

PARK FLEET ALL SOLD

WARTIME FREIGHTERS YIELD \$77 MILLION: War Assets Corporation has announced that the entire Crown-owned merchant fleet, operated for the Canadian government during the war by Park Steamship Co. Ltd., has now been disposed of. The last three vessels 4,700-ton dry cargo ships were sold to the Seagull Steamship Co. Ltd., of Montreal.

The sale of the freighters, which was carried out by the Park Steamship Company as agent for War Assets, brought an aggregate of \$77,121,697.

The original Park Steamship Co. fleet consisted of 176 vessels - 114 10,000-ton and 42 4,700-ton dry cargo freighters, 13 10,000-ton and six 3,600-ton tankers, and one small tanker converted into a dredge.

Four vessels were lost through enemy action, and two were grounded and abandoned as wrecks, leaving 170 to be disposed of. Of these, three badly damaged craft were salvaged and later sold.

The 170 ships disposed of were purchased as follows:

Western Canada Steamships Ltd., Vancouver, 20
Acadia Overseas Freighters, Ltd., Halifax, 12
French Interests, 12
Saguenay Terminals, Ltd., Montreal, 10
Norwegian Interests, 7
Canadian Transport, Ltd., Vancouver, 6
Seaboard Owners Ltd., Vancouver, 6
Montship Lines, Ltd., Montreal, 6
Triton Steamships Co., Ltd., Montreal, 6
Andros Shipping Co., Ltd., Montreal, 6
Argonaut Navigation Co., Ltd., Montreal, 6
Elder-Dempster Lines (Canada) Ltd., Montreal, 5
Federal Commerce & Navigation Co., Ltd., Toronto, 5
Branch Lines, Ltd., Montreal, 4
Canadian Australasian Line, Ltd., Vancouver, 4
Brazilian Interests, 4
Kerr Silver Lines (Canada) Ltd., Vancouver, 4
Seagull Steamship Co., Ltd., Montreal, 4
Canadian Shipowners, Ltd., Montreal, 3
Chinese Interests, 3
Dingwall Shipping Co., Ltd., Montreal, 3
Dominion Shipping Co., Ltd., Montreal, 3
Furness (Canada) Ltd., Montreal, 3
Johnson-Walton Steamship Co., Ltd., Vancouver, 3
Lunham & Moore (Canada) Ltd., Montreal, 2
Brunswick Motors, Ltd., Moncton, N.B., 1
Canadian Coastwise Carriers, Ltd., Montreal, 1
K.C. Irving, Ltd., Saint John, N.B. 1
Canadian Oil Companies, Ltd., Montreal, 1
Familoil Steamships, Ltd., Montreal, 1
Goulandri's Brothers, Montreal, 1
Liverpool Loyalist Shipping Co., Ltd., Liverpool, N.S., 1
Newfoundland Government, 1
Northern Star Steamship Co. of Canada Ltd., Montreal, 1

Pickford & Black Investments, Ltd., Montreal, 1
Rover Shipping Co., Ltd., Liverpool, N.S., 1
Swedish Interests, 1
Dolphin Steamship Co., Ltd., Montreal, 1
Vancouver Oriental Line Ltd., Vancouver, 1
Canadian Observer Ltd., (CNS) Montreal, 1
S. Paranythiotis, New York, 1
U.K. Ministry of Transport, 1
Canadian Conqueror Ltd., (CNS) Montreal, 1
Canadian Victor Ltd., (CNS) Montreal, 1
Canadian Leader Ltd., (CNS) Montreal, 1
Canadian Highlander Ltd., (CNS) Montreal, 1
Montreal-Australia-New Zealand Line Ltd., Montreal, 1

Oakmount Steamship Co., Ltd., Montreal, 1
In addition to the original Park fleet, 13 other 10,000-ton oil-burning freighters, built in Canada under the Mutual Aid plan, and employed as "supply" ships for the British sea forces during the war, are being returned to Canada by the U.K. Ministry of Transport, and are being sold by the Park Steamship Company for War Assets Corporation. Already four of these vessels have been sold: three to Andros Shipping Co., Ltd., Montreal; and one to Federal Commerce & Navigation Co. Ltd., Toronto. The four brought \$2,720,000.

During 1948 twenty more vessels, 10,000-ton coal burners, also built in Canada under Mutual Aid, and used in the British commercial and naval wartime services will be coming back to Canada for disposal. Negotiations for their purchase have been completed by the Park Steamship Company, and they are all sold for delivery in 1948.

APPOINTED TO FAO COUNCIL: Dr. G.S.H. Barton, Deputy Minister of Agriculture, has been appointed Canadian representative on the Council of the Food and Agriculture organization of the United Nations.

The Council of F.A.O. was set up at the third General Conference of F.A.O. which was held in Geneva August 25 to September 11, 1947. It consists of the representatives of eighteen of the 53 member nations and replaces the former Executive Committee of experts serving in their individual capacity. It will act as the executive body of the organization between the annual sessions of the Conference, keep the world food and agriculture situation and inter-governmental commodity arrangements under constant review, and will stimulate action by and co-operate with governments.

The Conference recommended that, in addition, the new Council should take over the functions of the International Emergency Food Council and during the present acute shortage of foods continue the recommending of international allocations of commodities in short supply.

This final recommendation will be one of the major items on the agenda of the Council.

SATELLITE STATES

CLAIMS UNDER PEACE TREATIES: Canadian citizens having claims under negotiable instruments against nationals of Italy, Roumania, Hungary and Finland are reminded by the Secretary of State of Canada that it is advisable for them to comply with the customary formalities respecting presentation, notice and protest set out under Annex XVI "C" of the Peace Treaty with Italy, and Annex V "C" of each of the Peace Treaties with Roumania, Hungary and Finland as follows:

1. As between enemies, no negotiable instrument made before the war shall be deemed to have become invalid by reason only of failure within the required time to present the instrument for acceptance or payment, or to give notice of non-acceptance or non-payment to drawers or endorsers, or to protest the instrument, nor by reason of failure to complete any formality during the war.
2. Where the period within which a negotiable instrument should have been presented for acceptance or for payment, or within which notice of non-acceptance or non-payment should have been given to the drawer or endorser, or within which the instrument should have been protested, has elapsed during the war, and the party who should have presented or protested the instrument or have given notice of non-acceptance or non-payment has failed to do so during a war, a period of not less than three months from the coming into force of the present Treaty shall be allowed within which presentation, notice of non-acceptance or non-payment, or protest may be made.
3. If a person has, either before or during the war, incurred obligations under a negotiable instrument in consequence of an undertaking given to him by a person who has subsequently become an enemy, the latter shall remain liable to indemnify the former in respect of these obligations notwithstanding the outbreak of war.

Press Release No. 37, of the Department of External Affairs, dated September 20, 1947, announced that the Peace Treaty with Italy came into force on September 15th, 1947, and the Treaties with Roumania, Hungary and Finland on September 19th, 1947.

The above formalities should be completed through the usual banking or other private channels.

INDUSTRIAL EMPLOYMENT: Industrial employment in Canada at the beginning of September, as reported to the Dominion Bureau of Statistics, showed a further slight advance over the high level reported at the beginning of August, with the working forces of 18,072 reporting employers totalling 1,989,302 as compared with 1,985,944 at August 1.

MARITIME COMMISSION LAUNCHED

MEMBERS AND POWERS: Canada's newly created Maritime Commission was officially launched when the three Commissioners took the oath of office in the presence of Mr. Lionel Chevrier, Minister of Transport, the responsible Minister to whom the Commission will report. The oath of office was administered by A.M. Hill, Assistant Clerk of the Privy Council. Mr. Chevrier personally welcomed the three Commissioners who are:-

John V. Clyne, of Vancouver, (Chairman),
Henry J. Rahlves, of Toronto and Montreal,
Louis C. Audette, of Ottawa.

Head office of the Canadian Maritime Commission has already been set up in the Hunter Building, Ottawa, and a nucleus of a staff assembled. The Commission was created under authority of the Canadian Maritime Commission Act passed at last session of Parliament and given Royal assent on July 17, last.

Powers and responsibilities of the new Commission are extensive. For the time being the Commissioners will be mainly engaged in reviewing existing conditions in Canada's ocean-going, coastal and inland shipping facilities and man-power as well as the problems pertaining to the shipbuilding industry. They are empowered under the Canadian Maritime Commission Act to examine into, ascertain and keep records of,

- (a) the shipping services between Canadian ports and from ports in Canada to ports outside Canada that are required for the proper maintenance and furtherance of the domestic and external trade of Canada;
- (b) the type, size, speed and other requirements of the vessels that are, and in the opinion of the Commission should be, employed in such services;
- (c) the facilities in Canada for the construction, repair and reconditioning of vessels;
- (d) the cost of the construction, repair and reconditioning of vessels in Canada and in other countries;
- (e) the cost of marine insurance, maintenance, repairs, wages and subsistence of officers and crews and all other items of expense in the operation of vessels under Canadian registry and the comparison thereof with similar vessels operated under other registry;
- (f) such other matters as the Minister (of Transport) may request or as the Commission may deem necessary for carrying out any of the provisions or purposes of this Act.

The three Commissioners have each had considerable experience in shipping matters in their respective fields of activities. The Chairman, John V. Clyne, is recognized as a leading authority in shipping and Admiralty law. Henry J. Rahlves is president of the Crown-owned Park Steamship Company Limited and is widely known throughout marine circles.