

TRADE

INCREASED QUANTITY OF GRAIN IN STORE.

According to returns received at the Dominion Bureau of Statistics for the week ending October 29, the quantity of grain in store at the different public elevators throughout Canada has increased by 23,199,699 bushels in all grains, as compared with the previous week. Increases are shown in wheat of 15,411,158 bushels; oats, 5,902,102 bushels; barley, 942,888 bushels; flax, 918,026 bushels, and rye, 25,525 bushels.

EMPIRE TRADE EXHIBITION

When the bill authorizing the British Government to guarantee one hundred thousand pounds towards the expenses of the British Empire Exhibition, to be held in 1923, was read a second time, some opposition was expressed on the claim that the country cannot afford such outlays at the present time, no matter how good the object may be. Hon. J. R. Clynes, labor leader, however, supported the measure, because it allowed Parliament the opportunity to do a great amount of good in promoting the internal trade of the Empire. One member, asserting that the dominions were not putting up a single penny, asked why England should put up money to develop the trade of the Dominions. The second reading carried by a vote of 205 to 30.

BRITAIN FORGING AHEAD.

Great Britain is adjusting her foreign trade in her favor at a remarkably fast pace, the September purchases of commodities from other countries reaching the lowest monthly level of 1920, and her exports exceeding those of any other month in the year, with the exception of May and July.

According to detailed official trade returns, British imports in September amounted to 152,692,339 pounds sterling. Total British exports were 130,806,521 pounds, and the difference between the exports and imports, 21,885,818 pounds was, excepting one in July, the smallest monthly trade balance against Great Britain during 1920.

Total exports for the first nine months of 1920 reached 1,187,736,518 pounds, an increase of 85 per cent compared with the nine-month period last year.

The excess of imports over exports in the nine-month period in 1913 was 11.6 per cent; in 1919, 82.6 per cent, and this year, 26.2 per cent.

LUXURY TAX STAMPS.

Since November 1 the office of the collector of inland revenue has been besieged by applicants for the new official perforating machine issued for the cancellation of luxury tax stamps. On that date the new method of tax collection came into force. An inland revenue stamp is to be affixed to invoices and sales slips by the vendors of articles subject to taxation and then cancelled by means of the perforator. The invoices or sales slips are handed to purchasers at the time of sale with a separate item noted thereon showing the amount of the tax.

The time limit for the taking out of licenses under the Act has been fixed by the Government at November 15. This includes sales tax licenses, special jewellers' licenses, manufacturers' licenses, and retail licenses. Those not having licenses by that date expose themselves to prosecution, the penalty for conviction being a fine of \$1,000. An official of the department stated that although a large number had complied with the requirements there still remained many who had neglected this duty.

AGRICULTURE

YIELDS OF BUSH FRUITS.

At the Central Experimental Farm, the average yield of the Herbert raspberry for two years on one row ninety feet in length was at the rate of more than 205 bushels per acre. Under field conditions, cultivated raspberries produce from 50 to 100 bushels of crop per acre, according to the season. Gooseberries at 40 pounds per bushel yielded at the rate of 909 bushels to the acre. Red Currants gave 202 bushels to the acre in one instance and 409 bushels in another. These figures are taken from a new bulletin issued by the Experimental Farms at Ottawa on the subject of "Bush Fruits". In this pamphlet the currant, gooseberry, raspberry, blackberry, dewberry, and loganberry are treated in such a way as to make clear the best practice in their cultivation and to understand the merits of the different worthy varieties. It is pointed out that the currant, gooseberry, and raspberry grow wild almost if not quite to the Arctic Circle. The treatise is the result of experiments carried on at the Central Experimental Farm and the widely separated branch farms and stations. This publication which is designated Bulletin No. 94 is available at the Publications Branch of the Department of Agriculture.

EMBARGO ON CANADIAN CATTLE.

The Live Stock Commissioner in a report says: In connection with the British embargo on Canadian store cattle importations, the following resolution has been put down for discussion at the meeting of the Associated Chamber of Commerce at London, England, during November, on behalf the British seed crushing industry:

"That in order to increase the supply of beef and so cheapen prices, as well as increase the depleted herds of cattle in this country, the time has now arrived when the embargo on the importation of Canadian cattle should be removed in accordance with the wishes of the Canadian Government."

The Meat Trades Journal of London, England, has the following to say regarding the above resolution:

"It is admitted that Canada is free from disease, and on that score there is no reason why their cattle should be kept out of our pastures. Lord Ernle, ex-president of the Board of Agriculture, going so far as to say it would be a 'wise step' to remove the embargo. But unless we get strong and concerted action of all the different interests, the present Ministry of Agriculture will never carry out the promise made to Canada on behalf of the Government by Mr. Walter Long at the Imperial War Conference."

"Only recently Lord Lee assured the Royal Agriculture Society of England, who were alarmed at the permission given for the importation of Friesian cattle from Canada, that on no account would store cattle be allowed to come. The joint deputation from the Scottish Chamber of Agriculture and the National Federation of Butchers was given a similar reply."

"While the country is so badly in need of young cattle, it is nothing short of a gamble to have Ireland as our only outside source of replenishment."

The above statements indicate that our position with regard to the embargo has strong sympathy in the British Isle, not from sentimental reasons, but because the problem of meeting consumption demand and utilizing feeding opportunities is becoming serious. The situation in Great Britain is such that the slaughter of cattle is being undertaken at a faster rate than can be coped with by production.

SHIPPING

SLUMP IN SHIPBUILDING

Shipsteel shipments from New York to England have almost ceased. Captains of ships returning from Glasgow report that Tyne yards are no longer laying new keels in the ways as soon as a ship has been launched. This is due partly to labor conditions and the difficulty of getting materials, and largely because of the great number of cancellations of orders that British shipyards have received during recent weeks. It is understood that, owing to their lower labor costs, continental yards are quoting lower on ship-repair contracts than British yards.

NIOBE PURCHASED BY ST. JOHN FIRM.

H. M. S. Niobe, and two submarines the C. C. 1 and the C. C. 2 now at the naval dock yards in Halifax have been purchased by the New Brunswick Rolling Mills of St John, N.B. The submarines will be towed to St. John shortly and will be docked at the rolling mills wharf where they will be dismantled.

It is not certain yet what the fate of the Niobe which originally cost \$6,000,000 will be but Frank O. Garson, vice-president of the company will leave soon for Europe on business connected with negotiations now in progress. The Niobe, with the Rainbow, constituted the beginning of a Canadian fleet of warships. During the war she was used as a training ship.

SUBSIDY FOR CANADIAN SHIPBUILDING

The Canadian Commander, 8,350 deadweight tons, the eleventh vessel built by the Canadian-Vickers, Limited, for the Canadian Government Merchant Marine, was successfully launched from the company's yards at Maisonneuve.

Sir Frederic Lewis, President of the Canadian Vickers, speaking after the launching, said conditions were not quite as rosy as they had been. His company now employed 2200 men as against 3500 in 1898, the difference being due to the lack of orders from Great Britain, largely by reason of the deterioration of the pound sterling. Sir Frederic urged the need of a subsidy for the Canadian shipbuilding industry in Canada, and pointed out that if one were not forthcoming, prospects for the industry would be none too bright.

INSPECTED C. G. M. M. SHIP.

An inspection of the Canadian Squatter, a recently-built ship for the Canadian Government Merchant Marine, was made at Montreal by a party of shipping officials and departmental representatives, on the invitation of the president of the British-American Shipbuilding Company of Welland, Ont., last week. The vessel, which is of 4,350 tonnage, with a length of 320 feet and breadth of 43 feet, came down from Welland some weeks back in two sections and was fitted together at Vickers' plant. She was of such a width that, coming down the locks, there was, in one case, only an inch and a half of space margin. From the speeches that were delivered at the inspection it transpired that this was the last of the boats being built by the British-American Company at Welland, and it was intimated by Mr. Welch and another speaker that this and other shipbuilding companies could have had orders on hand at the present moment if the builders had co-operated on certain suggested lines. The occasion was, in fact, the swan-song of the company, which during the war built several ships for the Imperial Munitions Board, and which had been placed on a firmer basis when the president came over from Scotland and joined it.