

BRIEF BITS

Items of Interest Gleaned From all Parts of the Commercial World.

The free exportation of sugar from Brazil was decreed recently, after having been prohibited since July, 1917.

The recent report of a general export prohibition in Belgium has been denied officially by Belgian representatives.

The Manitoba Government proposes to spend \$1,000,000 on hydro-electric development in the rural districts in the Province.

A model slaughter house and cold storage plant and a large wool-washing establishment are to be installed in the City of Montevideo.

Argentine port charges for sanitary inspection, storage, cramage, lighthouses and buoys, etc., have been increased by 30 per cent.

Porto Rico's coffee exports go mostly to European markets and the average price received during the last year was 27.6 cents.

The Munson Steamship Line has inaugurated a regular bi-weekly service between New York and Mexican ports. Stops will be made, for the present, at Vera Cruz, Tampico and Progreso.

Twenty thousand barrels of cement and a proportionate amount of structural iron for reinforcing and of tongue and groove lumber for flooring are needed in Guatemala City for the reconstruction of public buildings destroyed by the earthquakes of 1918 and 1919.

The Czechoslovak Minister of Commerce stated recently in an interview on the commercial policy of his country that the "Little Entente" (the arrangements among the Governments of Czechoslovakia, Rumania, and Jugoslavia) would bring about a readjustment of the Czechoslovak foreign trade, in which Rumanian ports would take the place of Hamburg and the other western ports. Czechoslovakia would thus become independent of the West and take up trade with the East.

A Wool and Leather Industries Commission has been formally instituted at Peking with Mr. Siung Ship Yi as president. Among the functions of the commission are the encouragement of scientific stock-raising, the purchase of domestic and foreign breeds of cattle and sheep, the training of technical assistants of cattle and sheep raising, establishment of wool and leather factories and laboratories, and the comparative study of the machinery and equipment used in other countries in the wool and leather industries.

Freight rates from Brazil to New

York have dropped 40 per cent. since July 1.

The value of China's purchases from the United States during July, 1920, exceeded \$16,500,000, as compared with \$6,700,000 in July, 1919.

A tax of four per cent. on the gross earnings of all companies doing business on the Island of Cuba has been decreed by the Cuban Government, effective January 1, 1921.

A cable received recently from Elizabeth, South Africa, indicated that the trade outlook was dull, and that large stocks of raw products were stored at all ports.

Hardly any orders for new tonnage have been placed by British shipping companies in the last twelve months, as the companies prefer to buy used ships, of which a large number, especially ex-German ships, are on the market.

Great Britain's requirements of imported cereals for the next twelve months have been estimated at 217,588,800 bushels of wheat, 50,000,000 bushels of barley and 60,000,000 bushels of oats.

Representatives of large British manufacturers have been touring the South African Union with a view to establishing several jam-making and vegetable-canning factories, preferably on the coast or in one of the big towns.

The production of cotton goods in the Lancashire district has fallen off, and more than 150,000 looms are reported idle. The total number of cotton spindles in the world has increased from 144,704,012 in 1914 to 145,701,462 at the present time, but more than 16,000,000 now are idle.

Important developments in the electrification of British railways are foreseen for areas where the traffic justifies the initial outlay. The North-Eastern Railway is planning the electrification of a line between Newcastle and York, and in Scotland it is proposed to electrify the Highland Railway from Perth to Inverness.

At a recent meeting of the "Societe Industrielles de France" the threatened shortage of cotton was discussed, and the only hope for France is said to be the increase in cotton planting in her colonies. In this connection, the Ivory Coast, Cambodia, Dahomey, Upper Senegal, the Niger District and parts of Indo-China come into consideration.

An American aluminum company is reported by the *World Salesman* to be interested in the erection of a plant in Fukui Prefecture to supply the raw material needed in the manufacture of aluminum articles. Japan now manufactures a great variety of such articles and is dependent upon the United States and England for raw material.

According to official opinion American capital is being invested in Canadian industries and securities at the rate of \$200,000,000 a year. About 30 per cent. of the \$275,000,000 invested in Canadian pulp and paper enterprises is American. Last year 200 American branch factories were established in Canada, making a total of 600.

Numerous protests against the eight-hour day are reported in the French press. The *Revue Politique et Parlementaire* states that the eight-hour day in the transportation system has caused a severe dearth of experienced men. The decrease in the work in the shops is estimated at from 25 to 50 per cent. The lack of mechanics and stokers has led to a shortage of rolling material.

French exports in August approached so near the value of the imports during the same month that an increase of 17 per cent. would have balanced the country's trade. Figures for the first seven months show that the adverse trade balance decreased by 31.54 per cent., while the statistics for August bring the improvement for the eight months' period to 36.52 per cent.

Traffic in the port of Antwerp has increased during the last year. The tonnage of all the ships arriving in May, 1920, corresponded to the average monthly tonnage of 1912, in which year the transit traffic from Germany, which now is almost nil, formed an important part of the total. Of the 628 steamers and 77 sailing vessels which arrived in Antwerp in May, 260, or 37 per cent., sailed under the British flag.

The recent report of the "Chambre Suisse de l'Horlogerie" shows that the exportation of watches and clocks from Switzerland, despite the numerous difficulties of the transition period, has reached record values. It must, however, be understood that the increase in the value of exports in the entire watch and clock industry from 215,000,000 francs in 1918, and 183,000,000 in the last pre-war year, to 314,000,000 in 1919 is, on account of the price increases, by no means a measure of the increase in quantity, although the latter was not disappointing.

ALGONQUIN PARK.

The Grand Trunk Railway System, who own and operate the "Highland Inn" at Algonquin Park, Ont., have decided to keep this popular hotel open for the fall and winter season of 1920-21. Situated at an altitude of 2000 feet above the sea in wild and picturesque surroundings the Inn has become one of the most popular resorts in Ontario, both for winter and summer. Reservations for the winter should be made early and those desiring full information should apply to N. T. Clarke, Manager, Highland Inn, Algonquin Park Station, Ont.

CANADIAN PACIFIC RY.

Montreal--Sherbrooke.

Canadian Pacific Railway operates a very convenient train service between Montreal and Sherbrooke, Que., as follows:—

Eastbound.

Leaves Montreal, Windsor St., Station. 8.25 a.m. daily, arrives Sherbrooke 12.15 p.m.

4.10 p.m. daily except Sunday, arrives Sherbrooke 7.45 p.m.

7.00 p.m. daily, arrives Sherbrooke 10.17 p.m.

Westbound.

Leaves Sherbrooke.

5.25 a.m. daily, arrives Montreal, Windsor St. Stn., 8.30 a.m.

8.00 a.m. daily except Sunday, arrives Montreal, Windsor St. Stn., 11.40 a.m.

3.00 p.m. daily except Sunday, arrives Montreal, Windsor St. Stn., 6.50 p.m.

5.40 p.m., Sunday only, arrives Montreal, Windsor St. Stn., 9.10 p.m.

CANADIAN PACIFIC RAILWAY.

MONTREAL--OTTAWA (Via Short Line).

(Westbound).

Leave Montreal Windsor Street Stn. 8.15 a.m. daily, arrive Ottawa, 11.55 a.m.

9.15 a.m. daily except Sunday, arrive Ottawa 12.15 p.m.

4.00 p.m. daily except Sunday, arrive Ottawa 7.30 p.m.

6.35 p.m. Sunday only, arrive Ottawa 10.15 p.m.

8.15 p.m. daily, arrive Ottawa 11.15 p.m.

10.15 p.m. daily, arrive Ottawa 1.20 a.m.

(Eastbound).

Leave Ottawa Union Station.

5.50 a.m. daily, arrive Montreal 8.50 a.m.

7.00 a.m. daily, arrive Montreal 10 p.m.

8.35 a.m. daily, arrive Montreal 12.05 p.m.

3.15 p.m. Sunday only, arrive Montreal 6.45 p.m.

3.45 p.m. daily except Sunday, arrive Montreal 6.45 p.m.

6.15 p.m. daily except Sunday, arrive Montreal 9.45 p.m.

MONTREAL--OTTAWA (Via Lachute).

(Westbound).

Leave Montreal Place Viger Station.

8.00 a.m. daily, arrive Ottawa 12.55 p.m.

5.50 p.m. daily, arrive Ottawa 10.30 p.m.

(Eastbound).

Leave Ottawa Union Station.

8.00 a.m. daily except Sunday, arrive Montreal 12.45 p.m.

8.45 a.m. Sunday only, arrive Montreal 1.10 p.m.

5.50 p.m. daily, arrive Montreal 10.30 p.m.

Montreal--Quebec.

Canadian Pacific Railway operates frequent and convenient train service between Montreal and Quebec, as follows:—

Montreal (Windsor St. Stn.) and Quebec.

"The Frontenac" leaves Montreal, Windsor St. Stn. 9.45 a.m. daily, arriving Quebec 3.25 p.m. Returning "The Frontenac" leaves Quebec 1.45 p.m. daily, arriving Montreal, Windsor St. Stn., 7.00 p.m.

Montreal (Place Viger Stn.) and Quebec.

(Eastbound)

Trains leave Montreal Place Viger Stn., at 8.50 a.m. and 5.10 p.m. daily, except Sunday, and 11.45 p.m. daily, arriving Quebec at 3.25 p.m., 10.10 p.m. and 6.30 a.m., respectively.

(Westbound).

Trains leave Quebec at 8.50 a.m. and 4.00 p.m. daily except Sunday, and 11.45 p.m. daily, arriving Montreal, Place Viger Stn., at 3.20 p.m., 9.30 p.m. and 6.30 a.m. respectively.