



# CANADIAN WEEKLY BULLETIN

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## WEEK'S EVENTS IN REVIEW

**1948 ACREAGE OUTLOOK:** Canadian farmers have indicated on the basis of their intentions at April 30, that they will seed over half a million fewer acres to wheat in 1948 than they did in 1947. A small decline of about 77,000 acres in barley seedings is also anticipated. These decreases, however, are expected to be more than offset by increases in acreages devoted to other field crops, the estimate for oats being up some 722,000 acres, flaxseed up about 130,000 acres and rye up 386,000 acres over 1947 seedings. Acreage in summerfallow is expected to exceed last year's figures by 425,000 acres, an increase of two per cent.

The acreage in Canada intended for wheat in 1948 is estimated at 23.7 million as compared with 24.3 million acres in 1947. The decrease amounts to a little more than two per cent. Intended wheat seedings in the Prairie Provinces are placed at 22,692,000 acres, down 665,000 acres from the 1947 figure of 23,357,000 acres. Ontario's wheat acreage for harvest in 1948 has increased 135,000 acres over the 1947 level. Little change is anticipated in wheat seedings in the remaining provinces where wheat is a minor crop.

For the Dominion as a whole, farmers intend to seed 11.8 million acres to oats as compared with 11.0 million acres in 1947, an increase of seven per cent.

**SHIPPING POLICY:** Announcing details of the Government's policy for the modernization of Canada's fleet of ocean-going merchant ships, Hon. Lionel Chevrier, Minister of Transport, stated on May 13 that under this programme "Canada should develop a modern and well-balanced merchant fleet composed of speedy and modern vessels of different types suitable to meet the requirements of the trade in which they are engaged and worthy of the position this country holds among the Maritime nations of the world". The Minister further stated that this policy was "based on recommendations made by the recently created Canadian Maritime Commission which had completed a preliminary survey of the Maritime requirements of this country and of the anticipated volume of overseas traffic."

Not only will Canadian shipping benefit from this announced policy, the Minister said, but "it will make possible an extensive construction programme being made available for Canadian shipyards and will enable the industry to demonstrate its ability and capacity to construct vessels of different types and speeds in keeping with modern transportation needs. It is further anticipated that this programme will afford employment to shipyard personnel for years to come and that provision of these modern type ships will be greatly advantageous to labour employed at sea."

(Continued on P. 12)