

JANUARY-SEPTEMBER EXPORTS

Domestic exports from Canada in the third quarter of 1961, valued at \$1,539,500,000, were the highest recorded for any three-month period, according to detailed returns recently released by the Dominion Bureau of Statistics. This total represented a gain of 13.4 per cent over exports in July-September 1960, and continued the advance begun in the second quarter of 1961. Part of the increased trade in the third quarter of 1961 reflects the change in the foreign-exchange value of the Canadian dollar.

Gains were particularly noticeable in third-quarter shipments to foreign overseas destinations, which advanced by a third, and to the United States, which were one-eighth above those in the same quarter of 1960. Deliveries to the United Kingdom were at approximately the same level as in July-September 1960, but those to other Commonwealth countries declined by 6.6 per cent. Domestic exports to all countries for September 1961 totalled \$516,900,000, a 19.3 per cent rise above the figure for the same month of the preceding year.

During the first nine months of 1961, domestic exports were at a new peak of \$4,145,500,000, an advance of 6.4 per cent over the same period of 1960. The principal increase was in shipments to foreign overseas countries, which rose 34.9 per cent, and were mainly directed to Western Europe, Asia and Latin America. The gain in exports to the United States in the third quarter was not sufficient to compensate for the loss in the first quarter and the nine-month total for 1961 was fractionally below the 1960 figure. Shipments to Britain in January-September 1961 were 1.3 per cent below those in the same nine months of 1960, and exports to other Commonwealth countries were 1.0 per cent less.

The shares of exports taken by the various trading areas varied considerably in the first nine months of 1961 from the corresponding period of 1960, that

for the United States falling to 53.4 per cent from 57.0 per cent, for the United Kingdom dropping to 16.0 per cent from 17.2 per cent, for other Commonwealth countries declining to 5.7 per cent from 6.1 per cent but for other foreign countries rising to 24.9 per cent from 19.7 per cent. The proportion of all exports taken by Western Europe advanced to 11.2 per cent, shipments to Asia increased to 7.1 per cent, to South America 2.4 per cent, Central America 1.9 per cent and to Eastern Europe 1.6 per cent, each being greater than in the same nine months of 1960. The average level of export prices rose only moderately because of slight differences in the first six months; consequently most of the increase in value was due to the advance in the physical volume of exports.

GAINS IN LEADING COMMODITIES

Most of the leading commodities showed gains both in the third quarter and in the first nine months of 1961 when compared with shipments in corresponding periods of the preceding year. Newsprint, the most valuable export, declined fractionally in the third quarter but foreign sales were 1.5 per cent higher during the nine-month period. Wheat showed the greatest advance, third-quarter shipments being 83.3 per cent above those for July-September 1960 and 62.5 per cent higher over the nine months. Lumber and wood pulp advanced somewhat in the third quarter, while nickel rose considerably. Aluminum advanced in the third quarter, but not sufficiently to counterbalance declines in the first two quarters. Copper, uranium and iron ore sales continued to decline, as did farm machinery. Crude petroleum shipments more than doubled in the third quarter, and were over 50 per cent greater for the first nine months. Fishery products rose slightly, asbestos considerably and non-farm machinery substantially.

* * * * *

TRENT CANAL MODERIZATION

A ten-year programme, involving an estimated outlay in the neighborhood of \$12 million, is being launched by the Department of Transport to bring the Trent Canal system up to standards adequate for requirements of the foreseeable future. The programme is being undertaken because of the phenomenal increase in boating traffic on the system, coupled with the fact that for many years the Trent has undergone no major improvement and existing facilities are no longer able to cope with the demands for service. Over the years, there has been a deterioration in the canal's facilities through age and usage, to a point where major renovations are now necessary. The Big Chute and Swift Rapids marine railways are no longer able to cope with the public demand for their use, from the point of view both of the number of boats they can handle a day and of the limitations their dimensions place on the size of the boats that can be transported. The marine railways cannot handle a yacht drawing more than four feet, though the limit throughout the rest of the Trent system is six feet.

Of recent years, the increase in boating as a pastime has caused traffic pressure to mount to an

undreamed-of degree. In 1954, for instance, the craft recorded by the various lockmasters totalled 23,165. By the end of the past summer, the figure had skyrocketed to a seasonal total of 85,752. The Lake Simcoe-Lake Couchiching sector of the Trent system now constitutes what is believed to be the area of highest boating density in Canada.

Lengthy engineering and economic studies, including traffic projection, has convinced the Department that only construction of complete new locks would be adequate to give the public the service it expects. Other alternatives considered would not be able to handle future traffic growth and would reach capacity and become a bottleneck in a few years' time.

It is estimated that about a year will be required to complete plans and model testing before construction starts. Actual building of these locks will require two years. The estimated cost will be upwards of \$3 million. It is expected that construction of the locks will boost operations in the system to new levels of importance for the many communities that are vitally concerned with the boating trade and the tourist industry.