

EXPORT LICENSE SYSTEM.

Control Over Canada's Food Surplus—Bureau is Established.

Among a number of extremely important developments in connection with the work of the Food Controller since the last issue of the Food Bulletin, the most far-reaching in its effects has been the passage of the Order in Council prohibiting the exportation except under license, of food commodities, feeding stuffs, fats, oils, soap, fertilizers, etc., to other destinations abroad than the United Kingdom, British Possessions and protectorates. Intimately connected therewith was the organization and manning by volunteer workers, in a remarkably short time, of the Bureau of Licenses of the Food Controller's Office.

In order to obtain effective control over exports of foodstuffs, Canada and the United States in co-operation have adopted an export license system, under which licenses are required for all foodstuffs and certain other enumerated commodities, leaving either country. Licenses may be issued for exportation of the commodities named to specified destinations only and under certain conditions. Only in this way could effective control be exercised over all food supplies leaving the North American continent and the surplus food of the United States and Canada controlled in the best interests of the Allied nations. Obviously, an embargo by the United States against exportation of foodstuffs abroad would have been ineffective, had it been possible for goods of Canadian origin, or those of United States origin, passing through Canada, to be exported from this country without restriction. It was imperative, therefore, that Canada should establish similar control over food exports to that adopted in the United States.

The Order in Council was passed on Thursday, November 15. Its operation required the organization of a Bureau of Licenses with a considerable staff. In order that this should be done, the Food Controller was obliged to secure increased office accommodation. Mr. Walter E. Ireland, of the T. Eaton Co., Toronto, whose services as traffic expert had been loaned by the company to the Fish Committee of the Food Controller's Office was asked to organize the Bureau of Licenses. Meanwhile the assistance of the Department of Public Works was secured to find more office accommodation.

The T. Eaton Company volunteered to lend six men to assist in organizing the

work and training a staff. These left Toronto on Friday night. The Montreal office of the Canadian Northern Railway, the Cunard Line, and Canada Steamships Limited each sent a trained man to assist Mr. Ireland. With this nucleus, work of office organization was commenced on Saturday morning. The same day Mr. John McDougald, Commissioner of Customs, who co-operated thoroughly with the Food Controller's representatives in getting the new machinery into operation, had instructions prepared and printed for all the Collectors of Customs. Many of them were mailed on Saturday night. Mr. McDougald has been tireless in his efforts to assist and has loaned experts from his office staff to help Mr. Ireland.

On Saturday afternoon promptly at one o'clock moving vans and a staff of men arrived at the Bank Street Chambers, where the offices of the Food Controller were located, and proceeded to move the equipment to offices which had been speedily prepared in the Victoria Memorial Museum. The new offices were ready for the Food Controller's staff to commence work at 9 o'clock Monday morning. The telegraph companies had provided ten special wires directly into the Museum and other telegraph facilities for the use of the Food Controller and it was possible to deal with enquiries and applications for licenses without delay.

Several thousand enquiries and applications for licenses in connection with shipments to all parts of the world have been disposed of by the Bureau of Licenses during the past two weeks. They have come from all parts of the Dominion. The staff has been working practically night and day and there has been prompt action in every case. The Bureau has been in very frequent communication with Washington and there is the most complete co-operation between the two countries.

Supplies of license application forms have been issued to all Boards of Trade in Canada and to all transportation agencies. Wherever action by telegraph has been necessary to release shipments at points of exit, telegrams have been despatched to the Collectors of Customs at such points, and these telegrams have been the collectors' authorization to allow shipments to be made. Wherever licenses have been required in advance of shipments, the