	11	The Texas Co	Bulk oil	E. July 21.
K. I. Luckenbach	8,151	13½	Luckenbach S. S. Co	Cargo	June, 1917.
F. J. Luckenbach	8,151	13½	do	do	N. Sept. 29.
Katrina Luckenbach [a]	8,151	13½	Edgar F. Luckenbach	do	Oct., 1917.
George W. Barnes	6,678	10½	Mexican Petroleum Co	Bulk oil	Sept., 1917.
W. L. Steed	6,678	10½	do	do	Oct., 1917.
No. 272	5,700	10½	Cunard S. S. Co., England	Cargo	End of 1917.
No. 273	5,700	10½	do	do	Do.
No. 297	8,151		Luckenbach S. S. Co	do	
No. 298	8,151		do	do	

GREAT LAKES ENGINEERING WORKS, DETROIT, MICH.

Soukaharas [a]	3,600	11	Gaston, Williams & Wigmore S. S. Corporation.	Cargo	E. Sept. 21.
No. 169	3,600	11	do	do	Summer, 1917.
No. 170	8,000	9	Pittsburgh S. S. Co	do	Fall, 1917.
No. 172	2,550	9	Bernard Hannssen, Norway	Ocean cargo	Do.
No. 173	2,550	9	Soerlandske Lloyd, Norway	do	Do.
No. 174	2,550	9	Cunard S. S. Co., New York	do	Do.
No. 175	2,550	9	Rob. Nilson & Nyquist, Norway.	do	Do.
No. 176	3,400		Rich. Petersen, Norway	do	Winter, 1918.
No. 177	3,400	10	Cunard S. S. Co., New York	do	Do.
No. 178	3,400	10	do	do	Do.
No. 179	3,400	10	do	do	Do.
No. 180	3,400	10	do	do	Do.
No. 181	3,400	10	do	do	Spring, 1918.
No. 182	3,400	10	do	do	Do.
No. 183	3,400	10	do	do	Do.
No. 184	3,400	10	do	do	Do.
No. 185	3,400	10	do	do	Do.
No. 186	3,400	10	do	do	Summer, 1918.
No. 187	3,400	10	do	do	Do.
No. 188	3,400	10	do	do	Do.
No. 189	3,400	10	do	do	Do.
No. 190	3,400	10	do	do	Do.
No. 191	3,400	10	do	do	Fall, 1918.
No. 192	3,400	10	do	do	Do.
No. 193	3,400	10	do	do	Do.

[a] Taken by the United States Shipping Board.

Steel merchant vessels building or ordered to be built—Continued.

GREAT LAKES TOWING CO., CLEVELAND, OHIO.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
Detroit	70	8	Builder's account	Towing	L. Sept. 15.
Alpena	70	8	do	do	L. Sept. 29.

HANLON DRY DOCK & SHIPBUILDING CO., OAKLAND, CAL.

No. 78	2,700	10	R. Lawrence Smith	Cargo	Mar., 1918.
No. 79	2,700	10	do	do	Do.

HARLAN & HOLLINGSWORTH CORPORATION, WILMINGTON, DEL.

W. H. Tilford	5,605	10½	Standard Oil Co. of New Jersey.	Bulk oil	L. Aug. 4.
J. A. Bostwick	8,490	10½	do	do	Dec. 1, 1917.
O. T. Waring	5,605	10½	do	do	Jan. 20, 1918.
Olean	2,750	10	Vacuum Oil Co	Cargo	R. July 19.
Hiram B. Everest	5,605	10½	do	Bulk oil	Apr. 1, 1918.
No. 450	6,700	12½	Ocean S. S. Co. of Savannah	Passenger and cargo.	June 10, 1918.
No. 451	6,700	10½	do	do	Aug. 1, 1918.
Saetia	3,070	10	United Fruit Co	Cargo	Aug. 20, 1917.
Guaro	3,070	10	do	do	Oct. 15, 1917.
Biran	3,070	10	do	do	Nov. 20, 1917.
Pilon	3,070	10	do	do	Mar. 15, 1918.
No. 457	2,615	11½	do	Fruit	June 1, 1918.
No. 458	2,615	11½	do	do	July 1, 1918.

J. F. DUTHIE & CO., SEATTLE, WASH.

War Leopard [a]	5,730	10½	Cunard S. S. Co., England	Cargo	L. Sept. 1.
No. 9	5,730	10½	Peder Kleppe, Norway	do	Summer, 1917.
No. 10	5,730	10½	Cunard S. S. Co., England	do	Do.
No. 11	5,730	10½	do	do	Fall, 1917.
No. 12	5,730	10½	do	do	Do.
No. 14	5,730	11	do	do	Do.
No. 15	5,730	11	do	do	1918 delivery.
No. 16	5,730	11	Norwegian account	do	Do.
No. 17	5,730	11	Cunard S. S. Co., England	do	Winter, 1917.
No. 18	5,730	11	do	do	1918 delivery.
No. 19	5,730	11	do	do	Do.
No. 20	5,730	11	do	do	Do.

JAS. REES & SONS CO., PITTSBURGH, PA.

———	45	.....	Carnegie Steel Co	.....	
———	45	.....	do	.....	
———	300	.....	do	Towing	

MANITOWOC SHIPBUILDING CO., MANITOWOC, WIS.

Motor 1	2,500	9	Berghansen, Norway	Cargo	E. Oct. 12.
War Castle	2,500	10	Cunard S. S. Co., England	do	Aug., 1917.
War Victor	2,500	10	do	do	Sept., 1917.
Spray	300	11	Bay State Fishing Co	Trawler	E. Oct. 9.
War Sentry	2,500	10	Cunard S. S. Co., England	Cargo	Oct., 1917.
No. 87	2,500	10	Christoffer Hannevig, Norway	do	Mar., 1918.
No. 88	2,500	10	do	do	Apr., 1918.
No. 89	302	11	F. M. Dyer	Trawler	Oct., 1917.
No. 90	2,250	10	Cunard S. S. Co., England	Cargo	May, 1918.
No. 91	2,250	10	do	do	June, 1918.
No. 92	2,500	10	Nilsen-Niquist, Norway	do	July, 1918.
No. 93	2,250	10	Cunard S. S. Co., England	do	Aug., 1918.
No. 94	2,250	10	do	do	Sept., 1918.
No. 95	2,250	10	do	do	Oct., 1918.

[a] Taken by the United States Shipping Board.

Steel merchant vessels building or ordered to be built—Continued.

MERRILL-STEVENS CO., JACKSONVILLE, FLA.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
City of Tampa	1,700	10	Gulf & Southern S. S. Co	Cargo	Launched.
No. 94	700	12	Gulf Refining Co	Bulk oil	1917 delivery
No. 95	700	12	do	do	Do.

MILWAUKEE BRIDGE CO., MILWAUKEE, WIS.

———	1,300		Lenshoi, Russia	Dredge hull	Ship in parts.
———	525		South American account	do	Do.
———	100		Norwegian account	Lighter	Do.

MOORE & SCOTT IRON WORKS, OAKLAND, CAL.

Frederic R. Kellogg	6,000		Pan American Petroleum & Transport Co.	Bulk oil	R. Aug. 13.
Sagaland	4,600		Norwegian account	Cargo	Launched.
War Bay [a]	5,000	10½	do	do	L. Oct. 25.
No. 114	5,000	10½	do	do	July, 1917.
No. 115	5,000	10½	do	do	Oct., 1917.
No. 116	7,000	10½	Cunard S. S. Co., England	do	
No. 117	7,000	11	Not given	do	Dec., 1917.
No. 118	7,000	11	do	do	Do

NEWPORT NEWS SHIPBUILDING & DRY DOCK CO., NEWPORT NEWS, VA.

O. B. Jennings	10,900	10½	Standard Oil Co. of N. J	Bulk oil	N. Aug. 30.
El Almirante	4,500	11	Southern Pacific Co	Cargo	E. Aug. 2.
El Capitan [a]	4,500	11	do	do	E. Sept. 21.
J. C. Donnell	10,900	10½	Atlantic Refining Co	Bulk oil	Nov., 1917.
No. 206	4,600	10½	Munson S. S. Line	do	L. Sept. 27.
No. 207	4,600	10½	do	Cargo	Dec., 1917.
H. M. Flagler	8,374		Standard Oil Co. of N. J	Bulk oil	
F. D. Asche	8,374		do	do	
No. 212	4,600		Atlantic, Gulf & West Indies S. S. Co.	Cargo	
No. 213	4,600		do	do	
No. 214	5,600		Ocean S. S. Co. of Savannah	Passenger and cargo.	

NEW YORK SHIPBUILDING CORPORATION, CAMDEN, N. J.

Gulf of Mexico	10,250	11	Gulf Refining Co	Bulk oil	E. July 30.
Sylvan Arrow	10,250	11	Standard Transportation Co	do	Fall, 1917.
Broad Arrow	10,250	11	do	do	Do.
Deepwater	8,500	10½	Darrow-Mann Co	Collier	E. Oct. 13.
Fairmont	5,266	10½	Coastwise Transportation Co	do	Winter, 1917.
No. 183	3,289	10½	Pocahontas Navigation Co	do	Do.
Sewalls Point	5,266	10½	Darrow-Mann Co	do	Do.
No. 187	765		N. Y. C. & H. R. R. R. Co	Car float	L. Aug. 27.
No. 188	765		do	do	L. Sept. 27.
Gulfland	5,188	11½	Gulf Refining Co	Bulk oil	Winter, 1917.
No. 190	10,250	11	Pan American Petroleum & Transport Co.	do	Spring, 1918.
No. 191	5,266	10½	Darrow-Mann Co	Collier	Do.
No. 192	5,266	10½	do	do	Do.
No. 193	5,483	11	Carpenter-O'Brien Co	Cargo	Do.
No. 195	5,266	10½	Darrow-Mann Co	Collier	
No. 196	7,000	11½	Gulf Refining Co	Bulk oil	
Santa Elisa	5,000	13½	W. R. Grace & Co	Passenger and cargo.	
Santa Luisa	5,000	13½	do	do	
No. 202	7,800	11	Atlantic Transport Co	Cargo	
No. 203	7,800	11	do	do	
No. 204	3,300	10½	Builder's account	Collier	
No. 205	3,300	10½	do	do	
Santa Tecla	2,520	11	W. R. Grace & Co	Cargo	Winter, 1917.
No. 207	2,520	11	Atlantic Transport Co	do	Do.
No. 208	2,520	11	Builder's account	do	Do.
No. 209	4,800	11	do	do	

[a] Taken by the United States Shipping Board.

Steel merchant vessels building or ordered to be built—Continued.

PENNSYLVANIA SHIPBUILDING CO., GLOUCESTER, N. J.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
Desdemona	5,000	11	Cunard S. S. Co., England	Bulk oil	L. Aug. 23.
No. 2	5,000	11	Continental Transportation & Oil Co.	do	Aug., 1917.
No. 3	5,000	11	Cunard S. S. Co., England	do	Oct., 1917.
No. 4	5,000	11	do	do	Dec., 1917.
No. 5	5,000	11	do	do	Mar., 1918.
No. 6	5,000	11	do	do	Apr., 1918.
No. 7	8,750	11	do	Cargo	Oct., 1917.
No. 8	8,750	11	do	do	Nov., 1917.
No. 9	8,750	11	do	do	Jan., 1918.
No. 10	8,750	11	do	do	Feb., 1918.
No. 11	8,750	11	Bulk Oil Transports (Inc.)	do	June, 1918.
No. 12	8,750	11	do	do	July, 1918.
No. 13	5,150	11	do	do	Sept., 1918.
No. 14	5,150	11	do	do	Oct., 1918.

PUSEY & JONES CO., WILMINGTON, DEL.

Puseyjones No. 3	600		Christoffer Hannevig, Norway	Cargo	Nor. flag.
No. 1336	600		do	do	Launched.
No. 1337	1,600		do	do	
No. 1337A	1,600		do	do	
No. 1338	1,600		do	do	
No. 1338A	1,600		do	do	
No. 1339	1,600		do	do	
No. 1339A	1,600		do	do	
No. 1340	1,600		do	do	
No. 1340A	1,600		do	do	

RITER-CONLEY MANUFACTURING CO., BALTIMORE, MD.

Ohio	1,500		Gulf Refining Co	Bulk oil	Sept. 1, 1917.
Monongahela	1,500		do	do	Oct. 1, 1917.
No. 3	2,800	10	Aluminum Co. of America	Ore cargo	Feb. 1, 1918.
No. 4	2,800	10	do	do	Do.

SAMUEL L. MOORE & SONS CORPORATION, ELIZABETH, N. J.

No. 115	2,615	11½	United Fruit Co	Fruit	1918 delivery.
No. 116	2,615	11½	do	do	Do.
No. 117	3,000	10½	American account	Cargo	Do.

SEATTLE CONSTRUCTION & DRY DOCK CO., SEATTLE, WASH.

Storviken	4,700	10½	Haakon J. Wallem, Norway	Cargo	Nor. flag.
Walter A. Luckenbach	8,000	14	Edgar F. Luckenbach	do	Late, 1917.
No. 92	4,300	10½	Norwegian account	do	Do.
No. 93	4,700	10½	do	do	Do.
No. 94	4,700	10½	do	do	Do.
No. 95	4,700	10½	do	do	Do.
No. 96	4,700	10½	American account	do	Do.
No. 97	4,700	10½	Cunard S. S. Co., England	do	Early, 1918.
No. 98	4,700	10½	do	do	Do.
No. 99	4,700	10½	do	do	Do.
No. 101	4,700	10½	do	do	Do.
No. 102	4,700	10½	do	do	Do.
No. 103	4,700	10½	do	do	Do.

Steel merchant vessels building or ordered to be built—Continued.

SKINNER & EDDY CORPORATION, SEATTLE, WASH.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
Jeanette Skinner	5,700	11½	Knut Knudsen, Norway	Cargo	N. Aug. 27.
Lieutenant Demisseissy [a]	5,700	11½	Builder's account	do	N. Sept. 22.
Nikkosan Maru [a]	5,700	11½	do	do	L. Sept. 15.
War Flame	5,700	11½	Cunard S. S. Co., England	do	Oct. 15, 1917.
No. 11	6,900	10½	W. C. Teagle	Bulk oil	Dec., 1917.
James G. Eddy	5,700	11½	B. Stolt Nielsen, Norway	Cargo	Nov., 1917.
David Rodgers	5,700	11½	do	do	Jan., 1918.
Elizabeth Gibbs	5,700	11½	do	do	Mar., 1918.

SPEDDEN SHIPBUILDING CO., BALTIMORE, MD.

Gypsum Prince	275	.....	J. B. King & Co	Towing	R. Sept. 26.
No. 249	310	.....	Northern Transportation Co	do	Sept. 1, 1917.
No. 250	310	.....	do	do	Nov. 1, 1917.
No. 251	310	.....	A. W. Gieske	do	Feb. 1, 1918.

STANDARD SHIPBUILDING CORPORATION, NEW YORK, N. Y.

Scandinavic	4,800	10½	Transatlantic Gothenburg (foreign).	Cargo	Launched.
No. 2	4,800	10½	Foreign account	do	Aug., 1917.
No. 3	4,800	10½	do	do	Sept., 1917.
No. 4	4,800	10½	do	do	Oct., 1917.
No. 5	4,800	10½	do	do	Nov., 1917.
No. 6	4,800	10½	do	do	Dec., 1917.
No. 7	4,800	10½	do	do	Jan., 1918.
No. 8	4,800	10½	do	do	Feb., 1918.
No. 9	4,800	10½	do	do	Mar., 1918.
No. 10	4,800	10½	Carlo de Luca, Italy	do	Apr., 1918.
No. 11	4,800	10½	do	do	May, 1918.

STATEN ISLAND SHIPBUILDING CO., PORT RICHMOND, N. Y.

War Plane	2,200	12	Cunard S. S. Co., England	Cargo	Launched.
No. 692	2,100	.....	Clinchfield Navigation Co	do	1917 delivery.
No. 693	2,100	.....	do	do	Do.
No. 694	2,100	.....	Builder's account	do	1918 delivery.
No. 695	2,100	.....	do	do	Do.

SUN SHIPBUILDING CO., CHESTER, PA.

No. 1	7,100	10½	The Sun Co	Bulk oil	
No. 2	7,100	10½	do	do	
No. 3	5,800	10½	Cunard S. S. Co., England	Cargo	Aug., 1917.
No. 4	5,800	10½	do	do	Sept., 1917.
Jacob Luckenbach	7,500	13	Luckenbach S. S. Co	do	Nov., 1917.
M. E. Luckenbach	7,500	13	do	do	Jan., 1918.
Merrimac	5,800	10½	Shawmut S. S. Co	do	Feb., 1918.
Deerfield	5,800	10½	do	do	Do.
No. 9	7,500	13	Luckenbach S. S. Co	do	Apr., 1918.
No. 10	7,500	13	do	do	May, 1918.
No. 11	7,700	11	Builder's account	do	Nov., 1918.
No. 12	7,700	11	do	do	Do.
No. 13	7,100	10½	Standard Oil Co. of N. J.	Bulk oil	Aug., 1918.
No. 14	7,100	10½	do	do	Sept., 1918.

TAMPA SHIPBUILDING & ENGINEERING CO., TAMPA, FLA.

No. 31	2,000	9½	Cunard S. S. Co., England	Cargo	Nov., 1917.
No. 32	2,000	9½	do	do	Jan., 1918.

[a] Taken by the United States Shipping Board.

Steel merchant vessels building or ordered to be built—Continued.

TANK-SHIPBUILDING CORPORATION, NEWBURGH, N. Y.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
Navegadora 77	436	.....	Tampico Navigation Co	Bulk oil	R. Aug. 31.
Navegadora 78	436	.....	do	do	N. Oct. 6.

TEXAS STEAMSHIP CO., BATH, ME.

Maine [a]	6,300	11	Builder's account	Bulk oil	E. Oct. 4.
Rhode Island	6,300	11	do	do	L. July 21.
No. 3	6,700	11	do	do	Mar., 1918.
No. 4	6,700	11	do	do	Apr., 1918.
No. 5	185	8	do	Towing	Sept., 1917.
No. 6	185	8	do	do	Do.
No. 7	210	9	do	do	Nov., 1917.
No. 10	6,700	11½	do	Bulk oil	June, 1918.
No. 11	6,700	11½	do	do	July, 1918.
No. 12	6,700	11½	do	do	Nov., 1918.
No. 13	6,700	11½	do	do	Feb., 1919.
No. 14	3,000	9	do	do	Sept., 1918.
No. 15	210	9	do	Towing	Apr., 1918.
No. 16	370	9	do	.....	May, 1918.
No. 17	450	.....	do	.....	Do.
No. 18	450	.....	do	.....	Do.
No. 19	450	.....	do	.....	Aug., 1918.
No. 20	210	9	do	Towing	Sept., 1918.

TOLEDO SHIPBUILDING CO., TOLEDO, OHIO.

Tours	2,000	10	Oriental Navigation Co	Cargo	Fr. flag.
Limoges	2,000	10	do	do	Do.
War Shell [a]	2,000	10	Cunard S. S. Co., England	do	R. Oct. 6.
War Bayonet [a]	2,000	10	do	do	L. Sept. 1.
War Rifle	2,000	10	do	do	Sept. 29, 1917.
War Flag	2,000	10	do	do	Oct. 27, 1917.
No. 144	2,000	10	do	do	Dec. 8, 1917.
No. 145	2,000	10	do	do	Jan. 19, 1918.
No. 146	2,000	10	do	do	Feb. 23, 1918
No. 147	2,000	10	A. R. Lewis	do	Mar. 30, 1918.
No. 148	2,000	10	do	do	May 5, 1918.

UNION IRON WORKS CO., SAN FRANCISCO, CAL.

Fred W. Weller	10,500	11	Standard Oil Co. of N. J	Bulk oil	L. Oct. 8.
A. C. Bedford	10,500	11	do	do	Aug., 1917.
Wilhelm Jebsen [a]	7,200	11	Wilhelm Jebsen, Norway	do	R. Sept. 19.
War Sword	6,200	11	Cunard S. S. Co., England	Cargo	Launched.
J. E. O'Neil	7,200	11	Atlantic Refining Co	Bulk oil	L. Aug. 30.
No. 144	7,200	11	do	do	Sept., 1917.
S. N. Spalding	7,200	11	Pan American Petroleum & Transport Co.	do	
Paul H. Harwood	7,200	11	do	do	
No. 147	7,200	11	Not given	do	
No. 148	7,200	11	Atlantic Refining Co	do	
No. 149	7,200	11	do	do	
No. 154	3,600	11	A. O. Lindvig, Norway	Cargo	
No. 162	7,200	10½	Cunard S. S. Co., England	do	
No. 163	7,200	10½	do	do	
No. 164	7,200	10½	do	do	
No. 165	7,200	10½	do	do	
No. 166	7,200	10½	do	do	
No. 167	7,200	10½	do	do	
No. 168	7,200	10½	do	do	
No. 169	7,200	10½	do	do	
Dreadnaught	500	12	Rolph Navigation & Coal Co	Towing	L. July 18.
Undaunted	500	12	do	do	L. Aug. 1.
Dicto	3,600	9½	Willy C. Gilbert, Norway	Cargo	Launched.

[a] Taken by the United States Shipping Board.

Steel merchant vessels building or ordered to be built—Continued.

WILLAMETTE IRON & STEEL WORKS AND NORTHWEST STEEL CO., PORTLAND, OREG.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
War Viceroy	5,700	10½	Cunard S. S. Co., England	Cargo	L. Aug. 2.
Hallgrim	5,700	10½	Peder Kleppe, Bergen, Norway	do	Oct. 1, 1917
Willey Gilbert	5,700	10½	Cunard S. S. Co., England	do	Do.
Landaas	5,700	10½	John Erland, Norway	do	August, 1917.
Vestervarde	5,700	10½	Cunard S. S. Co., England	do	Winter, 1917.
Vesterfjord	5,700	10½	do	do	Do.
Umpqua	5,700	10½	Willey Gilbert, Norway	do	

WILLIAM CRAMP & SONS SHIP & ENGINE BUILDING CO., PHILADELPHIA, PA.

No. 434	8,000	17	Atlantic, Gulf & West Indies S. S. Co.	Passenger and cargo.	
No. 435	8,000	17	do	do	
William Green	7,100	11	Pan American Petroleum & Transport Co.	Bulk oil	R. July 13.
Santa Ana	5,800	13	W. R. Grace & Co	Passenger and cargo.	
Santa Lucia	5,800	13	do	do	
No. 444	6,300	12	Not given	Cargo	
Santa Teresa	5,800	13	W. R. Grace & Co	Passenger and cargo.	
No. 446	5,100	13	Grace S. S. Co	do	Apr. 15, 1918.
No. 447	6,415	12	do	Cargo	Spring, 1918.

NEW CONTRACTS REPORTED BY SHIPBUILDERS FOR THE CONSTRUCTION OF STEEL MERCHANT VESSELS, JULY 1 TO SEPTEMBER 1, 1917.

GREAT LAKES ENGINEERING WORKS, DETROIT, MICH.

Vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		Knots.			
No. 194	2,000	9½	Clinchfield Navigation Co	Ocean cargo.	
No. 195	2,000	9½	do	do	
No. 196	2,000	9½	do	do	
No. 197	2,000	9½	do	do	
No. 198	2,000	9½	do	do	
No. 199	2,000	9½	do	do	

STANDARD SHIPBUILDING CORPORATION, NEW YORK, N. Y.

No. 12	4,800	10½	Carlo de Luca, Italy	Cargo	May, 1918.
No. 13	4,800	10½	do	do	June, 1918.

SUN SHIPBUILDING CO., CHESTER, PA.

No. 17	7,100	10½	The Sun Co	Bulk oil	Oct., 1919.
No. 18	7,100	10½	do	do	Jan., 1920.

WILLAMETTE IRON & STEEL WORKS AND NORTHWEST STEEL CO., PORTLAND, OREG.

Joffre	6,240	12	Compagnie Generale Transatlantique.		Mar. 1, 1918.
Marne	6,240	12½	do		May 15, 1918.
Verdun	6,240	12½	do		June 15, 1918.
Pershing	6,240	12½	do		July 15, 1918.
Aisne	6,240	12	do		Do.
Argonne	6,240	12	do		Oct. 1, 1918.
Somme	6,240	12	do		Nov. 1, 1918.
Meuse	6,240	12	do		Dec. 1, 1918.
Nivelle	6,240	12	do		June 15, 1918.
Poincaire	6,240	12½	do		Nov. 1, 1918.
Viviani	6,240	12½	do		Mar. 1, 1918.
Petain	6,240	12½	do		July 15, 1918.