

ships to proceed from open water into the harbours and to their assigned berths without delay.

Port facilities combine efficiency with economy. They are designed to serve effectively the majority of the users and, in particular, to enable cargo to be transferred with minimum delay from or to deepsea ships to or from coastal and river craft, railway cars, transport trucks and, in some cases, pipelines. Long-term planning is stressed and trends in both ship design and traffic movements are carefully considered.

There are regular and frequent sailings to many overseas ports. Yearly departures in international seaborne shipping are now close to 35,000 and the ships are of such design, capacity and speed as to meet all reasonable requirements. To supplement direct services and at rates no higher than via the direct services, a number of shipping companies have trans-shipment arrangements at London, Antwerp, Cristobal, and other ports for shipments between Canada and countries to which direct sailings may be inadequate for certain trade movements.

Rail and highway transport services to and from Canadian ports are efficient and dependable, providing ship-side pick-up and delivery of shipments. Coastal shipping can meet all reasonable traffic demands.

The handling of cargo, including the loading and unloading of ships, railway cars and transport trucks, is well planned and managed and diligently performed. Unloading and loading of ships is co-ordinated with the loading and unloading of railway cars and transport trucks to avoid bottlenecks and congestion and delays to traffic. Mechanized methods are used wherever practical to increase efficiency and lower over-all costs. Canadian ports are notably free from labour difficulties.

SPECIFIC ADVANTAGES TO USER

Canada's northern trade routes during the summer season offer particular advantages in the movement of perishable goods such as packing house products, dairy products, fruits and vegetables. These northern routes provide lower air and water temperatures than the more southerly ones and, in so far as the North Atlantic is concerned, avoid the high temperatures in the Gulf Stream which make refrigerated stowage necessary.

Generally speaking, railway freight rates on shipments moving via Canadian ports are lower than or equal to railway rates via competing United States ports. The same statement applies to inland water and trucks rates. Ocean rates too are competitive as between Canadian and United States ports. During the past few years, Canadian railways have established through rail-and-ocean rates from interior points, particularly in Ontario, which--apart from the advantage of involving only one rate calculation--also means in many

cases lower charges than via competing United States ports.

The provision in Canadian railway export tariffs that any number of free deliveries may be made on a consignment to Canadian Atlantic ports also gives shippers a further advantage.

Railway car demurrage charges at Canadian ports are in many cases lower than at the competing United States ports. For example, free time at Canadian Atlantic ports is ten days, after which demurrage is charged at the rate of \$5.00 per car per day. This compares favourable with the Port of New York, where the free time is seven days and demurrage rate \$3.00 per car per day for each of the first four days and \$6.00 per day thereafter.

Through export bills of lading are in use from Canadian points of origin via Canadian ports but this privilege is not available on shipments from Canadian points via United States ports. With the exception of shipments to consular countries which require bills of lading to be visaed, the handling of bills of lading covering exports via Canadian ports can also be carried out more expeditiously than for shipments via United States ports. This means that exporters can avoid delays in negotiating their documents.

The carriers serving Canadian ports accomplish this by various methods. In the case of received-for-shipment ocean bills of lading, the inland office of the steamship company which generally does the booking receives from the shipper his ocean bill-of-lading instructions, prepares the ocean bill of lading, and forwards manifesting copies to the seaboard office. The seaboard office, in turn, telegraphs the inland office when the shipment has been received on the pier. The inland office then signs the bill of lading and hands it over immediately to the shipper.

On-board ocean bills of lading are handled in exactly the same way as received-for-shipment ocean bills of lading, except that the seaboard office telegraphs the inland office only when shipment is actually aboard the vessel.

The Canadian National Railways, Canadian Pacific Railway Company and Canada Steamship Lines Limited extend the through-bill-of-lading privilege to all ocean lines that request it. If a through bill of lading must be endorsed "on board", there are two methods of accomplishing this. Under one method the shipper hands over his originals to the inland steamship agent who, in turn, requests his seaboard agent to telegraph him immediately shipment is loaded on board, at which time the originals of the through bill of lading are endorsed and handed back to the shipper. Under the other method, the inland carrier's local agent who issued the bill of lading holds the originals in his possession and releases same to the shippers with the "on board" endorsement when he receives a telegram from his seaboard office. The latter method is prefer-