

## TRADE

### TRADE PRACTICE BLAMED

Partial responsibility for continued high prices in the United States was laid on the trade practice of manufacturers' guarantee against price decline by those who protested against the custom at hearings before the Federal Trade Commission, last week.

### INLAND REVENUE INCREASE

There was a net increase of \$7,218,367 in the inland revenue returns for the month of September, according to the statement for the month issued from the office of the Deputy Minister of the Department. The total inland revenue collected for the month was \$11,921,287, a gross increase of \$7,455,481 over the revenue for the corresponding month, of 1919. The chief increase came from war tax, which brought in \$8,709,416, an increase of \$7,455,298, over the war tax returns for the month of September, 1919. Customs returns for the month of September, 1920, showed a total of \$15,530,899, collected, an increase of \$697,658 over the corresponding month of last year.

### ENQUIRIES FOR MANY COMMODITIES

Prominent among the inquirers for export representation are visiting business men from the British West Indies. The enactment extending the preferential tariff between Canada and the British West Indies has had the effect of living interest in reciprocal trade, and preparations are being made by the import and export interests of the islands to take full advantage of the new regulations that come into force on January 1. Among the commodities for which inquiry is being made are hosiery, underwear, sweaters and bathing suits, enamelware and dishes, wall-paper, paper bags and wrapping paper, shirts and overalls, hardware, including locks and tools, brooms and brushes, bent wood and rattan chairs cut glass and general lines of glassware, flour, grain, packing house products.

### PUBLICITY IN FRANCE

On board the C.P.O.S. Empress of France, which arrived at Liverpool from Canada two weeks ago, was Senator C. P. Beaubien, who is on his way to France in connection with a special trade train which is to be run in France early next spring with samples of Canadian manufactured goods. These will be exchanged for a similar train load of French goods. These will be exchanged an idea of the other's productions. A new style of color films has been produced, showing Canadian scenery, which will be exchanged for views of France to encourage tourist traffic between the two countries. After the Canadian films have been shown in France they will be sent to England.

### ALL CANADIAN ROUTE TO GREAT LAKES

The proposal to provide a route for ocean-going ships from Montreal to the Great Lakes by way of Ottawa River to a short distance below Ottawa, and then through a deep water canal across to the St. Lawrence at Cardinal, was laid before the International Joint Waterways Commission when it opened its session at Ottawa, last week. The advantages claimed for this route, as against the deepening of the St. Lawrence River canal system, are that it would be much less expensive; there would be no great engineering difficulties to be overcome; there would be fewer locks, and it would reclaim 2,000 square miles of farm lands in Eastern Ontario now in swamp. These advantages it was claimed, would more than offset the greater distance the boat would have to travel. The Commissioners were deeply interested in the proposal, but pointed out that as it was a purely Canadian project the international body was hardly the right one to consider it.

## SHIPPING

### SHIPYARD WORKERS DEMAND INCREASE

One hundred and seventy-five plumbers, steam-fitters and sheet metal workers engaged in the pipe shops of the shipbuilding firms of J. Coughlan and Sons, Limited, and the Wallace Shipyards, Limited, Vancouver, have gone on strike to enforce a wage demand of \$8 a day.

### FRANCE PROTESTS SHIPPING CONTRACT

Not only has the United States shipping board held up the proposed contract between the United States Mail Steamship company and the North German Lloyd Line, but France has made presentations to both the shipping board and the state department against the Harriman contract with the Hamburg-American line. The latter protest is based upon the allegation that the Hamburg-American contract gives Germany an unfair advantage, in that she is permitted to use American ships for the establishment of her commerce until she is able to provide ships of her own. Such a contract, France maintains, is unfair discrimination, and adds that if the United States proposed to discriminate against anybody it ought not be against her former allies.

### C.P.O.S. FAVORS OIL BURNERS

Admiral G. W. Roome, chief superintendent engineer of the Canadian Pacific Ocean Service, says use of oil fuel on the double trip of the Empress of Britain was an unqualified success, about 20 per cent above the full power designed was obtained on the trip westward. The speed was as great as the fastest run ever made when the ship was new. The run eastward was intended to show the most economical possible running to maintain the scheduled time on arrival. The speeds outward and homeward were approximately, eighteen and a half knots outward, and seventeen and a half knots homeward.

"The whole installation for burning oil fuel worked perfectly throughout, and the machinery, which is now fourteen years old did not give the slightest trouble. At present it is more expensive to burn oil than coal, but the wage cost of about one hundred men is saved, with the consequent reduction in the pay and food account. There is also a saving in the cost of cleaning the ship.

### THE THIRD SHIPBUILDING NATION

The claim made recently that Canada had become the third shipbuilding nation of the world, has evoked some interesting editorial comment in United States papers. Says the New York Sun: "The recent rise of the Dominion to third place among shipbuilding countries is not strange. In the day of the wooden craft Canada ranked high: she had plenty of timber and her men acquired great skill. . . . The rise of the steel industry for a time worked against Canadian shipbuilders, but they learned that trick too. Their intelligence and energy are once more demonstrated. The same character that produced nine million dollars' worth of wooden vessels in 1863, with only three and a half million inhabitants, has developed a correspondingly large steel industry. A total of \$60,000,000 is now invested. Among other customers (than England) of Canada are France, Belgium, Italy, and Norway. This development is decidedly to the credit of our northern neighbor." The New York Evening Mail says: "It is evident that the Canadians are bent upon retaining the great industry, valued since 1914 at fifty million dollars, which the accident of war placed in their hands."

## LABOR

### CHASING THE RAINBOW

A committee has been formed at London, Ont., of members representing the Labor Party, Trades and Labor and three soldier organizations, to try finding a method of keeping living costs within the incomes of the workers. It is said that the members have decided that constantly seeking increases in wages is only "chasing the rainbow."

### N. S. MINERS OFF FOR BIG INCREASE

The executive of the Nova Scotia Mine Workers last week sent an ultimatum to all coal operators in the Glace Bay district demanding a meeting in Truro this week. The purpose of this meeting would be to discuss the proposals made by the United Mine Workers on the basis of the increased wages of the Royal Commission of one dollar for day workers and twenty-seven cents a ton for contract men.

### "DESERTION OF SERVICE

Mr. J. G. O'Donoghue, the Toronto lawyer, has applied for a writ of Habeas Corpus concerning the holding of Alexander McKenzie and George Thompson under arrest for alleged desertion of employment. McKenzie and Thompson were arrested at Toronto for the police of Sherbrooke, Que., on information given by the Canadian Ingersoll Rand Company. McKenzie and Thompson, it is said, were advanced money in Scotland by the Sherbrooke firm to defray expense of coming to Sherbrooke to work. When the men arrived, they claim they were expected to take the place of strikebreakers, which they refused to do and came on to Toronto.

### THE RIGHTS OF LABOR

Ben C. Spoor, Labor member of the British Parliament for Bishop Auckland, Durham County, England, in an address to the Canadian Club, at Toronto, made an ardent plea for the rights and aspirations of the laborer and for a nobler and truer brotherhood throughout the world. Mr. Spoor has lived among miners all his life, and naturally he spoke of the miners and their present demands in a sympathetic tone. Mr. Spoor said that labor unrest in England and throughout the world was the manifestation of a deeper and more spiritual craving for an equal status in the world, and a firm resolve that for every man there should be a man's work.

### CHALLENGE TO WINNIPEG "REDS"

"Something in the nature of a challenge," is how Mr. Tom Moore, President of the Trades and Labor Congress, who has returned from Indianapolis and Windsor, referred to the decision of the Congress to hold the next convention in Winnipeg. Mr. Moore said that the outcome of the Congress elections was satisfactory, so far as the policy of the executive was concerned. "It is an encouragement for us to go on with our work," he said. Asked regarding the decision to go to Winnipeg next September, he said: "Our decision to go to Winnipeg is something in the nature of a challenge to our friend the enemy. They who have opposed the International trades union movement there have said that we are afraid to go to the Manitoba city, but we shall be glad to go West and so give the workers an opportunity to see at first hand what our policies and practises are."