

Doc.
THE
BOARD OF TRADE



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AND
COMMERCIAL GAZETTE

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AUGUST 8th, 1918.

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SPECIAL CONTENTS.

CONTROL OF LEATHER:
MILITARY AND CIVIL NEEDS.

THE NON-FERROUS METAL INDUSTRY ACT:
EIGHTH LIST OF LICENCES.

CANADA'S AFTER-WAR TRADE.
CALL FOR ORGANISATION OF BUSINESS INTERESTS.

FRANCE: CONSOLIDATED LIST OF EXPORT
AND RE-EXPORT PROHIBITIONS.

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DIRECT COMMUNICATION WITH TRADERS.

THE DEPARTMENT OF OVERSEAS TRADE (DEVELOPMENT AND INTELLIGENCE) is a centre at which information on all subjects of commercial interest is collected and classified in a form convenient for reference, and at which, so far as the interests of British trade permit, replies are given to enquiries by traders on commercial matters. As far as is possible, the Department supplies, on personal or written application, information with regard to the following subjects: Foreign and Colonial Contracts open to Tender, and other openings for British Trade; Lists of manufacturers at home and lists of firms abroad engaged in particular lines of business in different localities; Foreign and Colonial Tariff and Customs Regulations; Commercial Statistics; Forms of Certificates of Origin; Regulations concerning Commercial Travellers, Sources of Supply, Prices, etc., of Trade Products; Shipping and Transport, etc.

Samples of foreign competitive goods and commercial products which are received from abroad from time to time are exhibited at the Offices of the Department.

Samples of goods of German and Austrian manufacture which were sold in British markets abroad and in certain foreign markets are on exhibition in the Sample Rooms of the Department.

The BRITISH INDUSTRIES FAIR, 1918, was held in the Pennington Street premises of the London Docks which

were placed at the disposal of the Board of Trade by the Port of London Authority. It was opened on 11th March and closed on 22nd March. The Office dealing with Fair matters is at 10, Basinghall Street, London, E.C. 2.

In order that British manufacturers may have an opportunity of familiarising themselves with German and Austrian methods of advertising, the Board of Trade have collected over 9,500 SPECIMEN CATALOGUES OF GERMAN AND AUSTRIAN ORIGIN, and these may be inspected by British manufacturers at the Department of Overseas Trade (Development and Intelligence), 10, Basinghall Street, London, E.C. 2.

A new index has been prepared, in which the catalogues are classified both as regards articles of manufacture and names of manufacturers, thus rendering identification of any particular catalogue a simple matter. Copies of this index may be obtained by United Kingdom manufacturers on application to the Comptroller-General, Department of Overseas Trade (Development and Intelligence), 73, Basinghall Street, London, E.C. 2.

All communications intended for the Department of Overseas Trade (Development and Intelligence) should be addressed to: The Comptroller-General, Department of Overseas Trade (Development and Intelligence), 73, Basinghall Street, London, E.C. 2.

OPENINGS FOR TRADE AND NAMES OF TRADERS IN COUNTRIES ABROAD.

Confidential Information.

SPECIAL REGISTER.

The Special Register affords early information to manufacturers and traders of new trade openings abroad before they become public property. It is also a vehicle for circulating reports on foreign competition, and any other matters likely to be of importance and interest to particular trades. The information, which is private and confidential, is supplied to the Department by His Majesty's Trade Commissioners within the Empire, and by His Majesty's Diplomatic and Consular Representatives in foreign countries, and is circulated to firms on the Register as quickly as possible after its receipt.

The Register is open to any approved British firm on the payment of a fee of two guineas per annum (which includes the annual subscription to the "Board of Trade Journal"). It is not open to non-British traders.

Information is supplied solely for the purpose of extending trade in British-made goods.

Those British firms who desire their names to be included in the Special Register should communicate with The Comptroller General, Department of Overseas Trade (Development and Intelligence), 73, Basinghall Street, London, E.C. 2.

FORM K.

H.M. Consular Officers have received instructions to furnish the Department of Overseas Trade (Development and Intelligence) with commercial information respecting all firms in their respective Consular Districts who can be recommended as possible importers of goods of British manufacture. This information, which includes the commercial

and financial status of the firms concerned, their local and European references, goods particularly required, terms of trading and language in which correspondence should be carried on, is furnished to the Department on a prescribed form, which is known as Form K.

In order to obtain the fullest possible advantages from the "Form K" system of information a wide circulation is ESSENTIAL.

A system of co-operation between the Department of Overseas Trade (Development and Intelligence) and British traders is therefore necessary, and this co-operation is being attained as follows:—

1. The Department collects and edits the information.
 2. The Trade Associations distribute the information.
- That is, the Department issues the information to—
- (a) The Association of Chambers of Commerce.
 - (b) The Federation of British Industries.

The bodies comprised in these organisations have their various component trades classified as shown in "Form K," and lists of traders are therefore only circulated to those firms which come under that classification, thus avoiding circulating to trades which are not interested.

The system is safeguarded by agreements with the distributing organisations against the issue of the information to any outside firms. All firms who wish to receive the information have to be approved by the Department. At present over 10,000 firms have joined, and any other firms who wish to participate should apply through their Chamber of Commerce or the Federation of British Industries (39, St. James's Street, London, S.W. 1), or through bodies affiliated to the latter.

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AUGUST 8TH, 1918.

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The Board of Trade.

THE NON-FERROUS METAL INDUSTRY ACT.

EIGHTH LIST OF LICENCES GRANTED.

We give below the eighth list of firms, etc., licensed under this Act. Previous lists appeared in our issues of 30th May, 13th and 20th June, 4th, 11th, 18th and 25th July.

Notice is hereby given in accordance with Section 1, sub-section 7, of the Non-Ferrous Metal Industry Act, 1918, and No. 11 of the Statutory Rules and Orders No. 265 of 1918 (Non-Ferrous Metal Industry), that Licences under the Non-Ferrous Metal Industry Act have been granted by the Board of Trade to the under-mentioned companies, firms or individuals:—

- Adamson, E., 18, York Street, Sheffield.
 Aluminium Corporation, Ltd., The, 4, Broad Street Place, E.C.2.
 Aluminium Foil Co., Ltd., The, 4, Broad Street Place, E.C.2.
 Arundel Smelting Co., Ltd., The, Denby Street, Sheffield.
 Atkins, William, Bradford Street, Birmingham.
 Austin and Sons, E., Atlas Wharf, Hackney Wick, E. 9.
 Aveline Aramayo and Co., 148½, Fenchurch Street, E.C. 3.
 Barker and Allen, Ltd., Spring Hill, Birmingham.
 Bary, John, 69, Bonnington Road, Leith.
 Bauxite Refining Co., Ltd., The, 4, Broad Street Place, E.C. 2.
 Bennett, Walter, 59-60, Gracechurch Street, E.C. 3.
 Bezenenet, Maurice, 21, Fenchurch Street, E.C. 3.
 Birks and Collier, Ltd., 490, Moss Lane East, Whitworth Park, Manchester.
 Birmingham Battery and Metal Co., Ltd., The, Selly Oak, Birmingham.
 Blackwell and Co., Ltd., Robert, W., 36, Emperor's Gate, S.W. 7.
 Bolling and Lowe, 2, Laurence Pountney Hill, E.C. 4.
 Bowen, Clifford A., Great Western Chambers, Llanelly.
 Bowes, J. H., Goschen Metal Works, Grosvenor Street, S.E.
 Brahams, B. and H., St. Andrew's Street South, Bury St Edmunds.
 Briscoe and Co., Ltd., 51, New Broad Street, E.C.
 British Metals Extraction Co., Ltd., The, Finsbury House, Blomfield Street, E.C. 2.
 British Metal Reducers, Ltd., The, 31, Ivy Street, N. 1.
 British Wolfram Co., Ltd., The, 39, Victoria Street, S.W. 1.
 Brooks-Vos, E. C., 67a, New Street, Birmingham.
 Burgoyne, E. A. H., 51, Erskine Hill, N.W. 4.
 Canning and Co., W., 133-137, Great Hampton Street, Birmingham.
 Cartledge, A., 5, Laurence Pountney Hill, E.C. 4.
 Clarke and Co., J., 86, Lombard Street, Birmingham.
 Cohen, E., trading as St. Andrew's Smelting Co., 36, Market Street, City, Glasgow.
 Crawley, E. W., 14, Park Row, Leeds.
 Crowther, J. G., Paradise Street Brass Foundry, Sheffield.
 De Leeft Bros., Ltd., 285, Kingsland Road, E. 8.
 Edgill, A. G., trading as Richard Ogle and Co., 4, St. Ann's Square, Manchester.
 Edwards, A. G., 5, Fen Court, Fenchurch Street, E.C. 3.
 Elder, Smith and Co., Ltd., 3, St. Helens Place, E.C. 3.
 Erebus Manufacturing Co., Ltd., The, Charles Holland Street, Willenhall.
 Esperanza Copper and Sulphur Co., Ltd., The, 65, London Wall, E.C. 2.
 Eyre and Nephew, Wm., 30, Exchange Street East, Liverpool.
 Eyre Smelting Co., Ltd., The, Merton Abbey, S.W. 19.
 Fergusson and Co., Ltd., N. G., 13, St. Helens Place, E.C. 3.
 Fox, Roy and Co., Ltd., Prudential Chambers, Plymouth.
 Gihl and Co., Ltd., E., 61, Old Broad Street, E.C. 2.
 Gillespie and Mayhew, 14-15, Billiter Buildings, E.C.
 Gollin and Co. Proprietary, Ltd., 17, Mincing Lane, E.C. 3.
 Green and Sons, Ltd., W. F., 41, Water Street, Birmingham.
 Hall, E. D., trading as Hall and Co., 327, Peniston Road, Sheffield.
 Hall and Pickles, Ltd., 64, Port Street, Manchester.
 Hamer, Wm., trading as Wm. Hamer and Co., Blackhorse Street Mills, Bolton.
 Hammond, G. B., Neath, Glamorganshire.
 Hanson, Dale and Co., Ltd., Colne Road, Huddersfield.
 Heckford, A. E., Birmingham Metal Works, Frederick Street and Regent Street, Birmingham.
 Higson, Edwards and Co., Ltd., 3, Crosshall St., Liverpool.
 Hughes, Joseph, trading as John and Joseph Hughes, Albion Metal Works, Woodcock Street, Birmingham.
 Jackson, Ltd., G. R., Oxford Street, Reading.
 James, W. C. M., 90-92, Exchange Buildings, and 46, Trinity Road, Birmingham.
 James, W. J., Albert Works, Marlborough Road, S.E. 1.
 Jebb Bros., Ltd., 32, Howard Street, Newcastle-on-Tyne.
 Johnson, Clapham and Morris, Ltd., Richard, 24, Lever Street, Manchester.
 Jos Tin Area (Nigeria), Ltd., 1-4, Giltspur Street, E.C. 1.
 Jubb, Thos., trading as T. G. and J. Jubb, 64, Chancery Lane, London, W.C. 2.
 Kersey, Wm., trading as Wm. Kersey and Co., 4, Old Hall Street, Liverpool.
 Lacon, John F., 30, Chapel Walks, South Castle Street, Liverpool.
 Larkinson, F. C., 39, Hitchin Street, Biggleswade.
 Learoyd, A., trading as A. Learoyd and Son, Bridge Works, Heatherley Street, E. 5.
 Litherland and Co., 141-3, Sherborne Street, Birmingham.
 London Tin Smelting Co., Ltd., The, Penryn, Cornwall.
 London Zinc Mills, Ltd., Wenlock Road, N. 1.
 Luckett, A., trading as The City Casting and Metal Co., Barford Street, Birmingham.
 Mackie, T., trading as John Mackie and Son, 89, Mosley Street, Manchester.
 McLean, Ltd., Wm., Stirling Chambers, Camps Lane, Sheffield.
 McMorland, J. and A., 33a, Gordon Street, Glasgow.
 Mason, Ltd., Sam G., Veribst Works, Berkley Street, Birmingham.
 Mason, W. H., 31, Watford Road, King's Norton, Birmingham.
 Medicott, S. T., trading as H. Rollet and Co., 34 and 36, Rosebery Avenue, E.C. 1.
 Milligan, F. H., trading as J. W. Wells and Co., 6, Cromford Court, Manchester.
 Milner Metal Co., The, 10, Bartholomew Row, Birmingham.
 Mining Co. of Ireland and Strachan Bros., Ltd., The, Victoria Lead Works, Loftus Lane, Dublin.
 Mitchell, J. M., 110, Cannon Street, E.C. 4.
 Mount, Wm., 41, Tuppert Lane, Sheffield.
 Murray and Co., Ltd., O., 69-70, Mark Lane, E.C. 3.
 Nicholls, S. H., Willow Street, Plymouth.
 Nicoll and Son, 7, Ward Road, Dundee.
 Page, W. H., trading as Sanders, Page and Co., 22, Cullum Street, E.C. 3.
 Parkes and Co., J. C., 152-154, Charles Henry Street, Birmingham.
 Paton, H. M., trading as Thomas Paton, 74 and 76, Albion Road, Edinburgh.
 Pemberton and Clarke, 69, Great King Street, Birmingham.
 Perrin, Hughes and Co., Ltd., 23-31, Hatton Garden, Liverpool.
 Philip and Bruce, Ltd., 50, Wellington Street, Glasgow.
 Philipp and Lion, 2, Broad Street Place, E.C. 2.
 Pugsley and Son, Ltd., J., Lawrence Hill, Bristol.
 Quirk, Barton and Burns (St. Helens), Ltd., St. Helens, Lancashire.
 Ralph Non-Ferrous Metal Co., The, New Bond Street, Birmingham.
 Richardson, R. M., trading as Richardson Bros., Cathedral Buildings, Newcastle-on-Tyne.
 Ridge, H. M., trading as The Ridge Roasting Furnace and Engineering Co., 2, Great Winchester Street, E.C. 2.
 Ridge-Beedle and Co. (P. D. Ridge-Beedle, sole partner), 116, Hope Street, Glasgow.
 Rigby, Robert, New John Street Metal Works, Birmingham.
 Roberts, H. W., and Co., 5, Stanford Street, Nottingham.
 Roberts and Co. (Garston), Ltd., W., Garston, Liverpool.
 Rownson Drew and Clydesdale, Ltd., 225, Upper Thames Street, E.C. 4.
 Runge and Co., A., 4, East India Avenue, Leadenhall Street, E.C.3.
 Ruskmores, Ltd., Peterborough Road, Parsons Green, S.W.
 Samson, Wm., trading as Wm. Samson and Co., 88, Great Clyde Street, Glasgow.
 Schwann and Co., 6, Moorgate Street, E.C.2.
 Scriven Bros. and Co., 40, Weston Street, S.E.1.
 Sheffield Smelting Co., Ltd., The, Royds Mill Street, Sheffield.
 Sheldon Bush and Patent Shot Co., Cheese Lane, Bristol.
 Sime, Darby and Co., Ltd., London House, 35, Crutched Friars, E.C.3.
 Simpson, F., trading as Christopher Simpson and Sons, 15, Park Row, Leeds.
 Société Anonyme des "Bauxites du Var," 4, Broad Street Place, E.C.2.
 Swan and Co., Ltd., J. Cameron, 4, St. Nicholas Buildings, Newcastle-on-Tyne.
 Thomas and Son, James (J. H. Thomas, sole proprietor), 188/190, Barford Street, Birmingham.
 Timmins Bros., 42/43, Lower Loveday Street, Birmingham.

THE BOARD OF TRADE—continued.

THE BOARD OF TRADE—continued.

United Alkali Co., Ltd., The Cunard Buildings, Liverpool.
 Vallance, C., Belmont Row, Birmingham.
 Wake, J. F., Geneva Wagon and Engineering Works, Darlington.
 Wall and Son, J. Edwin, 29, Newhall Hill, Birmingham.
 Wallace Brothers and Co., Ltd., 4, Crosby Square, London, E.C. 3.
 Ward and Herring, Ltd., 12, Great St. Helens, E.C. 3.
 Warrington, J., 147, Vauxhall Walk, S.E. 11.
 Wass and Son, Mill Close Lead Mine, Darley Dale and Lea Lead Works, Matlock, Derbyshire.
 Watson and Sons, H., 9/21, St. Clair Street, Aberdeen.
 Weston, P. J., trading as F. A. Weston and Co., 26, Birchall Street, Birmingham.
 Wight and Co., Ltd., Baltic Chambers, 60, John Street, Sunderland.
 Willelocks and Co., Ltd., H. S., 5, Beaver Street, Whitworth Street, Manchester.
 Willis and Co., W. C. (R. Willis, sole partner), 90, Mitchell Street, Glasgow.
 Wilson, John (London), Ltd., 39, Lime Street, E.C. 3.
 Wolff and Co., R., 147, Leadenhall Street, E.C. 3.
 Woodhouse and Co., Ltd., Hexthorpe Brass and Iron Works, Doncaster.
 Yates, Charles, trading as Charles Yates and Co., Billiter House, Billiter Street, E.C. 3.
 Ynis Brass Foundry Co., The, Clydach, Swansea Valley.

HOUSEHOLD FUEL AND LIGHTING ORDER.

EXPLANATION BY SIR A. STANLEY.

In the House of Commons last week, during the debate on the Board of Trade Vote, Sir A. Stanley explained, in reply to criticisms, the position in regard to the Household Fuel and Lighting Order. He said:—

My right hon. Friend (Mr. Runciman) and other hon. Members have suggested that we should postpone bringing this Fuel Order into effect until a better opportunity has been given not only to hon. Members, but also to those engaged in the trade and the public generally to understand the Order. They gave as one reason for that suggestion the delay in placing this Order into the hands of the trade and the public. I can only express regret that the copies of the Order have not been secured at an earlier date, but there, again, the delay was unexpected. It was due entirely to sickness. The unfortunate epidemic of influenza amongst the printers made it impossible for them to meet this demand. Hence the delay. I can assure the House that copies of the Order will be provided in abundance in the next two or three days, and not only will copies be available, but a very good precis of the Order has been prepared and will be circulated. I have a copy here. It is composed of only four pages, and this is the form in which it will go out to the public. It gives a very brief, and, I think, clear explanation of what is obviously a very complicated Order, and it will be in the hands of the public within the next two or three days.

[An official precis of the Order was published in the "Board of Trade Journal" of 4th July.]

We are proposing to issue a form to all the householders right throughout the Kingdom, to be filled in by the householder. I have seen the form, and I can assure the House that it is a very simple form, and will require very little explanation. It is a form the public will be able to understand and fill up, and I hope that that form, quite apart from the brief explanation of the Order—which I quite realise very few people read—will go a long way towards meeting the situation.

THE OUTPUT OF COAL PER MAN

I should like now to come to the question of the coal situation as it exists to-day, and to give some explanation of the Order. It will relieve, I hope, some of the apprehensions which exist in the minds of hon. Members. First of all, let us consider the output of coal just prior to and during the War. In 1913 the output in round figures was 287,500,000 tons. In 1914 it had fallen to 265,600,000 tons. In 1915 it had fallen still further to 253,200,000 tons. In 1916 it had increased to 256,300,000 tons, and in 1917 it had fallen to 248,500,000 tons. In 1918, and, of course, this is an estimated figure, it will be 226,000,000 tons. May I give the House some further figures which indicate the output of coal per man employed in the mines? Here, of course, I am taking the total number employed in the mines prior to the War. It was somewhere between 1,000,000 and 1,100,000. In 1913 the output per man was 255 tons. In 1914 it was 234 tons, and in 1915 265 tons—a very considerable increase

THE BOARD OF TRADE—continued.

over the previous year, attributable, as I understand, to the discontinuance at that time of the enlistment of miners. In 1916 the output per man was 257 tons, and in 1917 it was 246 tons, while for the first twenty-four weeks of this year it was at the rate of 247 tons. I must give this explanation of the figures per man. The figures for the years 1913 to 1917, inclusive, include the output of ironstone, fireclay, and oil shale, whereas the figures for this year refer to the coal mine output only. I have not the information necessary to correct the figures, but whatever they may be I am told that they would not substantially alter the figures I have given. In order to understand the position as regards manpower, the House should know that up to date the total number of men who have been withdrawn from the mines for military service is, roughly speaking, 400,000. That does not mean that the whole of these 400,000 men are what might be classed as A1 men, but the total does include, of course, men who volunteered for service immediately after the outbreak of war, and I think it would be true to say that they really do represent the pick of the men in the mines, and they are men with a very high degree of physical fitness. Therefore, it has to be borne in mind, when you come to consider the output of coal per man to-day, what is the average physical fitness of the men in the mines now as compared with the average physical fitness of those there prior to the outbreak of war.

LAST WINTER'S EXPERIENCE.

Last winter was the first experience we had in rationing coal for household use, and I would remind those who have during the Debate criticised the complexity and length of the Order, and who have prophesied all sorts of disasters arising out of the operation of this Order, that in its essentials the Order is practically the same instrument as we issued last winter when London was rationed. When that Order was first issued, and it was not so complete as this is to-day, it was suggested, as it has been to-day, that it could not be understood, and that all sorts of difficulties would arise out of it. I do again most respectfully suggest that the rationing of household coal in London last winter was a real success, and that it did secure to the Metropolitan area a fair distribution of coal. I do not desire to go too far. I quite realise that the amount of coal that was allowed under that Order was fairly liberal. I do not think it can be suggested that the amount allowed, whatever the size of the house might be, was other than fairly liberal. It did not impose on anyone the need for undue economy, and it was an Order that could be fully observed without much inconvenience. I do not make too big a claim in respect of the results arising out of the rationing of the Metropolitan area last winter, but I do suggest that the administration of the Order and the machinery established for that purpose was really a success, and that the work which was done by the Coal Controller and his assistants was, under all the circumstances, a very creditable performance. I desire to take advantage of this opportunity to associate myself with those who have made such complimentary references to the Coal Controller and his assistants, and I say we owe a considerable debt of gratitude to those men and to all others who helped, including the London merchants, who were extremely helpful. Their work, taken as a whole, is to be highly commended.

The coal situation last winter was very much less a question of coal than it was of transport. That was the chief difficulty, and it was the chief reason why the Metropolitan area was rationed. The situation with regard to coal was a very easy one up to March of this year as a matter of fact. My hon. Friend knows there were many, many days when it was difficult to keep the men employed in the mines, when coal was accumulating at the pit-head, and when railways were blocked with wagon loads of coal, because of the inadequate shipping facilities for the export of coal. That generally was the position throughout the United Kingdom, and there was no difficulty in obtaining coal not only for all essential needs, but also in abundance for household purposes. The Metropolitan area was the only part of the United Kingdom which was rationed, and that was more a question of transport than of coal.

MINERS WITHDRAWN FOR THE ARMY.

It was in February of this year that the Board of Trade agreed, after most careful consultation with the Coal Controller, and acting on his advice, that 50,000 men should be released from the mines for military service. I suggest, upon the information which we had available at that time and our knowledge of all the facts, that there was an ample supply of coal, and that by rationing the United Kingdom upon somewhat similar lines to those we had pursued in London last winter, we could, without any real inconvenience, allow 50,000 men to be withdrawn from the mines. But after the decision had been taken—in the following month, in March of this year—the whole aspect of

THE BOARD OF TRADE—continued.

the problem was substantially altered. This change was due to two causes. One was the German advance. Out of that advance two problems arose, and one was the effect which the advance had upon the output of coal in France. Certain mines in the battle area were affected by the advance, and the burden of supplying at least 8,000,000 tons of coal per annum—a burden of great magnitude—was placed on this country because the German advance had deprived France of that amount of coal. That was one factor we had to deal with. Another factor in the situation was this—the incessant demand for more men. My right hon. Friend, who, of course, knows more than any other Member of this House about the working of the Board of Trade, was quite right in asking whether on this question of the withdrawal of more men from the mines I had adequately placed before the War Cabinet all the facts, so that they might be able to come to a proper decision. All that I can say is that I gave them all the facts. I did my best to estimate what the consequences would be of the withdrawal from the mines of an additional number of men placed at 50,000, making 100,000 in all. I was made familiar with the military situation and the man-power position, and with what it would mean if this additional 50,000 men could be secured, and I take the fullest responsibility in agreeing with the decision of the War Cabinet that an additional 25,000 men should be withdrawn from the mines, making 75,000 in all—as the second 50,000 was reduced to 25,000. Then there was a further new fact developed. We have been congratulating ourselves upon the improved food supplies in this country, and we have been congratulating ourselves, quite rightly, upon a shipping situation vastly superior at this moment to what was contemplated a year ago. And it is because to a certain extent the shipping situation has been improved, and because the food situation in this country has been improved, that a further demand is made upon the coal mines of this country. We are securing the use of a number of ships owned by neutral countries. In exchange for the use of those ships, among other things, we secure to those countries a certain supply of coal. That obviously places upon the coal mines of the United Kingdom a substantial burden beyond what was contemplated in the earlier part of the year.

EFFECT OF THE WITHDRAWAL.

It may be asked, Why, with the knowledge of all these facts, withdraw men from the mines? I can only say that the military situation was such that, with the knowledge that I had at the time, I am satisfied that there was no alternative. Those men had to be taken. A decision was taken in March on this matter. I believe now that it was absolutely correct. What we are faced with is this: Taking last year's figures as a basis for the purpose of comparison, the output of coal will show a diminution of roundly 22,500,000 tons. The demand which involves an increase on the demands of last year from our Allies and from neutral countries, represent a further 13,000,000 tons, so that we are faced with a reduced output of 22,500,000 tons and an increased demand of 13,000,000 tons, making a total deficit of 35,500,000 tons as compared with last year. How is it proposed to meet this deficit, which, of course, is a very big thing? First of all we estimate that, owing to the improved shipping position, we shall be able to secure coal, from those areas which produce export coal, of something approaching 10,000,000 tons more than was produced last year. We had when this programme was made out, two or three months ago, stored at the pits throughout the country roundly 4,000,000 tons. Reference has been made in the Debate to these huge piles of coal which have been stored in various parts of the country. That is the explanation. We know that the coal is there, and we propose using it. In addition to those 4,000,000 tons there were stocked at the consumers' depots roundly 3,000,000 tons. Provision has been made for the return to the mines of a certain number of pre-war miners of low medical category, and it is anticipated that the output from these men, together with the usual influx of young people, boys who come into the mines each year, will secure an additional 3,500,000 tons. These pre-war miners are men who have served in France, and who are being released from the Army because they have a low medical category. I think, roundly speaking, that there are 25,000. From these four different sources we expect to get roundly 20,500,000 tons of coal. That still leaves a deficit of 15,000,000 tons to be met. I propose to meet that additional deficit through the results of this Fuel Order, which will secure an estimated saving in household consumption, using the word "household" in the widest sense, of 8,000,000 tons, and we expect to secure a further saving on coal consumption of 7,000,000 tons, through a system of rationing, by priority, of industries.

RATIONING INDUSTRIES.

That will mean that essential industries, industries which are engaged upon war work, work of national military im-

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portance, must be guaranteed an adequate supply of coal. But what might be described as the less essential industries, those not directly engaged upon war work, will come under a priority system which will secure a consumption of coal that will result in a saving roundly of 7,000,000 tons. On this question of rationing industries the hon. and gallant Member for Newcastle-under-Lyme raised the question in a very acute form with respect to the pottery industries. It so happens that it is one of the industries which are already engaging the attention of the Coal Controller, with a view to effecting some economy in the consumption of coal. I quite recognise that this is going to impose some hardship upon those who are engaged in this very important industry. The hon. and gallant Member suggested that, by reducing the supply of coal, we should adversely affect our export trade in that particular industry. It is an exceedingly difficult problem. It would be wrong for me to indicate at this time that we can secure a sufficient amount of coal to make it unnecessary to impose any restrictions. The hon. and gallant Member suggested that possibly we could arrange to allow the coal that is produced in the area affected to remain in that area, or to have some priority of use arranged, could not at this stage undertake to give any such pledge. There are essential industries which must be supplied with coal. Food to-day seems secure. Coal in its importance almost seems to take priority over food. Therefore hon. Members will agree that it is a very great problem, and one which it will tax all our ingenuity and resources successfully to handle. Priority will be decided by a Committee composed of representatives of all the Departments of the Government who may be affected. That is the proposal, and it stands at the moment.

I quite agree that we are venturing on a new and very serious matter. Therefore, because it is a serious question because it is a problem that must be settled, I would suggest respectfully to hon. Members that their criticism should be directed towards helping us to solve this problem. I can assure hon. Members that we shall be only too glad to receive from everyone who may be affected by the situation a suggestion that will have for its object the securing of the least amount of discomfort and of hardship in the administration of this very serious problem. I do not want to be misunderstood in this matter. I realise fully the gravity of the whole of the circumstances, and, as I said before, I am hopeful that when the position is thoroughly understood and realised by everybody engaged in mining, by the managers of the mines, who know all the conditions, and by the mine-owners, there will be an improvement of the output.

NEXT WINTER'S PROSPECTS.

By laying aside all personal considerations, all questions of personal profits, either now or prospective, I am confident, when all the conditions are realised, that an improved output is possible, and I believe that it will mean that the people will be secured against next winter. That would mean, I believe, that not only would the people of this country be secured against hardship next winter, but that there would be no unemployment arising out of lack of fuel. I hope that this will be realised by everyone, and if it is fully realised, I believe that this extra effort will be forthcoming. I dissociate myself from any finding fault with the work done by miners. They have worked hard, and the output per man of 247 tons in the first twenty-four weeks of this year is a very creditable performance, bearing in mind the physical condition of the men in question. Nevertheless, it does not take very much extra effort all round when you are dealing with some 450,000 men, which will be approximately the number whose efforts will be of value at the present time—it does not take very much extra effort, with the absence of voluntary absenteeism and a recognition of the national necessity, to secure an increased output of coal which will make the position next winter amply secured.

Colonel WEDGWOOD: Can the right hon. Gentleman offer an inducement to the miners in Staffordshire to make an increased output by retaining the increased quantity of coal in the district where it is raised?

Sir A. STANLEY: I am glad my hon. Friend has raised that particular aspect of the problem, and I take it he has made the suggestion in response to my invitation for suggestions that may be thought helpful and beneficial under the circumstances. The hon. and gallant Gentleman has made that suggestion, and I shall give it my personal attention in order to see whether it is possible for some arrangement of this kind to be made. The suggestion is that if the men have made an extra effort, and everybody engaged in the industry do the same, then the increased quantities resulting from the extra effort shall go towards the benefit of the industries and the people of the locality. That might have a good, a very good, effect.

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and I will carefully consider the suggestion and consult with my colleagues.

COMPLEXITY OF THE ORDER.

Next comes the Fuel Order itself. Complaint has been made of the complexity of the Order and of the difficulty of understanding it. My right hon. Friend and several others who have spoken have made certain criticisms on the ground that the Order itself did not include particular points, which would seem to be necessary to make it clear to the public. It is because of the very difficulties of the case, the question of rationing fuel being such a complex one, presenting so many different aspects, that the framing of an Order is so difficult. Large and bulky though it is, as it stands, it is not possible to include everything which might be put into an Order. I am myself responsible for suggesting that some part of the original draft should be thrown overboard so as to afford, at any rate, some opportunity of the public understanding it. If we are to rely upon the Order alone, I quite agree that we shall find great difficulty. But we do not rely on the Order alone. We rely upon the organisation which will be established to deal with the Order, an organisation which extends to every part of the country, representing each of the local authorities, and also depending upon the existence of the staffs employed in various public utility undertakings throughout the country. I am sure that the assistance which these experienced people will be able to give will be a real means of securing not only an understanding by the public of the Order, but also of ensuring that it will be properly administered. I include also those who are engaged in the trade, particularly the merchants, who have been so helpful at the present time.

THE HOUSEHOLD TO BE RATIONED.

There is a further point I should like to make in connection with the Order. It is not only an Order, but it is also an administrative measure, and that in itself adds very considerably to the difficulties in an Order of this kind. When we come to the question of rationing household fuel, the first thing we have to determine is the number of households and the kind of households that must be rationed. We turned to the 1911 Census to give us the necessary information. That Census shows that of the dwelling-houses in England and Wales—an Order will be issued in a day or two which will apply to Scotland on the same general terms—48 per cent. of them consist of buildings of under four rooms, and 32 per cent. of buildings of under five and six rooms. So out of the total number you have 80 per cent. of four to six rooms. Obviously, if we considered only the rationing of the larger houses, we should be dealing with only 20 per cent. of the whole, and it will be impossible to secure from the larger houses the saving of 8,000,000 tons per annum. We therefore think it necessary to ration upon a reduced basis practically all the dwelling houses in England and Wales, and the Order is also drafted to deal with all establishments other than those engaged in manufacture. It includes not only households but such institutions as my right hon. Friend referred to—I think the Liverpool Seamen's Orphan Institution. It includes institutions such as that, and it includes establishments other than those directly engaged in manufacture.

Mr. RUNCIMAN: As this is rather an important part of the case, may I ask my right hon. Friend whether, even if it does include these institutions, it does not mean that they will come under the 15 cwt. scale, which would reduce some of those institutions, with a consumption equivalent to 500 tons per annum, to 250 tons per annum?

Sir A. STANLEY: I quite agree. It would be impossible in an Order to include every kind of establishment, and indicate to what extent they should be rationed. Obviously those larger institutions, schools, asylums, hospitals, nurses' homes, and so on, must be treated specially, and the Order makes provision for that. There is no definite scale established for them. They make an appeal to the local fuel assessor, and he establishes the rations based upon their actual needs. I can safely say, in so far as those particular institutions are concerned, that they will be able to secure a supply of coal which will protect them against any hardship. This is a Fuel Order. Clearly it would be impossible, if it is necessary to ration coal, to simply deal with coal as a fuel for household purposes, whether for lighting or cooking, and leave out of consideration other forms of fuel, such as gas and electricity, which for their production require coal; and this Order differs, and is perhaps a little more complicated on that account, than the Order which applied to the Metropolitan area last winter, inasmuch as it includes besides coal as a rationed fuel, also electricity and gas. The basis of this Order, broadly speaking, is to secure a ton of coal for each room up to a maximum of twenty tons per annum, with certain exceptions which I will deal with later on. The Order also makes provision in respect of electricity and gas for lighting purposes, which I agree is very restrictive. It also makes provision, up to a

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point, for the substitution of gas, electricity, or coke for coal; but all sorts of fuel are rationed by this Order. First of all, the small households are entitled to a maximum of three tons per annum. These are very small households of two rooms. That works out at about 1 cwt. of coal per week for the summer months, and an additional allowance during the colder months of the year. That is for the southern part of the country. In the northern parts, being colder, they are entitled to a more liberal provision, but here again it might be suggested that in relation to actual needs the word "liberal" is hardly appropriate. For a three-roomed house we allow 3 tons 10 cwt.; for a four-roomed house, 4 tons; and for a five-roomed house, 4 tons 10 cwt. In so far as this particular class of dwelling house is concerned—dwelling-houses up to five rooms—so far as we have been able to ascertain, the ration which is allowed will not impose any hardship upon the user. As regards the two or three-roomed houses, it imposes no hardship whatever. It is the same amount of coal as they have always been accustomed to buy. It is the amount they secured before the War. As regards dwelling-houses up to five rooms, all that we have done is to reduce their consumption by about 10 per cent., and I do suggest that a reduced consumption of 10 per cent. throughout the year cannot possibly be considered as inflicting any hardship. In houses from six up to twenty-one rooms there is an additional 1 ton of coal allowed up to a maximum of 20 tons. There is an exception to this scale which the householder is entitled to claim, and an allowance that will be made, if the fact is stated in the form of application which each householder is required to fill in, and that exception is where the regular residents of a household exceed six and where the number of rooms does not exceed twelve, one extra ton of coal is allowed. There are other exceptions. The Order makes provision for the establishment in each locality of a local fuel overseer and for the establishment of a representative committee by the local authority. This Regulation applies throughout the Kingdom, with the exception of the Metropolitan area. Provision is made for an appeal on any point from the committee or the local fuel overseer to the Coal Controller. The difference between London and the outside areas is that in London the appeal goes direct to the Coal Controller without passing through the fuel overseer or the local committee. The object of establishing these fuel overseers and these committees is to provide for exceptional cases. Clearly, in a rationing scheme of this kind there must be exceptions which, unless they were dealt with, would really involve serious hardship upon the occupier. I will not attempt to describe all the exceptions that may be raised. For instance, it might be that the location of a house was an exposed location, more exposed to the weather than the average house, in a country district, or in a high altitude, where clearly more coal than this Order provides is necessary. In those cases—and there will be cases of that kind—the occupier has the right of an appeal to the local fuel overseer, and that person is authorised to make an additional allowance of coal so as to avoid any hardship. There would be instances where a house might have some very large rooms, rooms beyond the average size, and there again the fuel overseer is authorised to allow exceptions and to increase the amount of coal provided for by this scale.

THE SIZE OF ROOMS.

Mr. HEMMERDE: Is there a definite exception where the rooms are more than 4,000 feet of cubic capacity? It has been stated very often in the Press that where a room has more than 4,000 feet of cubic capacity an extra ton of coal will be allowed. I have read the Order through with great diligence, but I cannot find anything about it there.

Sir A. STANLEY: This exception and many others are not included in the Order for the reason that it would be too voluminous, but the fuel overseer has this authority, and the hon. and learned Member is right in saying that where a room is more than 4,000 feet in cubic capacity an additional ton of coal is allowed. I do not want to be understood as giving any absolutely definite rule with respect to these exceptions. The local fuel overseer has wide powers. There is the appeal to the Coal Controller, and the exceptional cases which would involve hardship, unless they were dealt with, are provided for under the Fuel Order.

A FAIR DISTRIBUTION OF COAL.

The hon. Member for Islington (Mr. Smallwood) appeared to be very apprehensive, not of the present position, because he quite correctly said that in London the stocks of coal are to-day better than they were a year ago, but throughout the country that is not the case. There are parts of the country where the stocks are less than they were a year ago. But the hon. Member was not so apprehensive of the present position as he was in regard to next winter, when the cold weather comes. The object of this Fuel Order is to secure to everybody affected by it at least the amount of

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coal that the Order provides. The object of a system of rationing is to secure a fair distribution of coal, and so far as I can possibly foresee there is no reason for assuming that, at least, this amount of coal will not be secured to everybody affected by the Order. I think that we could say this, that if the position does alter so that the output is improved, and we have an additional amount of coal to distribute beyond what is contemplated to-day, I think that we could say that that additional amount of coal will be used in meeting these cases of hardship, because there is a class of house included in this Order where it is going to be very difficult for the people to get on. That I quite recognise, and I think that we can say now that if we can secure additional coal in any way, that coal should go, in the first instance, aside from industrial purposes, towards relieving those instances where the imposition of this Order really does, I will not say impose a hardship, but where it certainly cannot be looked upon as being a particularly happy position for those affected by the cold weather. That is the position we are confronted with. We have so much coal to distribute, and we have no more. It undoubtedly does mean that those affected by the Order cannot hope to have, and will not have, anything like the same degree of comfort that they enjoyed prior to the War. Nevertheless, I cannot agree myself that it is going to impose any real hardship upon anybody. The Order makes provision for dealing with those cases where hardship can be shown, whether from sickness or whatever it might be, and I think we can safely assume that we shall go through the winter successfully, unless something new develops.

POSITION IN OTHER COUNTRIES.

I think it will be of interest to the hon. Members if they could know something about the conditions existing in the other belligerent countries. I think one could say with safety that no other belligerent country is so well off as this country, certainly in so far as the ordinary comforts of life are concerned. Whatever the correct expression may be, whether you say starving yourself or freezing yourself because you have not sufficient coal, in so far as that is concerned we in this country are better off than anybody else, including America. The estimated demands for coal in the United States for the next year show an increased demand of 85,000,000 tons. It is within the recollection of all hon. Members that there was a period in the United States last winter, and a very cold time, too, when there was a very serious shortage of coal indeed, and the United States is looking very gravely forward to their coal situation for next winter. I have looked into the rationing system for Germany, and it is nothing like so liberal, and in a very much colder country. In France the latest Order makes provision for 1 ton 8 cwt. of coal, including coke, for a family of five for the year, for everything—for cooking and for heating. We have nothing approaching to that, and it must be borne in mind that while we are depriving ourselves here, while we are not securing to ourselves anything like the comfort we had before the War, we are, on the other hand, making some contribution towards the actual existence of our friends in France and Italy. Therefore, that must be borne in mind, that the coal that is leaving this country and going to France and Italy is not being used wastefully, but is being used only in order that those people may maintain an existence.

SUPPLIES OF WOOD.

There is only one other point I would like to mention, and that is with respect to wood. Wood is a substituted fuel, and there will be many opportunities, particularly in the country districts, where people can obtain a stock of wood, which they will find very helpful to them during the winter months. I am told by the Timber Controller that, as a result of the activities of the men employed in his Department and the Canadian Forestry Corps, there is a considerable amount of loose wood which can be collected and which will be very helpful in tiding over the next winter. That is the position. I have tried as best I can to give an explanation of the coal situation, also of the Order under discussion, and I have no hesitancy in saying that if this problem, grave as it is, is approached in the right spirit, as I am sure it will be, by everyone, with a desire to assist us in carrying this very heavy burden; if the public, knowing that these restrictions are vitally necessary—I am quite certain, as hon. Members have said during the Debate—the public will accept these restrictions willingly, and will join with us in making them a success.

REPLIES TO QUESTIONS.

Sir A. STANLEY, later in the debate, said: I was reminded by the right hon. Gentleman the Member for one of the Divisions of Glasgow (Mr. McKinnon Wood) that I had failed to give answers to one or two important questions which had been raised, and, if I may have the permission

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of the House, I will reply to those questions now and also to those points of substance which have been raised since I made what I fear was a rather lengthy speech. Two questions were asked by the right hon. Gentleman the Member for one of the Divisions of Glasgow. He asked, What is the difference between last year's rations and the proposed rations for this year? I take it that his inquiry referred to the difference between the ration proposed by the Fuel Order and the ration that was in effect in the Metropolitan area last year. First of all, one has to bear in mind that the present Order is distinguished from that of last year in that it brings into the Order not only coal, but also electricity and gas, not merely for heating and cooking, but for lighting as well. Therefore, inasmuch as those residents in the Metropolitan area had the opportunity last winter of an alternative source of fuel, which is to be denied them under this present Order, it is not possible to make an exact comparison. But in so far as it can be estimated it is thought that the present Order will mean, broadly speaking, that the amount of fuel that will be available next winter as compared with that of last winter will be about 25 per cent. less. There will be instances where it will be less and there will be instances where it will be more, but on the average it will be about the figure which I have given. The question about postponing the date of the Order was also raised, and the request was made because of the delay in publishing the Order and getting it into the hands of the public and those engaged in the coal industry.

I regret that it is not possible to give favourable consideration to that request, for two reasons. Perhaps it has not been called to the attention of the right hon. Gentleman, but the date when the Order really takes effect is forty-two days from 1st July, which is 11th August. The Order, therefore, is not retrospective, as is suggested, but it actually takes effect as from 11th August. There is another reason. It would be unfortunate that there should be any delay in putting the Order into effect. It is very necessary that the public should know just the amount of fuel which they are allowed for next winter, so that in purchasing and storing at this time, of which I hope full advantage will be taken, they will know the amount that they are entitled to receive. The hon. Member for one of the Divisions of Manchester and my hon. and learned Friend the Member for North-West Norfolk (Mr. Hemmerde) raised a question about the gas allowance and the amount of gas allowed in substitution for a ton of coal. It was suggested that we should increase the amount of gas allowed in substitution for coal, and the hon. Member for North-West Norfolk in particular urged that the Government not so very long ago encouraged the installation of gas and electrical equipment and the increased use of gas, so that by-products from gasworks might be obtained. There was an urgent need, an imperative need at that time for those by-products, and the public were encouraged to make those installations. I have no doubt that a number of people took advantage of the suggestion, and now that it has been done they find themselves deprived of the right to make full use of the equipment. I can only express regret that it should be so. It is due entirely to altered conditions. It would be impossible, even if we had the coal, in all instances to allow a considerably increased use of gas beyond that provided in the Order, owing to the withdrawal of so many ships which were transporting coal to London and to other Southern ports for services elsewhere, and to the fact that in a large number of instances the large public utility undertakings are not so situated that they are convenient of access for railway transit, and it is with the greatest difficulty that we are able to provide them with the necessary amount of coal even under the restricted arrangements. As I said before, I exceedingly regret that, having encouraged the public to undertake one thing, we find it necessary, later on, to ask them to make other arrangements. Whatever our wishes might be, it is impossible for us to give full effect to the suggestion which has been made. I think I might perhaps do this: that is, to suggest to the hon. Member that he should wait until we have had a little experience of this Order and accept an assurance from me that, if it is at all possible to be more generous in making provision for the substitution of either gas or electricity for coal, if conditions will at all permit of it, we shall be very glad to meet his suggestion.

Mr. HEMMERDE: Will the right hon. Gentleman say whether he would prefer us in the meanwhile to confine ourselves to coal or to use gas, because apparently it is difficult to provide the gas?

Sir A. STANLEY: The Order makes provision for the use of a certain amount of coal, and also provides, within limits, for the substitution of either gas or electricity. I think it will be better, on the whole, if for a time, until we have had more experience of the operation of the Order, the public confine their demands to the provisions of the Order.

THE BOARD OF TRADE—continued.

FUEL ECONOMY CAMPAIGN.

CO-OPERATION OF ENGINEERS WITH THE CONTROLLER.

Owing to the large number of Miners called to the Colours and the great need of coal for our Allies, the various Government Departments, and Industrial Undertakings, the Controller of Coal Mines has instituted a Coal Economy Campaign with the object of reducing Fuel Consumption in every direction possible.

The Controller is being assisted by a Technical Staff attached to the Head Office, and arrangements have now been made for a large number of Engineers in the Provinces to attach themselves to the Coal Control Department for this special purpose. This arrangement enables the Country to be mapped out in Districts so that all Industrial consumers will within a reasonable time be in touch with the organisation.

The scheme comprises two main sections:—

1. Electrical Undertakings.
2. Industrial Undertakings.

The work involved includes the careful scrutiny of the quantity and quality of coal consumed by the various Undertakings and the efficiency obtained. It also includes the inspection of Factories and Works by Experts, in order to ascertain means by which Fuel Consumption may be reduced and the best methods to that end. A considerable amount of work in connection with the campaign has already been done, but it is intended to accelerate the rate of progress as much as circumstances will admit.

Some 400 skilled Engineers will shortly be at work in various parts of the British Isles, and these gentlemen are giving their services to the Government without Salary. Any public body or Company or person wishing to effect economies at once, and desiring the Controller's assistance in this direction, is invited to communicate with Coal Control Headquarters, Room 309, Holborn Viaduct Hotel, London, E.C. 1, when arrangements will be made to send a Technical Expert to look into the conditions under which Coal is being consumed, and to co-operate with the Consumer in effecting economy. Apart from special applications of this kind the Controller's representatives will visit firms in turn in accordance with a general plan of operations.

So imperative is the need to reduce Coal Consumption to a minimum that a Rationing Scheme for all Industrial Undertakings will be introduced shortly.

OFFICIAL RECEIVERSHIPS.

In consequence of the retirement of Mr. Charles Scott, the Official Receiver in Bankruptcy for the Districts of Gloucester and Cheltenham, the Board of Trade have decided temporarily to redistribute the bankruptcy business of those Courts. The President of the Board of Trade has accordingly made the following appointment:—

Mr. Charles Henry King, the Official Receiver in Bankruptcy for Bristol, to be also Official Receiver for Gloucester and Cheltenham.

The new arrangement will take effect as from the 1st September, 1918.

THE ROAD TRANSPORT (No. 2) ORDER, 1918.

The Board of Trade have made an Order under Defence of the Realm Regulation 2JJJ authorising the Road Transport Board to issue instructions with regard to road transport vehicles, and the collection and delivery of goods by such vehicles and to appoint Divisional Road Transport Officers who shall be responsible for their enforcement.

THE BOARD OF TRADE—continued.

OFFICIAL VISIT OF MR. WICKHAM, H.M. TRADE COMMISSIONER IN SOUTH AFRICA.

CONTINUATION OF TOUR.

With reference to the Notice in the "Board of Trade Journal" for 13th June last (p. 729), arrangements have now been completed for the second half of Mr. Wickham's official tour, and he will visit the undermentioned industrial centres on the following dates:—

Stoke-on-Trent	Sept.	6-7th
Manchester	"	9-17th
Liverpool	"	18-21st
Dublin	"	23rd
Londonderry	"	25th
Belfast	"	27th
Glasgow	"	30th-Oct. 5th
Edinburgh	Oct.	7th
Galashiels	"	8th
Newcastle-upon-Tyne	"	9-10th
Leeds	"	11-16th
Bradford	"	17-19th
Huddersfield	"	21st
Sheffield	"	22nd-25th
Derby	"	28th-29th
Nottingham	"	30th
Leicester	"	31-Nov. 6th
Northampton	Nov.	7th

The Chambers of Commerce in these centres have undertaken the arrangements of interviews with Mr. Wickham.

Mr. Wickham will also take the opportunity of visiting the works of various firms, from whom he has received invitations to do so.

A large number of invitations have been received, either direct or through the Federation of British Industries, but the limited time at the disposal of Mr. Wickham has unavoidably prevented him from availing himself of all the invitations which have reached him.

BRITISH INDUSTRIES FAIR (GLASGOW) 1918.

The British Industries Fair (Glasgow), 1918, organised by the Corporation of the City of Glasgow, under the auspices, and with the support of the Board of Trade, will be held in the Kelvin Hall of Industries, Glasgow, from Monday, August 19th, to Saturday, August 31st, 1918.

The Fair is confined to Textiles of all descriptions, Ready-made Clothing, including Boots and Shoes, Light and Heavy Chemicals, Domestic Chemical Products, Food Stuffs (prepared and preserved), and cardboard boxes used by the Trades covered by the Fair, and only British manufacturing firms will be exhibiting.

Admission to the Fair will be confined to trade buyers only, and invitations can be obtained on application from the General Manager, Mr. James Freer, 38, Bath Street, Glasgow, or from the Director, British Industries Fair, Board of Trade, 10, Basinghall Street, London, E.C. 2.

FRENCH AWARDS TO OFFICERS OF THE BOARD OF TRADE.

The KING has been pleased to give and grant unto the undermentioned Gentlemen His Majesty's Royal licence and authority to wear Decorations which have been conferred upon them by the President of the French Republic:—

OFFICER OF THE LEGION OF HONOUR.

Sir Edmund Wyldbore Smith, Assistant Secretary, Board of Trade, President of the Commission Internationale de Ravitaillement.
Charles Hipwood, Esq., C.B., Assistant Secretary, Marine Department, Board of Trade.

CHEVALIER OF THE LEGION OF HONOUR.

Reginald Walter Matthew, Principal Clerk, Board of Trade.

Special Articles.

THE CONTROL OF LEATHER.

MILITARY AND CIVIL NEEDS.

With Leather, as with Wool, the War Office Raw Materials Department has been responsible both for military and civil needs. In both cases the Département found that one control led, necessarily, to another. Enormous demands had to be met for our own and Allies' armies for Boots, Leggings, Harness, Saddlery and Equipment; skin clothing for the protection of the troops and Aviators; Gloves for the Army, Munition and Land workers; Belting for factories, and so on. The continuance of these heavy demands, coupled with the decrease in imported raw material, threatened civilian supplies and forced the Department to undertake their regulation also, so that the population should be adequately shod, and the limited supply equitably distributed.

Owing to financial exigencies, and to the fact that military demands could only suitably be met from British tanned leather, requirements have had to be filled to the largest extent possible by the extension of home production which, although now at least 25 per cent. above the pre-war level, is not sufficient for all necessary purposes. In order to secure supplies, and at the same time to prevent excessive prices resulting from the enormous demands, strict control has been necessary, and has aimed at ensuring that suitable raw materials are forthcoming and are used for the most essential needs.

SUPPLIES OF HIDES.

The first call on native hides is for Harness and Equipment Leathers, for which they are most suitable. After temporary arrangements in 1915, the price of these Hides was fixed in 1916 by negotiations with tanners and butchers, the former giving a guarantee that they would tan them only into military leather. This price, which has since been maintained, was much below prices reached in 1915, and is below the world's value for similar hides. In 1917 an allocation scheme was formulated by which the Hides are distributed through existing trade organisations (butchers, hide-markets, and factors), the War Office allotting to tanners those particular hides which they can best handle for making into the varieties of Leather specified by the Department. By this means raw material to the value of £7,000,000 annually is controlled almost automatically, and as completely as if the Hides were bought outright by the Department and afterwards distributed to tanners.

Native Hides, however, go only a part of the way towards meeting military and other needs, and the War Office has had to stimulate and control import by direct purchase, and by securing the licensing of suitable hides the import of which is restricted by Order in Council. The restriction of import has exercised a steadying effect upon the world's hide prices, and profits made in this country are limited by an Order under the Defence of the Realm Regulations to 1 per cent. on the price paid by the importer.

KIPS FROM INDIA.

The most important direct purchase is that of Tanned Kips and Raw Hides for Upper Leather, from India. This country had previously obtained large supplies of Leather from enemy countries, although

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the German and Austrian manufacturers drew the raw material for the leather to a large extent from the Indian Empire, and had captured an industry which formerly belonged to Great Britain. In order, therefore, to secure supplies, to eliminate speculative purchases, to control prices of Hides, shipment and freight charges, the cost of dressing the hides, to determine the use to which the Hides should be put, and the distribution of the resultant leather, it was necessary to make direct purchase of Tanned Kips and Raw Hides with the assistance of the Government of India. The scheme adopted with regard to Tanned Kips is as follows:—

1. The Indian Government purchases all East India tanned kips suitable for the production of military leather which can be obtained from the Indian industry. In order to assist the Indian Government in arriving at a satisfactory definition of suitability for military requirements, the Department sent out special experts to assist the Indian Government Officials.

2. The responsibility for the actual collection of the hides rests upon selected shippers, who purchase at prices which enable them to sell to the Indian Government at the standard rates, which are varied from time to time.

3. Kips on arrival in this country are handled by importing houses interested in this branch of Indian trade. For their services these firms are paid at the rate of $\frac{1}{2}$ per cent. on the f.o.b. cost of the kips handled by them.

4. Inspectors of the Department examine consignments and select the bales for forwarding direct to each carrier to be manufactured into leather in accordance with directions laid down by the Department. Practically all suitable carriers in Great Britain are employed, and paid at commission rates.

5. The carrier is instructed that, after selection, the leather is to be delivered by him only in accordance with instructions from the War Office, and he notifies to the Department all quantities of leather supplied by him to manufacturers. The manufacturer on receiving the leather is debited with its value, and the Department is finally re-imbursed by the deduction of the value of the leather from sums due to the contractor for boots.

THE INFERIOR GRADES.

The heavy demand for leather caused such an appreciation in the value of hides generally that if the War Office had discriminated in their purchases by only taking leather of military substance, the unsuitable hides would rapidly have attained a higher level of value than the suitable. Consequently, to check this temptation to tanners to produce "reject" leather, kips unsuitable for military purposes were purchased in India, as well as those that were suitable. Hence some proportion of the leather produced from East India tanned kips is unsuitable for military purposes. Unsuitable kips are sold for the civilian trade, and the difference between the price realised, and that at which they are bought is credited to the Exchequer. By a careful grading in prices every effort is made to reduce the production of unsuitable tanned kips at the source.

Similar arrangements apply to the purchase of raw kips in India, which is done through a Buying Committee in Calcutta, composed of prominent all-British firms co-operating with native houses; and it is hoped

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that British interests may become sufficiently entrenched to be able to meet the competition of the German elements after the War.

OTHER PURCHASES OF HIDES.

Hides have also been purchased by the Department in New Zealand by arrangement with the High Commissioner and the Government. Direct purchases have also been made from the occupied territory known as German East Africa.

The most important, however, of the Hides imported into this country during the War have been the Heavy Hides required for military Sole Leather from Argentina. These are purchased from British Meat Companies in that country through the medium of the United Tanners' Federations, who finance the transactions throughout, the War Office guaranteeing to take a proportion of the leather manufactured from the Hides. The Meat Companies in Argentina sell the hides at less than the world prices on the understanding that this concession in price is a direct benefit to the British Government. The Federations distribute the Hides among the different tanners, this allocation being co-ordinated with the allocation of British hides referred to above.

TANNING MATERIALS.

Tanning in this country is carried out almost entirely with agents of vegetable origin, practically none of which are home-grown. As more than two tons of raw materials are required to produce one ton of leather, the importation of tanning materials into this country has been of vital importance. As in the case of hides, supplies have been secured both by direct Government purchase and by controlling private import under licence. Four of the most important substances, Quebracho, from South America, Chestnut and Hemlock Extracts, from the United States, and Valonea, from Greece, have thus been purchased by the Department in the countries of origin. Chestnut Extract has also been obtained from France by arrangement with the French Government, all possible steps being taken to maintain and increase production, as this source of supply has obvious financial and freight advantages. In conformity with the general policy of utilising fully the resources of the Empire, steps have been taken to obtain from India and South Africa sufficient quantities of the tanning materials (Myrabolams and Wattle Bark) native to these countries. In the case of Wattle Bark, steps have been taken, in co-operation with the South African authorities, to limit the price of the material in South Africa. The distribution of tanning materials, whether bought by the Government or privately imported, is carried out through the usual trade channels, a fixed rate of commission being paid in the case of the Department's purchases.

CHROME TANNING.

A certain amount of leather is produced by mineral, i.e., Chrome-tanning processes. For these less imported material is required, and steps have been taken to encourage the use of mineral agents, with a view to saving tonnage. Economy in the use of vegetable tanning materials has also been enjoined, the tanning of certain classes of inferior hides for sole leather by vegetable processes being prohibited; the success of this action is shown by the increase in the Chrome tanning of these hides. Supplies of Oils and Fats have caused some anxiety, but have been maintained in co-operation with the Ministry of Food, who control these materials.

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LEATHER.

Synchronising with the control of the raw materials, Orders under the Defence of the Realm Regulations were issued enabling the Department to take possession of leather of weights and substances suitable for military requirements. Under these powers tanners are instructed to deliver their leather either to Government stores or to boot manufacturers, if desired through the merchants and factors usually employed, for making up into Army boots, equipment, etc. The method of fixing the prices to be paid for the leather can be illustrated by the case of Sole leather. The value of sole leather varies from tannage to tannage, and it was necessary to fix the prices of some thousands of different descriptions of leather. The aim of the Department was to secure to each tanner a normal rate of profit in the tanning trade. It was necessary first to fix the relative value of the various tannages, and for this purpose a representative Committee, composed of three tanners, two leather merchants, and two boot manufacturers, was appointed to assist in arriving at the relative value of each tannage on the basis of prices generally prevailing at the beginning of the period of contract. At the same time, exhaustive investigations into the cost of production of Sole Leather and into the relation between tanners' pre-war profits and war profits at prices then prevailing were carried out in respect of many representative tanners by the chartered accountants attached to the Department. This enabled prices to be fixed for leather, which, whilst equitable to the tanner, did not enable him to obtain undue benefit from the country's need of his product. Adjustments are made at quarterly intervals to meet the variations in the price of raw material, labour, etc.

CONTROLLING CIVIL SUPPLIES.

It was found that the complete control which was exercised over the leathers of a substance required for military purposes tended to undue inflation of prices for "free" leathers. Orders were accordingly issued under the Defence of the Realm Regulations taking possession of and limiting the price of all classes of Sole Leather from the producer to the consumer; allocating a definite proportion of the available supplies for repairing purposes and prohibiting sales between traders of the same denomination, e.g., between one factor and another. Leather for the civilian standard boot (see below) is controlled and allocated on the same lines as military leather. For other civil purposes tanners are instructed from time to time to deliver certain classes of their production for distribution through the usual channels for civilian manufacture and repairs.

The embargo on imported leather imposed in February, 1917, threatened to create a shortage of boots and repair leather for the civilian population. An experienced buyer was therefore sent to the United States in the autumn of 1917, and purchased moderate quantities of Sole Leather and Upper Leather on very advantageous terms. The same buyer has recently been making further purchases. The bulk of this leather is required for the manufacture of the standard boot for civilian use, being sold to factors for distribution for that purpose.

ECONOMIES EFFECTED.

Measures have been taken to enforce and to encourage economy in the use of leather. For example, the manufacture of women's boots with an upper of over seven inches in height has been prohibited. A circular has been widely published throughout the trade urging repairers to use the smallest amount of leather possible in repairing, e.g., to patch a worn sole rather than replace it by a new half-sole.

The most important measure, however, yet taken to ensure the economical use of leather is the

SPECIAL ARTICLES—*continued.*

"Certificate Scheme," which came into operation on 1st April last. Under this scheme no leather can be obtained for the manufacture of boots for the War Office, Admiralty, or other Government Department, or of civilian standard boots, without the production of a certificate endorsed by the Department, and the residue of leather supplied for these commitments which, owing to its unsuitability, etc., cannot be actually employed in making the boots, can only be disposed of under instructions from the Department. The scheme, which is being adopted for Rough Leather for Harness, Equipment, Belting, etc., and is capable of wide development, is effecting marked economies by ensuring a careful rationing of the available supplies of leather.

WAR-TIME BOOTS FOR CIVILIANS.

Some time ago investigations made by the Board of Trade and reported to the Production of Boots Committee at the War Office pointed to the possibility of a serious shortage of civilian footwear, especially for the poorer classes. It was eventually decided that the War Office should intervene to the extent of controlling production by requiring manufacturers to produce certain quantities of boots for the general working-class population, and that the prices of these boots to the public should have some definite relationship to the cost of production. Accordingly, the country was divided into approximately 16 areas for boot production, in each of which the Department appointed a local Committee on Production, consisting of manufacturers representative of the different classes of factory within the area, who were invited to obtain from the area samples of the boots which each firm desired to produce. From these they were asked to select a range, as small as possible, of the boots which could most economically be made in the area. The aggregate number of samples submitted to the Department by all these Committees came to over 200, but since the admission of so great a variety would have rendered standardisation ineffective the Department reduced the number, which now stands at about 80. A small margin of variation from the standard samples was allowed to enable manufacturers to utilise existing plant and to lessen the restriction on their enterprise and initiative.

The costings of the ranges of boots accepted from the samples of each local Committee were submitted to the Department, and after these had been investigated and allowances made for the prices at which the Department proposed to issue leather specially imported for the purpose, final prices were fixed. These prices allow a profit of 5 per cent. to the average manufacturer, and the retail trade agreed to handle the boots at an addition of 33½ per cent. on the manufacturers' prices. If the services of a Factor are employed his remuneration comes out of the 33½ per cent.

Manufacturers have been instructed to devote one-third of their non-military capacity to the production of War-Time boots. The selling price of the boots is stamped upon the sole, and they bear the code number of the manufacturer, in order that defects in production may be traced to their source. These arrangements were sanctioned by the War-Time Boot (Manufacture and Sale) Order of the 26th March, 1918, which provides further that it shall be the duty of manufacturers of boots to give priority to War-Time boots over all other work, except Government contracts.

SHEEPSKINS AND LIGHT LEATHER.

The necessity of warm clothing for troops in the trenches in winter, for mechanical transport drivers, and for the Royal Air Force, has led to very heavy demands for Sheepskins. Woolled Sheepskins in large quantities are provided for fingerless trench gloves, aviators' boots, and mechanical transport coats. Many million feet of tanned Sheepskin leather are required for Jerkins, as well as for linings for War-time boots, munition, land-workers' and many forms of military gloves, hat bands, chin straps, saddlery, etc. In order

SPECIAL ARTICLES—*continued.*

to secure supplies, it has been necessary to exercise close control over the skins in this country. No domestic Sheepskins can be dealt with in any way except under instructions from the War Office, and no dressed skin, pelt, or basil can be used for other than military work, unless, after inspection by the Department, it has been released for civilian use. Similar restrictions have had to be imposed on imported skins, and the War Office has had to take special steps to supplement supplies by purchasing suitable skins through the Government Wool organisations in South Africa and Australia, and haired Goatskins and Slink skins through agents in China.

In order to provide Glazed Kid for the higher grades of War-time boots, and to keep prices at a reasonable level, the War Office found it necessary to requisition on a fixed schedule of prices all raw Goatskins in the United Kingdom. Steps have also been taken for direct purchases of further supplies in the Cape and West Africa, and India, when possible. These will be tanned at fair rates for the production of Upper Leather for War-time boots.

COMMITTEES.

The War Office has throughout had the assistance of the Central Leather Supplies Advisory Committee, composed of representatives of employers, employees, and Government Departments interested in leather. Eighteen Sub-Committees have been appointed, on which both producers and distributors are represented, to advise on particular aspects of the trade of which the members have special knowledge.

CANADA'S AFTER WAR TRADE.

CALL FOR ORGANISATION OF BUSINESS INTERESTS.

In the Report on Canada's trade in 1917, the Deputy Minister of Trade and Finance emphasises the urgent need for preparing commercial organisations for after-war trade.

His statements, although directed towards the business men of Canada, are applicable to any country that intends to occupy a leading position as an exporting country after the war. For this reason, the views enumerated by the Deputy Minister are quoted below. In his report he states:—

ORGANISATION OF BUSINESS MEN NECESSARY.

The war has given an impetus to Canadian trade expansion unequalled in our history. In considering the coming of peace the question is put not infrequently to this Department: "What are you doing to prepare for the commercial struggle that will follow the war?" This question and others can be put more appropriately to the business men of Canada: "What are you doing to prepare for the commercial struggle that will follow the war?" "Are you studying the possibilities? Are you studying every phase of the cost of your raw materials, and what effect peace will have on supply, labour, transportation, and market?" The Government has its limitations. It can assist by pointing the way to foreign markets.

CANADA MUST BE AN EXPORTING COUNTRY.

With the dawn of peace we must be prepared for an intense commercial competition. Indemnities or no indemnities, Canada must pay her debts. We must export. The Allies, when they emerge victorious, cannot hope to be repaid the enormous financial obligations they have incurred. We must look abroad to sell our goods in competition with the rest of the world—a competition which will be more intense than the world has ever known. No question before us to-day, other than the prosecution of the war, presents a more fruitful source of study. Thoughtful men and students in Canada interested in industrial problems, have a wide field before them, and the nation calls to them to assist in establishing definite policies of action with a view to placing Canada in a sound commercial position in the fore-front of the race that is to come, for foreign markets.

SPECIAL ARTICLES—*continued.*

GERMANY'S ECONOMIC POSITION.

When hostilities cease and peace is declared, if the cartel systems of Germany be co-ordinated and in reality become not only nationalised, but also become State monopolies, as has been announced is the intention, private firms and individuals will find the most formidable possible competition in every market in the world. Such monopolies, backed up by the concentrated strength of all the banks of the German Empire, will be able to purchase in large quantities under the most favourable conditions, and to sell at prices and upon terms to render competition extremely difficult, if not impossible. Thus will Germany wage economic war.

When such commercial war begins, Germany will have its shipping, now locked up in its harbours, its factories unscathed by the ravages of war, and hundreds of thousands of labourers returning to commercial pursuits, ready to work for the merest living wage, but Germany must look abroad for many raw materials vitally necessary to her commercial existence, for many of which she is dependent almost wholly upon her present enemies. To a lesser, though important, extent she is dependent upon the British Empire, and in many important respects upon Canada also. In fact, so far as Canada is concerned, apart from her grain exports, the nickel and asbestos production of the Dominion are greater than all the rest of the world put together.

In considering, however, the statement frequently made that the German factories will be ready at the close of the war to offer keen competition to the world, it may be well to draw attention to a more recent statement which, if true, considerably alters the general opinion as to Germany's position. That statement is to the effect that many factories in Germany which have not been engaged in war work, have been stripped bare of their machinery, which has been transferred elsewhere. Under these circumstances, a factory which has been closed down cannot be presumed to be able to resume work immediately on the restoration of peace. Such factories must be rehabilitated with new machinery, the manufacture of which will require considerable raw material.

Germany has come to the end of her tether in many vital raw materials not produced in enemy countries. Teuton factories are, and will be more, hungry, therefore, for raw materials when the war is over. Germany cannot manufacture without them. Does she deserve any contribution in raw materials from Canada? Germany, for her own domestic requirements and export trade, will be in the market for enormous supplies of raw materials which, with the demands of those portions of Europe which have been devastated, will tax for some considerable time the rest of the world to supply.

The most sanguine optimist, however, is now obliged to view the future with grave concern. A famine in Europe, accompanied by a serious dearth in raw materials, are not only possibilities, which cannot be disputed, but there is every evidence to indicate they cannot be averted.

ORGANISATION IMPERATIVE.

Is it not, therefore, urgent that the various industries in Canada, especially those producing food and raw or semi-raw materials, should organise upon such a basis as will conserve these products for Canada and the Empire? If we let them go loosely to the first or highest bidder—and Germany with exhausted stocks of raw materials will be in the forefront as a buyer—the demand will naturally lead to extravagant prices, which, of course, will re-act upon ourselves and increase the cost of production and manufacture in Canada.

COLLECTION OF STATISTICS.

While no one can forecast what the conditions of business may be when the war is over, the time has arrived to prepare for every possible eventuality by widespread organisation of every industry in Canada. Each industry should prepare complete and accurate statistics of the most exhaustive nature with respect to itself, so that if necessary such formation will be available not only during the progress of the war, but also when the Government is called upon to study tariff problems at home and tariff arrangements abroad.

CO-OPERATION IN EXPORT TRADE.

Such organisations are not inferred to be in the nature of trusts to dominate prices or to restrain trade in Canada, but for the purposes of assisting and advising the Government with all possible information in respect of such industry, and also engaging in export trade. Co-operation in export trade will be necessary to meet similar foreign export syndicates. Such combinations develop men of initiative and constructive genius, men of big business, men who acquire a grasp of the details of foreign trade exchanges, banking, transportation and competition, and men who have the sympathetic understanding of foreign peoples.

Notes on Trade.

[While every care is exercised to ensure the accuracy of any explanatory article or notes relating to Acts, Regulations, Orders, etc., published in the "Journal," it must be understood that such explanations are necessarily in the nature of summaries, and cannot be quoted as authoritative legal interpretations of the text of the documents themselves.]

CONCRETE SHIPBUILDING.

£4,000,000 TO BE SPENT.

Reports from the various reinforced concrete shipyards in England, Scotland and Ireland show that good progress is being made in the construction of 1,000-ton sea-going barges for the Admiralty Department of Merchant Shipbuilding. Vessels of this class are urgently required, and the programme of construction already authorised comprises barges and other vessels representing some 200,000 tons of shipping, and a capital outlay estimated at nearly £4,000,000, apart from the cost of land and shipyard plant. On the designs adopted the saving in steel is fully 70,000 tons on what would have been required for steel ships of the same carrying capacity. It is believed that a still larger saving will be effected when practical data become available as to the minimum proportion of reinforcement that may be employed with safety.

The United States Shipping Board have not advanced quite so rapidly as our own Admiralty in the matter of concrete shipbuilding. According to latest advices the United States has only two concrete shipyards ready for operation, compared with nearly 20 in the United Kingdom. On the other hand, America is to be credited with the completion of one reinforced concrete steamship of 5,000 tons capacity, a courageous experiment, which has been amply justified by the vessel on her trial trip and subsequent voyages. Her first voyage, made in very rough weather, was from San Francisco to Vancouver. Since then she has been to Honolulu and New Zealand, and has evidently started on a career of much usefulness.

According to official estimates the cost of wood, steel and concrete hulls is £30, £35 and £25 per ton respectively. Hence the programme of the United States Shipping Board for 58 concrete ships of 7,500 tons capacity, represents an outlay on hulls alone of about £10,870,000, on the basis of 435,000 tons aggregate deadweight capacity. The saving in steel will probably exceed 125,000 tons, and the saving in the cost of the vessels, as compared with steel, according to the official estimate, will be £4,350,000. At present only two of the United States Government Yards have been decided upon, one at San Francisco and the other at Wilmington, on the Atlantic coast.

NEW INDUSTRIES IN SOUTH AFRICA.

During 1917 the following new industries, according to the Report of Industries Advisory Board, are known to have been initiated in the Union, and in many cases to have commenced production:—

Manufacture of calcium carbide, manufacture of chloride of lime, iron smelting, manufacture of alcohol motor fuel, wattle bark extraction, toy making, manufacture of sauces and other condiments, glass bottle manufacture, manufacture of shoe and floor polishes, manufacture of sulphate of ammonium, detinning of scrap tin, asbestos manufacture, tin smelting, production of arsenic, manufacture of starch from maize, antimony smelting, meat canning, manufacture of lead shot and pellets, manufacture of paints and distempers from local materials, chicory production and preparation, manufacture of glue and size, and manufacture of raw wax from by-products of sugar cane.

In addition to the above, a cement factory capable of manufacturing 720,000 bags of 133 lb. each, has commenced production near Mafeking.

Imperial and Foreign Trade.

BRITISH EMPIRE.

UNITED KINGDOM.

FREIGHT RATES FOR EARTHENWARE GOODS SHIPPED TO INDIA.

The following revised freight rates from the United Kingdom to Indian ports, as agreed by the Indian Conference, to become operative from 1st July, 1918, are forwarded by the Ministry of Shipping.

	Per ton.
	s. d.
Chinaware (common), not over £50 per 40 c. ft.....	60 0
Earthenware	60 0
Earthenware and porcelain, broken	60 0
Earthenware channels, loose	80 0
ditto ditto packed	60 0
Earthenware tiles, loose	80 0
ditto ditto packed	80 0
Fluorspar	110 0
Sanitary ware	80 0

BRITISH INDIA.

AGRICULTURAL AND INDUSTRIAL CONDITIONS.

The Indian Trade Commissioner in London reports the receipt of the following cable, dated 2nd August, from the Commercial Intelligence Department, Calcutta, India:—

MONSOON AND CROPS.

The rainfall appears to have improved somewhat during the last week, and from an initial examination of monsoon conditions experts consider that the worst has passed. The fall, however, continues "scanty" in the north and east of the Punjab and in the neighbouring portion of the United Provinces, also throughout Baluchistan, Sind, Rajputana, and to a lesser degree in the adjoining tracts of Guzerat, Central India, and extending down the Bombay Deccan. The Central Provinces, Berar, and Hyderabad have recently had rain. The prospects of jute and of other autumn crops are, on the whole, fair.

RAILWAYS.

The survey has been made of a metre gauge line from Tanpur to Barin Deo—an extension of about 10 miles on the Rohilkhand Kumaon system, and also of a line on the Bengal Nagpur system from Anda to Jamda. This is to serve iron ore deposits.

INDUSTRIES AND MARKETS.

The Government of India have decided to abandon the scheme for the construction of cargo steamers in India owing to difficulties in providing materials and skilled labour. The tendency noted last week of piece goods to advance in price in Bombay has become more marked. Japanese greys have again advanced.

NEW ZEALAND

REPORT ON MEAT EXPORT TRADE

A Select Committee appointed to investigate the present position and future prospects of the export meat trade of the Dominions, particularly with regard to the operations of large foreign companies, has submitted the following recommendations:—

1. That legislation be at once passed giving the Government power to make it illegal to grant concessions in consideration of exclusive dealing, and to control or prohibit special rebates.

2. That the Government promote legislation generally (a) to control monopolies; (b) to prevent unfair trading by freezing companies or shipping companies; and (c) to provide for issuing licences to freezing works and the business of meat-exporters; (d) dealing with shipping as common carriers; (e) making charges of carriers just and reasonable; (f) preventing undue preference; (g) prohibiting pooling of freights and earnings; and (h) providing that common carriers shall print and exhibit schedules.

3. That the Government should forthwith consider a scheme for (a) controlling the export of frozen meat after the war, and, (b) in conjunction with the Imperial Government, the distribution of meat in the United Kingdom. (This is necessary to prevent the exploitation of the producer or consumer by meat trusts.)

IMPERIAL AND FOREIGN TRADE—continued.

4. That effective measures should in the interests of the British consumer be taken by the Imperial Government to control the prices of released meat in the United Kingdom.

5. That the Government, either in conjunction with the Home Government or the New Zealand producer, consumer, and importer, or with all of these parties, should establish a controlling interest in the freights and shipping between New Zealand and the United Kingdom.

6. That the Government should, in the interests of the small producer, and in view of the probable serious shortage of storage space, take power to prevent large buyers monopolising space in freezing works during the war.

7. That special care be taken to see that foreign firms and their agents, and also companies registered in New Zealand with small capital, which carry on large business by means of outside financial support, shall not escape taxation on the grounds that small, if any, profits are made on their trading in the Dominion. Provision should be made that such firms shall be taxed to an amount not less than is paid by New Zealand firms not so financed or controlled.

SOUTH AFRICA.

TIMBER SUPPLY SITUATION.

An investigation into the timber resources of the Union has been conducted by a Sub-Committee of the Industries Advisory Board. This was felt necessary owing to the threatened scarcity in the near future of the world's timber supply, and to the abnormal cost of imported timbers for building and other purposes.

Evidence was given, before a sub-Committee of the Board, by the Chief Conservator of Forests and others, from which it appeared that the value of the imported timbers, in a manufactured and unmanufactured state, amounted approximately to a sum of £1,400,000 per annum. The practical cessation of this importation would mean stagnation in the building trade, and the position, therefore, called for investigation, with a view to remedying the threatened deficiency.

AREA UNDER TIMBER.

It was ascertained that there are over two million acres of land which nominally fall under the control of the Forestry Department, but a large proportion of this area, some 1,530,000 acres, is waste land, extensive areas of drift sand along the coast, and land on mountain tops, unsuitable for afforestation, but reserved at the instance of the Irrigation Department. Some of these areas are not even definitely demarcated.

The area of dense forest timbers, on Government reserves, is given as being approximately 400,000 acres, which, with the inclusion of privately owned forests, will total 500,000.

Something like 1,000,000 cubic feet of usable timber are annually handled in these forests, and a similar amount is probably converted into firewood. The total annual value is estimated at £25,000. A considerable quantity of this timber consists of yellow-wood, which was formerly largely used for building purposes, with most satisfactory results when properly handled.

There are some 70,000 plantations, consisting of a number of imported species of trees, some of which have been found to grow with great vigour and to be capable of producing excellent mercantile timbers. This makes a total of 470,000 acres of land under forest, under the supervision of the Forestry Department.

It will thus be seen that out of the 2,000,000 acres falling under the control of this Department some 1,530,000 acres must be, at present, left out of the reckoning as being non-productive.

NEED FOR A SURVEY.

No systematic investigation of the nature and uses of the indigenous timbers has been undertaken, and but little appears to be known in regard to methods of seasoning. It is stated that a considerable wastage of most valuable timber is constantly taking place. This is said to arise from a shortage of scientific staff, and from the impossibility of controlling the depredations of natives.

Much destruction of useful timber takes place in connection with the cutting of poles for mining purposes, and it frequently happens that immature and growing trees are felled by their owners for this purpose, thus destroying what would later have become an exceedingly valuable asset.

In respect of the indigenous timber, it is deemed necessary by the Board that a careful survey should at once be undertaken of such areas as are easily accessible, so that the mature timbers therein contained may be placed upon the market, in order to meet present needs.

It is also considered that steps should be taken to increase the area of such indigenous forests by careful supervision.

IMPERIAL AND FOREIGN TRADE—continued.

and also to prevent the wanton destruction and wastage which are, at present, in operation.

Four hundred thousand acres of indigenous forests must have a very considerable value over the whole period of growth, and in some cases must be equal to that placed upon ordinary plantations in European countries.

Seventy thousand acres of the forest lands have been planted with exotic timbers, some of which have been advertised for sale as matured timber. Many of these plantations have been established within the past ten or twelve years, and, together with those of an older growth, are said to be producing an income of some £25,000 per annum. The Board is of opinion that this plantation area should be at once increased by the planting of serviceable timber trees, in the proportion of at least two for every one destroyed or felled. The work thus involved should furnish employment for such white labour as may prove capable and willing to undertake the task.

A very considerable proportion of the unworked timber which, in the past, has been imported into South Africa, could be supplied from the Union's forests in increasing quantities, but this will depend very largely upon the action taken to remove prejudice, to facilitate the handling of the timber, and also upon the transportation and other difficulties attendant upon extensive importations.

The Board is of opinion that the Union possesses in its forestal resources an asset the value of which is greatly under-estimated, because so little is understood of its intrinsic worth. It would appear that the following are among the urgent necessities of the case:—

- (a) A forest survey.
- (b) Determination of the commercial use and value of our timbers.
- (c) Greater encouragement in the use of local timbers.
- (d) The conservation of existing immature forests.
- (e) The prevention of wastage and the uneconomic use of timber.
- (f) Experiments in the direction of felling and seasoning.

SEASONING OF TIMBER.

The Board welcomed the suggestions put forward by the Chief Conservator of Forests in regard to the appointment of a qualified person to take up this particular aspect of forestry. It has consistently urged that research on these lines should be undertaken, and, although the present proposal only embraces one aspect of the problem, the Board considers it a very useful step in advance, and hopes that there will be no delay involved in sanctioning the very small expenditure connected therewith.

CEYLON.

JOINT STOCK COMPANIES (AMENDMENT) ORDINANCE, 1918.

An Ordinance to amend the Joint Stock Companies Ordinance, 1861, was passed in Ceylon in April. The object of this Ordinance is to apply to companies certain provisions of "The Registration of Business Names Ordinance, No. 6, of 1918." These provisions relate to—

(a) The registration of the names and nationalities and previous names or nationalities of directors of companies.

(b) The prohibition of the incorporation or continued incorporation of companies under names which are calculated to mislead the public as to the nationality of those who control them.

Sect. 2 enables the Registrar to decline to register any company under a name which, having regard to the nationality of those owning or controlling its shares, is calculated to mislead the public in the manner indicated, and to require any company which is registered under such a name to change its name.

Sect. 3 is new, and is intended to allow any company registered under the principal ordinance to modify the conditions contained in its memorandum of association, so as to exclude the possibility of the company becoming a company under foreign control or subject to foreign influence. This will enable local companies to take precautions so as to prevent their shares being acquired by foreigners, and the company thus being brought under what may be undesirable influences.

Sect. 4 deals with the registration of directors of companies incorporated in the Colony. At present there is no obligation on such companies to register the names of their directors. By the effect of this section they will be required in future, as they are already required in the United Kingdom, to register annually the names, addresses, and occupations of their directors, and they will be further required to register the nationality of those directors, any former names they may have borne, and any former nationalities they may have possessed.

IMPERIAL AND FOREIGN TRADE—continued.

Sect. 5 deals with companies incorporated outside the Colony. No provision has up to the present been made in regard to these companies on our own Statute Book. In the United Kingdom, under Section 274 of the Companies Consolidation Act, 1908, these companies are required to furnish certain particulars and returns to the registering authority, and Section 5 now accordingly introduces into the local Companies Ordinance a section on the same lines. The only point in which this section departs from the United Kingdom model is that among the particulars required to be furnished are the nationalities, and former names and nationalities of all directors of the companies in question.

FIJI.

REGULATIONS AFFECTING TRADE.

The following Ordinances affecting trade have recently been enacted by the Governor of Fiji:—

PETROLEUM ORDINANCE, 1918.

The first Ordinance (No. 8 of 1918), whereby the Kerosene Storage Ordinance, 1877, is repealed, may be cited as the Petroleum Ordinance, 1918. It provides, *inter alia*, for the mooring of vessels entering any harbour within the Colony from any port beyond the Colony, with petroleum on board, the keeping of petroleum, its storage in and delivery from public and private magazines, the publication, etc., of licences; search warrants; and empowers the Governor, under certain conditions, to prohibit its importation into the Colony.

STAMPING OF PROMISSORY NOTES ORDINANCE, 1918.

The above Ordinance (No. 10 of 1918) relates to the stamping of promissory notes. This Ordinance, which may be cited as the Stamping of Promissory Notes Ordinance, 1918 is to be read and construed together with the Stamp Ordinance, 1883. It provides, *inter alia*, that, notwithstanding anything contained in section thirty-eight of the Stamp Ordinance, 1883, all promissory notes are to be on stamped paper, and that in cases where a person is unable to sign his name, all notes should bear the thumb mark of the maker. The Governor will by Proclamation fix the day for the coming into operation of this Ordinance.

VEHICLES ORDINANCE, 1918.

Another Ordinance (No. 11 of 1918), may be cited as the Vehicles Ordinance, 1918, and provides for the licensing and inspection of certain vehicles. The provisions of any Regulations made under this Ordinance are in addition to and not in derogation of the provisions of any Regulations made under the Motor Traffic Ordinance, 1912.

WHEEL TAX ORDINANCE, 1918.

A further Ordinance (No. 12 of 1918) came into force on 1st July, 1918, and may be cited as the Wheel Tax Ordinance, 1918. It provides, *inter alia*, for the taxation of vehicles, the time when the wheel tax becomes payable, and the appropriation of the wheel tax.

The full text of the above Ordinances may be consulted by British firms interested at the Enquiry Office of the Department of Overseas Trade (Development and Intelligence).

GIBRALTAR.

COPYRIGHT ORDINANCE.

A Supplement to the "Gibraltar Chronicle and Official Gazette" of 22nd June contains the draft of an Ordinance providing for the detention and forfeiture of books, etc., infringing copyright, and providing penalties for importing, selling or otherwise dealing in such copies.

The Ordinance is drawn up under the Imperial Copyright Act, 1911, and is cited as the Copyright Ordinance, 1918. It repeals the Copyright Ordinance, 1914.

ST. LUCIA.

INCREASED POSTAL CHARGES.

The "St. Lucia Gazette" of 15th June contains a notification (a) that the Government of the Bahamas have imposed additional charges of one penny on all letters, and of one shilling on all parcels posted within the Colony to other parts of the Empire, and (b) that the Turks and Caicos Islands War Tax on letters will continue in force until six months after the signing of any treaty of peace to follow the present war.

IMPERIAL AND FOREIGN TRADE—continued.

EUROPE.

GREECE.

FORMATION OF RECONSTRUCTION COMMITTEE.

The Greek Minister of National Economy is inviting, according to the Press, several heads of industrial affairs to deliberate with him in order to establish an economic policy for Greece in the future. The subjects under discussion are to be:—

- (1) the advantages and instruction Greece has obtained from the war;
- (2) the best way of finding fuel for the factories, including the adaptation of boilers;
- (3) the encouragement of private initiative by the State;
- (4) how the mechanical industries can best help industry in general, and how best to furnish raw material to the different industries; also the conditions of the various industries and how to improve them;
- (5) food conditions, and munitions;
- (6) how to strengthen existing industries and create new ones;
- (7) industrial legislation and elementary and secondary technical instruction.

Two manufacturers will be appointed to present a preliminary report on each subject.

ITALY.

COMBINE IN ELECTRICAL INDUSTRY.

H.M. Consul at Milan states that a limited liability company has been formed with a capital of 64 million lire (to be increased to 80 millions) to absorb Messrs. Franco Tosi, of Legnano, the Officine Insubri (ex Langen and Wolff), and the Soc. Elettrotecnica Galileo Ferraris (ex Thomson Houston).

EXPORT OF BANK NOTES AND CHEQUES, ETC., PROHIBITED.

A Decree, dated 30th June, prohibits the export from Italy of bank notes, notes of hand, deposit receipts, cheques, circular notes, and all title deeds made out in Italian lire. Travellers leaving Italy are restricted to 1,500 lire or any of the above notes, etc., to that value.

The Minister of the Treasury is empowered to make exceptions in special cases submitted to him.

SPAIN.

AN AUSTRO-HUNGARIAN BANK ESTABLISHED IN MADRID.

The Wiener Bankverein, in conjunction with the Pester Ungarische Kommerzial-bank, intends to set up an Austro-Hungarian Bank in Madrid, with the object of fostering direct commercial relations between Spain and the Dual Monarchy.

After the war, according to the German press, the bank will also be called upon to encourage trade between South America and Austria-Hungary.

SWEDEN.

FINANCING OF STATE COMMISSIONS.

H.M. Minister at Stockholm has forwarded information to the effect that an arrangement has been made whereby the State Commissions which have hitherto obtained their capital from the National Debt Office and the Riksbank are now to be financed by private banks.

This arrangement is in the form of an agreement entered into between the National Debt Office and 23 of the most important banks in Sweden with regard to a credit of 550 million kronor (over £30,000,000), to be used by the Fuel Commission, the Food Commission, and the Industrial Commission.

The previous arrangement for financing the State Commission was that the National Debt procured capital, chiefly by means of loans from the public, and that a credit account for the Commissions was afterwards opened in the Riksbank.

The present arrangement has been necessitated by the enormous, and continuously increasing, demands for capital made by the State Commissions, on the one hand, and the difficulties which the State has experienced in borrowing money on the other hand (the last internal loan was not a success). Another object of this arrangement is to

IMPERIAL AND FOREIGN TRADE—continued.

endeavour to put a stop to the continuous increase in the issue of notes, and consequent inflation of prices, which has resulted from the financing of the Commissions by the State.

ASIA.

EASTERN TURKISTAN.

SUGGESTIONS FOR TRADE IMPROVEMENT.

(From H.M. Consul-General.)

KASHGAR.

Yarkand and Khotan being the nearest towns in Eastern Turkistan to Kashmir, those two places have become depôts for Indian goods; and it is there that those who trade with India live.

The people in the hinterland, at populous centres like Kashgar, Aksu, Kucha, etc., have no means of having goods directly distributed to them, an efficient marketing organisation being wanting. Native merchants from those parts come to Yarkand and Khotan and buy on long credit and at exorbitant rates from importers, who play the rôle of merchants less, in the true sense of the word, than of speculators holding back their merchandise for a rise in price, and of usurers who, though not loaning out money, sell goods at rates proportionate to the length of credit given and to the risks involved.

There is no exaggeration in saying that the difference between cash prices and those on a year's credit may range as much as from 33 to 90 per cent., according to the standing of the middleman. Naturally, under these conditions, bad debts, and consequent litigation, are frequent; and, in any case, goods bought at Yarkand and Khotan and taken up-country, must there be sold at very high prices indeed, before a middleman can realise any profit at all.

A trade carried on in this manner may be lucrative to the few who do the importing, but militates against its own expansion in a country of considerable trade possibilities.

TRANSPORT DIFFICULTIES.

But the Indo-Yarkand trade is restricted by another, and even more potent, cause. It is idle to consider the possibility of increasing exports and imports unless there be means for their carriage. Scarcely a single carrier plying on the Yarkand-Ladakh route is solvent. Almost everyone owes large sums to those whose goods they have carried; and such is the hold that traders have over *keraikeshes*, that the former are able to dictate their own terms as to the carriage to be paid. If a new carrier comes on the field—one who, being untrammelled by debts, tries to assume a position of independence—he is soon warned off; for he has only the choice between running his caravan at a loss, or of accepting rates which traders are able to impose on those of his confrères who are in their debt and therefore in their power.

Of course, on a fearfully difficult road like that which lies between Ladakh and Yarkand, accidents to caravans will always occur. None the less, a large percentage of them, resulting in the abandonment of loads in transit through the breakdown of underfed animals, the theft of goods on the road, etc., is due to the poverty-stricken condition of carriers.

Considerations therefore for improving our trade resolve themselves largely into the two questions: how to place the carrying agency between Leh and Yarkand on a satisfactory footing, and how to increase facilities for the distribution of our produces in the hinterland.

SUGGESTED TRANSPORT REFORMS.

These questions are necessarily complicated, and are not likely to be solved without the assistance of Government. Still, some attention should be devoted to them in the general scheme for meeting the intensive trade which may be expected after the war.

The points for investigation are the following:—

- (a) Can some Indian transport agency of standing be induced to establish itself in Leh and Yarkand, so as to oblige the various native carriers to work under their supervision?

Under such an arrangement the agency should be given the monopoly of transport for a number of years; and traders should be prohibited from dealing direct with the *keraikeshes*. Per contra rates chargeable by the agency should be subject to official sanction.

It may be observed, as a more or less parallel case, that practically all the *keraikeshes* on the Kashgar-Osh road have gradually been brought under the control of two large Russian Transport Companies who have established branches in Kashgar. The rates charged by these companies are probably above those which independent *keraikeshes* may accept. Still, merchants seem quite willing to pay something extra, in consideration of the fact that their goods

IMPERIAL AND FOREIGN TRADE—continued.

are entrusted to an agency able to take responsibilities, and to pay compensation for losses.

Besides their ordinary duties as carriers, the Russian companies act as commission agents for native merchants in Kashgar, in the purchase of goods from Russia. In doing this, they incur no risks, because during transit goods are in their hands, and, even after arrival in Kashgar, remain in their possession till payment has been made for them.

A PARCEL POST SERVICE NEEDED.

(b) Many persons with small capital, not living at Yarkand and Khotan, when they find a particular class of goods in special demand, would like to obtain a consignment of them; but as they happen not to be at the starting points of the caravans, they do not buy from India, simply because they are deterred by all the trouble to be incurred in arranging for transport from the place where the goods are to be purchased to the town where they are living, which may be at a considerable distance from Yarkand.

To meet the requirements of persons so situated, can a parcel post be established? It is not suggested that parcels should be carried at a loss to the post office, but that rates should be so charged as to cover all expenses. The agency mentioned under (a) might be given the carriage of such postal articles between Leli and Yarkand.

(c) Though it has been established for no more than six years, the Chinese Postal Service in this Province has proved to be a marked success; indeed, it is about the only institution in this country showing any progressive tendency. Up to date the post offices in the New Dominion carry only letters and newspapers. But already there is a scheme for money orders between this Province and Inner China. A parcel post service does not yet exist, but there is no reason why it should not be organised. Rates payable need not necessarily be according to the scale laid down for Inner China, but may be so enhanced so as to cover costs.

If it be found feasible for the Indian Postal Department to establish a parcel post service up to Yarkand, can the Chinese Directorate-General of Posts be approached, with a view to connecting at Yarkand the Chinese parcel post service with that of India?

It may be remarked that the Chinese Directorate of Posts does not consist simply of Chinese officials, but that it contains a leaven of European experts, able and willing to envisage a business proposition.

TRADE THROUGH RUSSIA.

(d) British trade with Chinese Turkistan need not exclusively travel by roads between India and the New Dominion Province. It may be worth considering whether, in the new economic conditions to arise out of the War, this trade may be concurrently conducted through Russia. Before the War, a certain quantity of German merchandise, on which high Russian Customs duty had been paid, was imported from Russia to Kashgar. *Prima facie*, there should be no reason why, after the War, British goods should not be similarly imported. Already an Anglo-Russian Chamber of Commerce has been established at Petrograd. It is suggested that this Chamber of Commerce should pay some attention to Eastern Turkistan, and examine the possibility of British goods already in the markets of Russian Turkistan being forwarded to those of this country.

(e) It appears that parcels can be sent, free of duty, through the Russian post from the United Kingdom to Persia. Perhaps after the War, Russia may be induced to extend similar transit facilities for parcels for Eastern Turkistan from British territory.

A bi-monthly parcel post, which is taken advantage of by Kashgarian traders, already runs from Osh to Kashgar. But this service is on an inland, and not on a foreign, basis.

JAPAN.

REVISED BANKING REGULATIONS.

Under existing banking regulations the minimum capital of a bank to be newly established in a town having a population of over 100,000 is fixed at 1,600,000 yen, and the minimum for a town of a population of under 100,000 is 500,000 yen. H.M. Commercial Attaché at Tokio states that the Government has now revised the regulation so that no new bank can be established in a town with a population of over 100,000 unless it has a capital of 2,000,000 yen, though the minimum for towns with a smaller population has been

IMPERIAL AND FOREIGN TRADE—continued.

left untouched. The revision has come into immediate operation

The reason for the revision is that there are too many small banks. According to the authorities, ordinary banks in Japan number no less than 1,400, which, they say, are too many and out of all proportion to the number of similar institutions in other countries. The existence of an unnecessarily large number of small banks is liable to produce various evils, which the authorities now propose to prevent by increasing the minimum capital of banks to be newly established in towns having a population of over 100,000.

In a desire to prevent any unfavourable results that may be caused by a sudden change, the Government has left unchanged the minimum capital of banks to be established in towns having a population of under 100,000. The authorities, however, aim at causing small banks to be amalgamated into large ones, both in small and large cities.

THE NEW DOMESTIC LOAN.

According to information forwarded by the Commercial Attaché to H.M. Embassy in Japan, subscriptions for the new domestic loan for yen 50,000,000 amounted to yen 135,000,000, of which yen 70,000,000 were subscribed in Tokio, yen 30,000,000 in Osaka, and yen 12,000,000 in Nageya. Bonds will be allotted in proportion to the amount subscribed.

GROWTH OF TOY TRADE.

Much progress has been made in Japan's toy trade in recent years. In 1915 the export amounted to 4,533,000 yen; in 1916 to 7,640,000 yen, and in 1917 to 8,409,000 yen, including 2,430,000 yen, and 3,790,000 yen representing the export to the United States in 1916 and 1917.

The increase of the figures in 1917, in spite of the British ban on imports, was attributed to the increase of the importation into the United States, which showed over 40 per cent of Japan's exports to that country.

Chile, Argentina and Mexico are considered promising markets for the trade in the future. Last year large demands came from these countries, but only a portion was answered because of the scarcity of cargo space. Yet the export to these countries amounted to 300,000 yen during the year. The export to these countries, it is hoped, will be brought annually to 1,000,000 yen in value.

PERSIA.

PROSPECTS OF ECONOMIC ENTERPRISE.

An article to the *Frankfurter Zeitung* deals with the openings afforded by North Persia to German capital and enterprise.

After citing the proceedings at the general meeting of the Anglo-Persian Oil Company as evidence of the mineral oil wealth of Persia, and of the danger to be feared from the competition of British capital, the writer observes that oil is also found in North Persia, in the Kaswin and Teheran districts, and that it is here that German capital will be able to find employment. Besides oil there is abundant coal, enough to maintain any industry that may spring up in those parts, and to leave a surplus for export to Turkey. With oil and coal for use as fuel, it will be possible to exploit the North Persian ore fields. Lead, iron, and antimony are all present in workable quantities, but the most important ore is copper, which occurs not only in the well-known Masanderan mines, but also within 30 or 40 kilometres of Teheran. Asbestos can likewise be mined, and there are said to be promising veins of gold. So far only a little surface-mining for lead and coal has been carried on, and a single copper mine has been worked by a Russian company.

A considerable amount of water-power is available, partly within 10 or 12 kilometres of Teheran; this could be used to produce electricity, not only for the mines and smelting works, but also for lighting and for working railways.

Communications in North Persia are bad; but the writer is of opinion that the Persian Government would welcome German assistance in the construction of railways. Water transport could be provided by the canalisation of the Rivers Kawal and Shachund.

The realisation of projects such as these would, the writer admits, meet with difficulties due to the internal political situation of Persia. Energetic diplomatic support would be necessary; and it would, above all, be desirable to secure the participation of Persian capital.

IMPERIAL AND FOREIGN TRADE—continued.

UNITED STATES OF AMERICA.

MAXIMUM PRICES FOR CANADIAN
NEWSPRINT.

Maximum newsprint paper prices have been fixed by the Federal Trade Commission, in accordance with an agreement between the Attorney-General and the manufacturers of the United States and Canada, as follows:—

Roll news in car lots, 3-10 dols. per 100 pounds.
„ in less than car lots, 3-22½ dols.
Sheet news in car lots, 3-50 dols.
„ in less than car lots, 3-62½ dols.

Under the agreement, the prices, f.o.b. mill, are retro-active, taking effect 1st April, 1918, and stand until three months after the war. Ten companies participating in the agreement, three American and seven Canadian, produced 950,000 tons of newsprint, or nearly 50 per cent. of the output on the Continent in 1917. One of the factors considered in fixing the price was an increase in wages for the pulpwood and paper workers.

In a statement issued to the press, the President of the Canadian Pulp and Paper Association states that the Canadian paper-making industry will lose 10,660,000 dols. a year as a result of the above findings of the Federal Trade Commission.

Canada exports to the States about 575,000 tons of newsprint paper annually.

PRICES IN CANADA.

With reference to the price of newsprint in Canada (see p. 403 of the "Journal" of 4th April), the Controller has issued a subsequent Order directing that the manufacturers of newsprint paper shall supply to the newspapers throughout Canada newsprint paper in rolls at the rate of 2-85 dols. per hundred pounds in carload lots, 3-25 dols. per 100 pounds in sheets in carload lots, and 3-50 dols. per 100 pounds in sheets in less than carload lots of two tons and over, f.o.b., the mills of the various manufacturers for a period of two months from 1st July, 1918, to the last day of August, 1918, subject to the condition that if the price fixed by this Order is too high or too low, there will be a revision of price from 1st May, 1918.

LATIN AMERICA.

ARGENTINA.

BUDGET FOR 1918.

Dealing with the Budget for 1918, H.M. Minister at Buenos Aires states that this year it is divided into two sections—"General charges for Administration and cost of Public Works, etc.," and "Subsidies and Charities."

The expenditure under the first section is placed at 379,896,079 dols. paper currency (£33,430,855), for which revenue is provided amounting to 362,416,455 dols. (£31,892,657), leaving a deficit of 17,479,624 dols. (£1,538,207).

Under the second section the expenditure authorised is 11,093,401 dols. (£976,219), for which revenue in cash, amounting in the aggregate to 10,996,111 dols. (£967,659) is allotted, leaving a deficit of 97,290 dols. (£8,560), and making a total deficit on the Budget as a whole of 17,576,914 dols. (£1,546,767).

An abstract of the Budget showing Revenue and Expenditure may be consulted at the Department of Overseas Trade (Development and Intelligence).

In spite of economy, new export duties and increased taxation in many other directions, the country at the present moment is unable to pay its way without recourse to borrowing, and this although the banks are full of depositors' money; everyone seems well off, H.M. Minister states, and the staple industries of the country, e.g., agriculture, ranching and sheep farming, were never before so remunerative as they are to-day.

This anomaly arises from the system of taxation, the Republic depending upon its import duties for the largest share of the revenue. Since the commencement of the war, the importation of goods has fallen off, and is still decreasing.

IMPERIAL AND FOREIGN TRADE—continued.

BRANDING OF IMPORTED CATTLE.

With regard to the shipment of pedigree horned stock to Argentina, the Consul-General for Argentina in London states that the Argentine Rural Society warns exporters, breeders, and veterinarians and others interested that tattoo marks should be made very clear, as difficulty would otherwise be experienced in securing their entry in the herd book on arrival in the Republic. Exporters are also advised that the tattooing should be as prolix as possible.

BRAZIL.

DECREE REGULATING EXCHANGE AND
REMITTANCE OF FUNDS.

A Decree issued by the Ministry of Finance, dated 19th July, provides direct supervision by the Government of the exchange and remittance of funds and money values from Brazil. Article 1 prohibits the exportation of money values and remittance funds to countries abroad, except for payment of obligations contracted by the Federal Union States, Municipalities, and persons natural and legal.

Article 2 provides that banks and other financial institutions must obtain the previous authority of the Minister of Finance, or his officers, for remittances, under penalty of sequestration and a fine of 50 per cent. of the funds.

Article 3 makes brokers subject to the provisions of the Decree.

The object of Decree is to prevent manipulations affecting exchange.

URUGUAY.

BUREAU OF COMMERCE ESTABLISHED.

The Uruguayan Government has created a National Bureau of Commerce (Oficina Nacional de Comercio) by a recent Decree, of which the following are the more important provisions.

The existing Section of Commercial Affairs of the Foreign Office will in the future work under the National Bureau of Commerce and will perform duties intrusted to it by the Foreign Office and the Ministry of Industries.

The work of the bureau will be carried on by a permanent director, sub-director, and staff, but in matters of general interest the advisory council will be given intervention. The honorary advisory council will be composed of permanent and elective members, the latter being designated for two years.

The following are permanent ex-officio members: Under-Secretaries of Foreign Affairs and Industries, Director-General of Customs, Director of Division of Industries, National Inspector of Stock Raising and Agriculture, Director of Institute of Industrial Chemistry, and the permanent Director of the Bureau (of Commerce).

Ten elective members will be designated by the Government from persons connected with banking, commerce, industry, shipping, railways, etc. One elective member will be designated by each of the following bodies:—National Chamber of Commerce, Mercantile Chamber of Products of the Country, Chamber of Industries, and League of Commercial Defence.

DIVISION OF INDUSTRIES—PUBLICATIONS.

The Bureau will comprise a special Division of Industries for the purpose of studying and proposing measures tending to develop the industrial capacity of the country. This division will have in particular the following duties:

- To take the industrial census of the country, with the co-operation of the Chamber of Industries.
- To study industrial production by articles with a view to increase their exportation.
- To report on any private initiative for the introduction of particular industries and ascertain the manner in which it can best be seconded by the State.
- To report on all matters relating to industries using raw materials produced in the country.

The Bureau will edit a review in which will be published, preferentially, data concerning the economic and financial capacity of the country, industrial and commercial organisation, commercial legislation and usages, in addition to all such quotations, freights, information, reports, legislation, price lists of exports and imports, etc., the knowledge of which may be considered advisable at home and abroad.

IMPERIAL AND FOREIGN TRADE—continued.

OPENINGS FOR BRITISH TRADE.

[NOTICE TO MANUFACTURERS AND EXPORTERS.—*Strict precautions should be taken against trading with the enemy, and regard had to the restrictions on trading in certain goods (including Priority Certificate requirements) and to the special regulations governing trade with certain countries. In cases of doubt or difficulty reference should be made personally or by letter to the Department of Overseas Trade (Development and Intelligence).*

British firms may obtain the names and addresses of the persons or firms referred to in the following notices of "Openings" by applying to the Department and quoting the specific reference number. Even though trade may not at present be possible, it may be worth while for British firms to open up communications now with a view to future trade.]

CANADA.

H.M. Trade Commissioner at Toronto reports the receipt of the following enquiries:—

COAL CONVEYERS, CAST IRON PIPE, WATERWORKS VALVES AND HYDRANTS, ETC.—A Toronto firm desires to obtain agencies, for the Provinces of Ontario and Quebec, for United Kingdom manufacturers and exporters of coal conveyers, cast iron pipe, lines of interest to waterworks (including valves and hydrants), street railways (trains), and general factory machinery. (Reference No. 214.)

FURNITURE MANUFACTURERS' SUPPLIES AND LINOLEUM.—An agent at Ontario, claiming to have an excellent connection in Ontario with furniture factories, seeks agencies throughout the Dominion for United Kingdom manufacturers and exporters of lines pertaining to furniture manufacturing, including tapestries, silks, velours, denims and webbings suitable for furniture coverings, etc., furniture hardware and furniture leather, and also for linoleums for store trade. (Reference No. 215.)

TEXTILES.—A Toronto agent wishes to get into touch, with a view to obtaining agencies for Ontario or the whole of Canada, for trade immediately after the War, with United Kingdom manufacturers and exporters of the following goods:—Woolen piece goods, suitings, dress goods, woollen hosiery (men's, women's and children's), table and piece linens, handkerchiefs, velveteens, plain twill backs and corduroys for women's wear, Scotch dress gingham, men's yarn dyed shirtings, Bradford goods, union linings, mohairs, lustres, plushes, bearskins, etc., for women's and children's coats. The enquirer, it is stated, has been in the dry goods business for some years, specialising in piece goods. (Reference No. 216.)

See Notice to Manufacturers and Exporters above.]

The following enquiry has been received at the Canadian Government Trade Commissioner's Office, Portland House, 73, Basinghall Street, London, E.C. 2, whence further information may be obtained:—

MARKET SOUGHT FOR CANADIAN STUMP PULLING MACHINES AND ACCESSORIES.—A Canadian company, which manufactures a large variety of stump pulling machines and accessories, in which it is prepared to do export trade, has forwarded to the Office of the Canadian Government Trade Commissioner an illustrated catalogue for the information of United Kingdom firms interested.

[See Notices to Manufacturers and Exporters above.]

NOTE.—Communications in regard to the foregoing enquiry should be addressed as indicated above.

SOUTH AFRICA.

HARDWARE, SOFT GOODS AND LEAD PENCILS.—H.M. Trade Commissioner in South Africa reports that a Johannesburg firm desires to obtain agencies for United Kingdom manufacturers of hardware, soft goods and lead pencils.

[Reference No. 217. See Notice to Manufacturers and Exporters above.]

SPAIN.

PRINTING AND LITHOGRAPHIC INKS.—H.M. Consul-General at Barcelona reports that a commission agent in that city, claiming to be in touch with all the local consumers, desires to obtain the agency for Barcelona and district for United Kingdom manufacturers of printing and lithographic inks.

[Reference No. 218. See Notice to Manufacturers and Exporters above.]

Shipping and Transport.

UNITED KINGDOM.

NEW MERCHANT SHIP CONSTRUCTION.

The Secretary of the Admiralty announces to-day that the output of Merchant Tonnage in the United Kingdom and Allied and neutral countries during the years 1915, 1916, 1917, and the quarters ended 31st March and 30th June, 1918, is as set out below:—

Period	United Kingdom. Gross Tons.	Allied and Neutral. Gross Tons.	World. Gross Tons.
1915	650,919	551,081	1,202,000
1916	541,552	1,146,448	1,688,000
1917	1,163,474	1,774,312	2,937,786
1918			
1st Quarter	320,280	550,037	870,317
2nd Quarter	442,966	*800,308	1,243,274

*Provisional figures.

NOTE.—The output for the World during the last quarter exceeded the losses from all causes by 296,696 gross tons.

NEW MERCHANT SHIP CONSTRUCTION IN THE UNITED KINGDOM IN JULY.

The tonnage of merchant vessels completed in United Kingdom yards and entered for service during July, 1918, compared with preceding periods, is given below.

It will be observed that the information is given in an amended form. This return, whilst giving practically all the information contained in the old one, will, in the opinion of the Controller-General of Merchant Shipbuilding, enable the public to more readily grasp the position, and will be adopted in future months.

1917	Gross Tons Completions	1918	Gross Tons Completions
January	48,089	January	58,568
February	79,451	February	100,038
March	118,699	March	161,674
April	69,711	April	111,533
May	69,773	May	197,274
June	109,847	June	134,159
July	83,073	July	141,948
Total 7 months to July 31, 1917	578,643	Total 7 months to July 31, 1918	905,194
Total 12 months to July 31, 1917	865,147	Total 12 months to July 31, 1918	1,490,025

The Controller-General of Merchant Shipbuilding makes the following comments:—

The figures for the month of July in any year are not usually very high owing to the holidays which are taken at this time of the year, and which, having regard to the sustained strain on the men, I did not consider it wise to ask them to forego. Towards the end of June most of the shipyard workers on the English North-East Coast take their fortnight's holiday, and during July a similar state of affairs exists both on the Clyde and in Belfast. Compared with the month of July in 1916 and 1917 the output for July, 1918, shows an increase of 174 per cent. and 71 per cent. respectively.

The serious influenza epidemic has had a transient, although marked, effect on the shipbuilding industry. I have had several letters from shipbuilders stating that during the epidemic from 35 to 50 per cent. of their workmen, draughtsmen, and clerks have been absent, and although most of the men are now back at work, it will be realised that this has somewhat retarded progress all over the country.

Having regard to all circumstances, I consider the July output is reasonably satisfactory.

THE ELECTRICALLY-WELDED SHIP.

Particulars are now available of the interesting and completely successful—experiment in rivetless shipbuilding, carried out at a Yard on the South-East Coast. The first steel vessel constructed entirely without rivets was recently launched in the presence of Lord Pirrie, the Controller-General of Merchant Shipbuilding, and other representatives of the Admiralty and the War Office. She has since been in service with full cargo during exceptionally rough weather, answering satisfactorily in every way to the severe tests imposed.

The object of the experiment, to which considerable importance was attached by shipbuilding authorities, was to prove the ability of welded construction to withstand the strains peculiar to a ship at sea. This principle having been established, it is not proposed altogether to dispense with riveting, which in certain sections is cheaper and quicker

SHIPPING AND TRANSPORT—continued.

than welding. It is intended, however, that future vessels should be a combination of riveting and welding. The United States Shipping Board, for instance, having been in close touch with the experimental work, are making arrangements for the construction of a number of 10,000-ton standard ships in which the use of rivets will be reduced to 2½ per cent. of the number originally required.

The recent progress achieved in electric welding by means of the flux-coated metal electrode process, and its successful use at Admiralty Dockyards and elsewhere in the construction of fittings and super-structures of various vessels, led to permission being obtained for the erection of a standard barge, with riveting eliminated and electric welding substituted throughout. Such a craft, it will be observed, is exposed to considerable rough usage in dock, besides being subjected to severe towing strains. In order to utilise material already available, this barge differs in no way from the standard riveted type with lapped joints, excepting that the hull plates were arranged for clinker build, and the plate edges joggled to permit horizontal downward welding in order to reduce the amount of overhead work, which is difficult of execution.

THE WELDED VESSEL.

The vessel to be welded was 125 ft. between perpendiculars and 16 ft. beam, with a displacement of 275 tons. The hull was rectangular in section amidships, with only the bilge plates curved. It was built up of 71 transverse frames and contained three bulkheads, those fitted fore and aft being watertight, and the one amidships non-watertight. The shell-plating was ¼ in. and ⅜ in. All joints were lapped in the manner described. The first day's work was poor, though all the operators were first-rate men, with extensive experience of electric welding in the shops and minor repairs and structural work at shipyards. This was probably due to the novelty of the undertaking and to the position—lying flat on the keel—which they had to adopt to get to the joints. In a few days, when they became accustomed to the job, the speed and quality of the work improved and became equal to workshop standard practice. With the more difficult welding, such as the vertical butt joints on each shell-plating, and overhead work underneath the keel and on bilge plates, it was noted that the quality of the welds was excellent. For this overhead work special electrodes were employed and proved well worth the slightly increased cost. All watertight joints up to and including the underside of bilge plates were continuously welded, both inside and outside, the other watertight joints being welded continuously on one side and tack welded on the other. On the shell-plating, the continuous welding was on the outside in all cases. For internal non-watertight joints and frame construction tack welding was adopted, the length of welding being carefully calculated to give a margin of strength over a similar riveted joint. When all positions of work are taken into consideration, the average speed was four feet an hour at the beginning, while towards the end of the work an average of seven feet an hour was easily obtained.

COMPARATIVE COST.

Some interesting details are provided of the comparative cost of the electric welded and riveted barge. In labour 245 man hours were saved in construction, a saving which can easily be improved upon in future work. More than 1,000 lb. of metal were saved, owing to the absence of rivets, but greater economy will result when the design is modified to suit electric-welded ship construction. The total cost of welding was £301, detailed as under:—Electrodes, £178; electric current, £61; men's time, £62. It is realised by the Admiralty experts that the proportion of cost for electrodes is high, but this is mainly due to the present limited demand. Demand and competition will have the usual effect and should reduce the cost of this item by at least 60 per cent. It will then be possible to build a vessel of this size with an estimated saving of from 25 to 40 per cent. of time and about 10 per cent. of material.

As a result of this demonstration, the Yard have prepared a new design of barge in which it is proposed to incorporate electric welding and riveted construction to the following extent:—*To be Welded:* Coamings, shell seams to frames, deck butts to beams, bulkheads (including boundary bars), keel plate butts to be welded overlaps, after-shell seams welded. *To be Riveted:* Floor riveted to frames, beam knees to frames, and beams frames clear of shell seams.

[NOTE.—A previous notice relative to electric welding in shipbuilding appeared on p. 101 of the "Journal" of 18th July.]

CANADA.

NEW SHIPBUILDING COMPANIES.

Nine shipbuilding companies, with a total capital of nearly 11,000,000 dols., have been formed recently in Canada. The

SHIPPING AND TRANSPORT—continued.

largest company, according to information supplied from the office of H.M. Trade Commissioner at Montreal, is a Halifax company, with head-office at Montreal. This company, it is stated, has obtained a contract for building six 10,000 ton steamships.

As these companies will require a great quantity of material and ships' fittings, their names and addresses may be obtained from the Department of Overseas Trade (Development and Intelligence).

CHINA.

SHIPBUILDING AT SHANGHAI.

H.M. Commercial Attaché at Shanghai reports that the first reinforced concrete ship to be built in China was launched at Shanghai on 24th May.

This vessel, which was built for experimental purposes, is of the following dimensions:—Length 65 ft., beam 15 ft., depth 6.6 ft., with a thickness of side of 2½ inches. She will be propelled by a twin set of "Speedy" motors (manufactured locally), and is expected to develop a speed of between 7 and 8 knots.

Another message states that arrangements have also been made for the construction of three standardised vessels each of 5,000 tons deadweight capacity.

DENMARK.

A NEW STEAM MOTOR.

A new form of steam motor, which is expected to supersede the internal combustion motor, has been invented, according to the Danish press, by a well-known Danish engineer.

The new motor is mobile, and the steam is supplied by pumping water intermittently into a spiral where it is vaporised by a blow-pipe flame. The water circulates and is used over again, as in a motor cooler; and in much the same quantity.

The motor has three cylinders, but has the same effectiveness as a six-cylinder internal combustion motor. It does not weigh more or occupy more space than an ordinary benzine motor.

It is capable of using the most inferior crude oils as fuel. It is simple in working, can be easily controlled, and is said to be specially suitable for use in fishing boats. Patent rights have been sold both in Norway and Sweden.

ITALY.

HARBOUR SCHEME FOR NAPLES.

The largest dock in the Mediterranean is to be constructed near Naples.

A Decree has been signed conceding to that city the right of carrying on the necessary constructional works in the harbour of Baia. Among the minor undertakings will be the transformation of Lake Averno into a marine basin, with a large industrial zone adjoining, the construction of an outer harbour in the Gulf of Baia, and of a communicating canal between this harbour and the lake, with a quay provided with all the latest appliances.

The total cost is not to exceed 50 million lire, to which the State will contribute 22 million lire in 50 annual instalments.

All the works are to be commenced at latest within six months after the declaration of peace and to be finished within six years. After 60 years all the works are to become the property of the State without further payment.

SWEDEN.

PROPOSED NEW SHIPPING SERVICES.

A Swedish shipping company has requested the Government for a loan of two million kronor from the Shipping Loan Fund.

In its communication to the Government—H.M. Minister at Stockholm quotes from a press message—the company states that it intends, as soon as the present difficulties in the way of shipping have been removed, to start a number of new lines with Riga, Cologne, Amsterdam, Rotterdam, Antwerp, Bordeaux, Rouen, London, Hamburg, and several other foreign ports as termini. Some of the company's steamers are moreover to be engaged in tramp service in the Mediterranean and more distant waters. The company is also contemplating the establishment of new lines between Swedish ports and Finland-Russia.

The company further state that seven steamers are being built for its account at Swedish dockyards, and three at foreign dockyards.

Minerals, Metals, etc.

BRAZIL.

GOVERNMENT AID TO COAL MINING INDUSTRY.

The Brazilian Government has issued a Decree, published in the "Diario Oficial" (Rio de Janeiro) of 24th April, providing for financial assistance to coal mining enterprises in the Republic. Companies whose annual production at present exceeds 150 metric tons of coal daily, or whose output will, within a period of two years, satisfy that condition, and who undertake to wash the whole or at least half of their output, at the discretion of the Minister of Agriculture, Industry and Commerce, will be entitled to loans up to the value of half the capital employed in the installations made, and the value of the mineral property. In no case, however, will such loans be able to exceed 2,000,000 milreis, whatever the capital of installation. The loans will be for a maximum period of twelve years, and will bear interest at the rate of 5 per cent. per annum.

The Government undertake to establish the lowest freight rates possible on the State railways and steamers for the transport of national coal and its by-products, and will arrange with the private railway and shipping companies which are State-aided for a corresponding reduction in their tariffs. Further, the Government will assist the development of coal-mining by constructing such branch railways as they consider necessary for the transport of coal.

DENMARK.

THE PEAT INDUSTRY IN JUTLAND.

(From H.M. Consul.)

ODENSE.

Owing to the growing scarcity of coal and other fuel in the belligerent countries, the chief consumers in Denmark have been compelled to turn their attention to native sources of energy in order to provide substitutes for the coal, which, before the war, came almost exclusively from the United Kingdom.

Denmark does not possess any native sources of coal, oil or water power. She has therefore to rely upon wood and peat, of which there is a comparatively large supply. The pre-war cheapness of coal did not permit of competition from either wood or peat for industrial purposes, and these were therefore only used in small quantities for local purposes at out-of-the-way places, and the production was on an insignificant scale.

In 1917 the operations in the peatfields were largely of an experimental nature, and, although the quantities produced were helpful at a time when there was frequently no coal to be obtained, yet the quality of much of the peat worked made it doubtful whether it could be rightly termed a fuel. It has, however, been shown that it is a very payable proposition—under war conditions—to undertake a systematic winning of peat from the thick deposits of rich peat lying in the central parts of Jutland.

Apart from private enterprises, which came early into the field for the purpose of selling peat to various buyers, the tendency now is for the large consumers of fuel to undertake their own workings. Experience has shown that the peat can be produced at a price much below the fixed minimum price put by the Danish Government—even allowing for the chance of an early peace restoring the competition of coal and driving peat once again from the market.

The method adopted by the concerns which are large consumers of fuel, is to buy an estate in Jutland outright, paying even four or five times its pre-war agricultural value. As an example, one concern in Odense purchased 100 acres of peat-bearing land in Jutland for about £5,000, and expects to get from it 9,000 tons of peat this year, and a similar quantity in each of the two following years, by which time the peat will be nearly exhausted.

SYSTEM OF WINNING.

On this estate there is a solid layer of from 70 to 80 centimetres of strong black peat underlying about 20 centimetres of humus, i.e., soil. The method of working is to remove the humus by spades and then cut the moist soft peat by a special tool into square blocks, which are laid out on the ground and left to dry for some days. The resulting dry block is hard and resonant, and not easily broken. The blocks are then piled up in small heaps to avoid an absorption of moisture from rain till they can be put into railway wagons for transport.

In order to raise this quantity of 9,000 tons of peat, about 80 workmen are regularly employed, working on piece, for ten hours per day. They are of the class of casual (navvy) labour and are housed in a temporary barrack and in the former farm buildings on the estate. They pay 3½ kroners

MINERALS AND METALS—continued.

per day for their food and lodging, and earn on an average 134 kroners per week. This is equal to about £9 at the current rate of exchange. They appear to be well fed and cared for.

EFFECT ON AGRICULTURAL LAND.

The area from which the peat has been removed is left in a condition quite useless for agricultural purposes, as it is waterlogged. It should, however, be possible to restore the agricultural value of the land if all the adjoining proprietors will agree to a joint system of drainage, which will clear large flooded areas of water and permit the humus now being removed to be spread over the surface again.

ARTIFICIAL SYSTEM OF WINNING.

Another system of winning peat is put into use on lands where the peat is of a nature that does not allow it to coalesce when dried. In such cases the system adopted is to put the peat through a mill, where it is disintegrated and thoroughly mixed with water. It issues from this mill with a consistency like mud, and is then run into wooden frames which allow the water to pass through and leave the peat in square dry blocks after a few days' drying in the air. Peat treated in this way acquires a coalescent nature, and can afterwards be handled without suffering by crumbling.

There is a consensus of opinion in favour of a natural process of drying the peat. The artificial systems of machine drying or machine pressing have not so far proved a success.

VALUE OF THE PEAT.

The best peat in Jutland is singularly low in its content of ash; but, naturally, the content of moisture is very high. The price fixed by the Danish Government as a maximum is therefore based on a fixed percentage of ash and moisture and is subject to adjustments, upwards and downwards, in accordance with the ascertained percentage of ash and moisture. The basis price is 32 kroner (about £2) per metric ton, free on rails at the place of production, on the basis of 40 per cent. of combined ash and moisture. For each 1 per cent. above the 40 per cent. the price is reduced 55 öre (about 9d.) per ton, and for each 1 per cent. below the 40 per cent. the price is raised 55 öre. The railway freight from Jutland to Odense is 7 to 8 kroners per ton, and the selling agent is allowed a commission of 2 kroners per ton. The price to the purchaser is therefore about 42 kroners per ton. The comparative values of coal and peat are put as follows: One ton of this peat is said to be equal to about 13 cwt. of English steam coal. Estimates of the caloric value of the peat range from 3,600 to 4,500 calories. Another comparison, from use in an electric power station, gives 4.3 kilogs of peat for one kilowatt-hour, as against 1.8 kilogs of Scotch Navigation Small Coal for one kilowatt-hour.

The industry must be regarded as solely a wartime industry, brought into existence by the high cost of coal c.i.f. Danish ports, and the difficulty in getting sufficient coal even at the high prices.

JAPAN.

PROPOSED JAPANESE-CHILEAN NITRATE ENTERPRISE.

It is reported by the "Japan Advertiser" that efforts are being made to undertake an enterprise for the working of nitre deposits in Chile under Japanese and Chilean joint management.

There has been a steady increase in the import of Chilean nitre into Japan. In 1914 it amounted to no more than 24,000 tons, but the figure for last year increased to 53,000 tons. At present the total consumption of nitre in Japan amounts to about 60,000 tons. It is said that to obtain this quantity by working deposits in Chile requires a capital of no more than 2,000,000 yen, and some Tokyo businessmen are making efforts to undertake the enterprise in co-operation with Chilean business-men.

The Chilean Government sold 15 nitre concessions by tender on 1st August.

SPAIN.

PRODUCTION OF COAL IN 1917.

According to figures announced by the Spanish Ministerio de Fomento, the production of coal in Spain in 1917 was as follows (in metric tons of 2,204.6 pounds). Figures for 1914 and 1916 are given for purposes of comparison.

Kinds of Coal.	1914.		1916.	1917.
	Tons.	Tons.	Tons.	Tons.
Anthracite	228,300	269,200	310,900	
Soft coal	3,905,100	4,847,500	5,025,600	
Lignite	291,100	473,100	636,800	
Total.....	4,424,500	5,589,800	5,973,300	

Textiles.

JAPAN.

PROPOSED PRODUCTION OF RAW COTTON.

The annual consumption of raw cotton in Japan amounts to over 2,000,000 bales, 1,500,000 bales representing Indian cotton, 500,000 bales American cotton, and the rest Chinese and Egyptian cotton. Thus Japan entirely relies upon imports for her requirements in raw cotton, and, as already noted, the authorities have recently been considering ways and means of making this country self-supporting in raw cotton.

The proposal, according to investigations made by the Tokio Chamber of Commerce, is not impossible of realisation. The Chamber has already drafted plans, which will be shortly referred to the official body which is charged with the task of making investigations with a view to promoting Japan's commercial and industrial development abroad.

It is reported that the authorities contemplate cultivating raw cotton in the southern part of Corea and some parts of Formosa to the extent of about 60 per cent. of the fibre in demand, which ranks in quality between Indian and American cotton. The remainder is to be obtained by increasing the cultivation of Chinese cotton by supplying Japanese capital.

NETHERLANDS.

THE TEXTILE INDUSTRY IN 1917.

The recently issued report of the Almelo Chamber of Commerce and Factories for 1917 contains details of the condition of the Dutch textile industry during the year.

COTTON WEAVING.

During the first months of 1917 the weaving mills were in a position to carry on work regularly. In consequence of the shortage of tonnage, large stocks of cotton yarns for the Dutch mills remained in English ports and spinning mills, and therefore the Dutch weaving mills had to curtail their working hours. In June conditions became most difficult, since only such yarns for which licences had already been granted in England could be imported. The working hours had therefore to be curtailed still further.

During 1917 the sale of textiles in the home market was satisfactory. The probability that the industry would in a short time come to a standstill induced many persons who had never before traded in textiles to deal largely in piece-goods for the purpose of profiteering. As a result of Germany's unrestricted submarine war the export to Java was attended with enormous difficulties, and since August all sailings to Java have been suspended.

COTTON SPINNING-MILLS.

Owing to the English export prohibition of cotton and the unrestricted submarine war, the difficulty in working cotton spinning-mills during 1917 was even greater than in 1916. As a result of the ever-increasing cotton and yarn prices and the enormous demand for the manufactured goods, the turnover was not unsatisfactory. The spinning mills will be forced to close down entirely if conditions do not change.

WOOL SPINNING-MILLS AND DYE WORKS.

In the course of 1917 wool imports ceased entirely. By working up other raw materials and curtailing the working hours it was possible to keep the mills going throughout the year. Notwithstanding the ever-increasing prices, the demand for woollen and woollen and cotton goods was very great.

STOCKINETTE INDUSTRY.

The difficulties with which this industry had to contend during 1917 were very great, and owing to the insufficient import of raw materials it was almost impossible to keep the factories working.

COTTON-WOOL AND KAPOK FACTORIES.

As a result of the exclusion of foreign competition, conditions in this branch of industry were very satisfactory. The manufacture of kapok, however, had to be suspended in consequence of the lack of raw materials.

MACHINE KNITTING FACTORIES.

In spite of the many difficulties resulting from the war, knitting factories achieved favourable results, and were able even to extend their activities.

TEXTILES—continued.

TURKEY (Asia Minor).

FUTURE OF COTTON-GROWING.

An Adana correspondent of the "Tanin" (Constantinople) asserts that, though the war has been the cause of many sad events, it has produced bright prospects for Turkey in the domains of agriculture, industry, and commerce.

The country possesses a rich soil, valuable minerals, rivers, lakes, and other natural resources, which are to be developed on scientific lines after the war. Since the war began, Ottoman and foreign experts have been exploring the country, where there are still millions of acres of uncultivated and virgin soil; and the Budget has made ample provision for opening them up.

The villayets of Adana and Aiden alone are capable of producing enormous quantities of cotton if proper methods are employed. Indeed, this authority states, Asia Minor and Mesopotamia could grow enough cotton to supply the whole world. Hitherto the labour and irrigation problems have proved obstacles, but when peace is declared and these handicaps are got rid of, there should be extraordinary developments in cotton-growing in Turkey.

UNITED STATES OF AMERICA.

GROWTH OF COTTON GLOVE INDUSTRY.

The United States Tariff Commission has been making an investigation into the effect of the Customs Laws on the cotton glove industry in this country. The following facts have been brought out by the inquiry.

The United States is the only country in the world in which the manufacture of work gloves is of any importance. About 12,000,000 dollars' worth of such cotton gloves are made annually in the country for home consumption. These gloves are made in several hundred different styles, and are used in a great number of industries, from candy-making to ship-building. There have been practically no imports of such gloves, the American manufacturers having the field to themselves.

Cotton and woollen knit gloves and mittens to the value of about 10,000,000 dols. were manufactured in the United States in 1914.

Gloves of sueded cotton, sometimes called "chamoisette," are washable gloves made in imitation of chamois or sueded leather. They have been extensively used for several years, but their popularity has greatly increased of late on account of the high price of leather gloves.

For the year ending 30th June, 1914, the imports of cotton gloves of all kinds were valued at 2,184,039.24 dols.; during the year ending 30th June, 1917, the figure stood at 298,565 dols. worth of cotton gloves.

SUPERSEDING GERMAN GLOVES.

Prior to 1914 no sueded cotton gloves were made in the United States. Ninety per cent. of the imported cotton gloves came from Germany, and almost all of them were made in Chemnitz, Saxony. During the year 1917, about one million dozen pairs of sueded cotton gloves were made in the United States.

The price of the German-made gloves averaged 50 cents a pair to the American consumer. The price now averages 1.00 dols. a pair. Not all of the increase should be ascribed to the higher cost of production in the United States, however, as it is partly due to an increase in the general level of prices.

EFFECT OF THE TARIFF.

From 1890 to 1909, with the exception of the years 1894 to 1897, the rate of duty on cotton gloves was 50 per cent. *ad valorem*. From 1894 to 1897 the rate was 40 per cent. An attempt was made in 1909 to encourage the manufacture of cotton gloves of the sort worn by policemen, and by soldiers and sailors when on parade. A duty equivalent to about 85 per cent. *ad valorem* was placed on gloves of this sort by the Tariff of 1909, but the total value of gloves of this sort made in this country has been small. The rate of duty on cotton gloves, by whatever process made, was reduced to 35 per cent. *ad valorem* in 1913.

Technical difficulties have been encountered by the American manufacturers, but they are emerging from the experimental period and are now turning out a product of excellent quality. One of the most difficult things to achieve has been the velvety suede finish which gives the gloves the appearance of leather. The "duplexing" or "combining" of two thicknesses of the cloth, for use in making heavier gloves, has also given trouble, but it is expected that, this fall and winter, goods of this kind will be placed on the market.

Chemicals, Oils and Fats.

CANADA.

OIL AND GAS FIELDS IN WEST ONTARIO.

Two important causes have contributed to the unprecedented activity in gas and oil development in South-Western Ontario at the present time, according to the "Toronto Globe," (1) The pressing demand for oil and fuel gas; and consequent record high prices; and (2) the recent very important discoveries in the Trenton geological formation through wells drilled a little below 3,000 feet in depth.

These wells, it is stated, have demonstrated that South-Western Ontario will produce increasingly large quantities of high-grade oil and pure quality gas from now on. Already many drilling rigs are busy on this exploration work, and contracts are under way in widely-separated localities where the geological conditions are favourable.

WEST DOVER FIELD.

In the township of West Dover, Kent county, one company has met with marked success in two valuable wells, the last, finished in May, producing about 3,000,000 cubic feet of gas under a rock pressure of 1,250 lb., and 400 barrels of oil per day. This same company and allied interests are showing great activity in this district and have already invested large amounts of money in leases and wells.

Another company is also active in this section, and has recently let contracts for five deep wells on Long Point (110 miles east of Dover) to test the Trenton formation there.

Near Stevensville, in Welland county, another successful well has recently been brought in, a distance of about 200 miles from the West Dover wells. This indicates the wide extent of the oil and gas-producing territory to be developed.

WELLS NEAR AYLNER.

About midway between these two points there is an enterprise to deepen a well near Aylmer. Close to this location a company has several good gas producers drilled into the Clinton formation at a depth of about 1,400 feet.

At Port Talbot, about 30 miles west of Aylmer, a new gas pool has been recently discovered at a depth of about 1,500 feet, the well producing 5,000,000 cubic feet of pure gas per day with a rock pressure of 930 pounds.

WORK NEAR THAMESVILLE.

In addition to the deep development outlined above, active work is being carried on near Thamesville, in Kent county, and near Glencoe, in Middlesex county, by companies, syndicates, and private owners.

This work has resulted in a large production of oil from the carboniferous formation, at depths varying from 375 to 400 feet. While large quantities of high-grade oil are being produced from this shallow formation, it cannot be expected to last for any great length of time at the initial flow, experience in Ontario having proved that wells in the shallow geological formations show a marked decline in production from year to year.

PRODUCTION OF NATURAL GAS AND OIL IN ALBERTA.

Considerable developments are taking place in Alberta in the production of natural gas and oil.

The Imperial Trade Correspondent at Calgary states that the Provincial Analyst at Edmonton is to commence certain tests of the natural gas of the Viking and Athabasca and Peace River districts during this year, commencing in the Viking field at once, the idea being to test the amount of gasoline which can be produced from the natural gas that can be obtained in this way, by the absorption process.

There is a very great difference between the natural gas in the Medicine Hat and Bow Island fields as against the Viking and Peace River country. In the former it is quite dry and in the latter it is a wet gas.

With regard to oil drilling, there appear to be two or three new wells going down in the Peace River district. One company has taken in a rig and another company is working on its No. 2 well, 12 miles from the Peace River Village. A third company is to drill about nine miles from Peace River. A well is also being put down South East of Irma (east of Edmonton).

In the meantime the oil wells in the Turner Valley, south of Calgary, are still operating and producing fifty or sixty barrels a day between them.

As far as the development of the natural gas in the Viking district is concerned, one Company is proposing to supply natural gas to the City of Edmonton. This Company has eight wells completed, which produce approximately forty million cubic feet of gas a day. They are at the present time sinking their ninth well.

CHEMICALS, OILS AND FATS—continued.

JAPAN.

BUREAU FOR INVESTIGATION OF INDUSTRIAL USES OF NITROGEN.

A new temporary Bureau has been established by the Japanese Government for the investigation of matters connected with the industrial uses of nitrogen.

The Bureau will be under the control of the Department of Agriculture and Commerce, states H.M. Commercial Attaché at Yokohama.

SWEDEN.

DEVELOPMENTS IN CHEMICAL INDUSTRIES.

The following information taken from the Swedish press is forwarded by H.M. Minister at Stockholm.

A NEW SPIRIT—SPRITOL.

Two Danish inventors have succeeded after a series of experiments with sulphite spirit in producing a product which is adapted for all motors with electric ignition. This product is termed "Spritrol." The inventors have entered into a contract with a firm which is now planning the erection of a "spritrol" factory. Experiments with "spritrol," it is stated, have been made, with satisfactory results.

Subject to the approval of the Swedish Government, a certain quantity of "spritrol" is to be exported annually to Denmark, and it is hoped that this will enable motor traffic in Denmark to be resumed shortly.

HYDROCHLORIC ACID.

A new method for the production of hydrochloric acid is reported to have been invented by a Swedish engineer of Ludvika.

NEW METHOD OF DRIVING INTERNAL COMBUSTION MOTORS.

The problem of driving internal combustion motors by gas produced in generators using wood waste is reported to have been solved by a Swedish firm of motor manufacturers.

It is stated that in the large plants using wood waste practically any kind of fuel can be used, such as brushwood, branches, ground wood, sawdust, peat, etc. Wood tar is obtained as a by-product. These gas-motor plants are stated to be more economical than other power plants of corresponding capacity.

SPIRIT FROM SPHAGNUM AND LICHENS.

A Swedish syndicate has applied to the Government for permission to erect a distillery for the manufacture of spirit for technical purposes from sphagnum and lichens. This application has been recommended by the Swedish Board of Trade and the Industrial Commission.

INVENTION FOR FAT EXTRACTION.

It is reported that a superphosphate company in Stockholm is beginning the manufacture of two new solvents which will be of great use in the chemical industries, more particularly for the purpose of oil and fat extraction. The media in question are named tetrachlorethane and trichlorethylene; while of high solvent power for the substances concerned they are chemically indifferent towards them, as also towards the materials, e.g., iron, employed in the apparatus. In these respects they are said to be greatly superior to the substances hitherto used for the same purposes, such as ether, benzene, etc.

Both the new solvents will dissolve fats, oils, resins, lac, tarry or bituminous substances, rubber, most organic preparations, sulphur, phosphorus, chlorine, bromine, iodine, and similar inorganic substances. Tetrachlorethane is also a good solvent for celluloseacetate, and trichlorethylene has been used for chemical cleansing, the removal of old oil colours, etc. The Economic Commission has urged the above-mentioned company to begin production as soon as possible in the interests of fat extraction.

CULTIVATION OF OIL-CONTAINING SEEDS.

It is estimated that there are now in Sweden 150 hectares cultivated with rape, 500 with white mustard, and 750 with flax. From these areas there should be produced 60 tons of rape oil with 138 tons of rape cake, 88 tons of mustard oil with 440 tons of mustard cake, but only 25 tons of linseed-oil with 65 tons of linseed cake, as a large quantity of linseed will be used as fodder direct, and a considerable reserve kept for sowing.

With the view of encouraging this culture the Swedish General Agricultural Society has proposed that rape and mustard cultivators shall be entitled to receive back all the cake pressed from their seeds for use as fodder for their own beasts; further, that all cultivators of rape for next year's crop shall be allotted 300 kilos of nitrolim for every hectare sown with rape during the autumn.

France.

EXPORT AND RE-EXPORT PROHIBITIONS.

CONSOLIDATED LIST.

By a series of French Presidential Decrees, dating from the 31st July, 1914, the exportation of a large number of articles from France has been prohibited. The prohibition applies also to the re-exportation of the articles affected, after warehousing in, or transit through, France, or transshipment in French ports, and also to goods imported into France under the "temporary admission" régime.

In the list appended hereto the classes of merchandise which are at present prohibited to be exported and re-exported from France, according to the information available at the Board of Trade, are set out in alphabetical order.

Certain general derogations of the export prohibitions have been accorded in favour of particular groups of foreign countries. In the appended list the scope of these concessions is indicated as follows:—

- (a) Goods marked thus * may be exported and re-exported, without special authorisation, when consigned to the United Kingdom, Belgium (uninvaded territory), Italy, and extra-European countries.
- (b) Goods marked thus † may be exported and re-exported, without special authorisation, when consigned to the countries included under (a) above, and, in addition, Spain and Portugal.
- (c) Goods marked thus ‡ may be exported and re-exported, without special authorisation, when consigned to any allied or neutral country other than Switzerland.

Goods not marked as indicated above may not be exported or re-exported to any foreign destination, except under licence issued by the competent French authorities.

Articles marked * or † or ‡ in the list are allowed to be exported to the French Colonies and Protectorates without special formalities. Other prohibited goods (with some few exceptions) are allowed to be exported to those destinations, also without a licence, but subject to the formality of a bond, which is cancelled on the arrival of the consignment at its destination.

The exportation of merchandise from France to Denmark, Greece, Netherlands, Russia, Sweden, and Switzerland is subject to the observance of certain special formalities; for example, prohibited goods exported from France to Switzerland have to be consigned to the "Société Suisse de Surveillance Economique."

TRANSIT OF GOODS TO AND FROM THE UNITED KINGDOM IN CONNECTION WITH THE EXPORT PROHIBITIONS.

As regards the facilities which are accorded in respect of the transit through France of goods sent from the United

Kingdom to Switzerland, Italy and Spain, via France, reference should be made to the Memorandum printed at pages 289-291 of the "Board of Trade Journal" for the 9th August, 1917, and to the supplementary notices published in the "Board of Trade Journal" for the 20th September, 1917 (page 641), and the 27th December, 1917 (page 682).

Kingdom to Switzerland, Italy and Spain, via France, reference should be made to the Memorandum printed at pages 289-291 of the "Board of Trade Journal" for the 9th August, 1917, and to the supplementary notices published in the "Board of Trade Journal" for the 20th September, 1917 (page 641), and the 27th December, 1917 (page 682).

Briefly stated, the arrangement is that goods, the export of which from France to Switzerland, Italy, or Spain is prohibited, are not detained by the French Customs on account of the export prohibition, when passing in transit through France from the United Kingdom, provided that the consignments are accompanied by a special certificate issued by the British Customs authorities (known as the pink certificate "S45A" or "S45B"), attesting that export from the United Kingdom has been licensed to the particular destination concerned. This, however, is apart from the question of transport permits, which are required in certain cases, as to which the "Journal" notices referred to above should be consulted.

Articles exported from Switzerland to the United Kingdom via France are allowed to pass through France to their destination, without previous authorisation, subject to the fulfilment of the regulations prescribed in connection with the origin of the goods and the nationality of the senders.

Goods of Italian and Spanish origin, even if of a kind prohibited to be exported from France, may pass in transit through France to the United Kingdom, without special formalities.

TRANSHIPMENT IN FRENCH PORTS.

All goods of the kinds prohibited to be exported and re-exported from France may, if destined for the United Kingdom, be transhipped in a French port and allowed to proceed freely to their destination without special authorisation, provided that the goods were shipped on a direct bill of lading to the United Kingdom, or are accompanied by a certificate from the British authorities at the place of despatch stating that, at the time of departure from the country of origin, the goods were destined for the United Kingdom.

The following goods may be transhipped in French ports, without previous authorisation, provided they are accompanied by a direct bill of lading from the port of departure to the countries mentioned:—

- Foreign hides and skins (*peaux exotiques*), cotton, jute, and oil-seeds—for Spain or Italy;
- Foreign hides and skins (*peaux exotiques*)—for the United States of America.

In the latter case, a certificate from the United States Consul at the port of departure, attesting that the skins were destined for the United States at the time of shipment, will be accepted.

Goods from the United Kingdom and destined for extra-European countries may be transhipped at French ports without any formality other than the production of a direct bill of lading made out to the extra-European destination.

ALPHABETICAL LIST.

[For an explanation of the signs *, †, and ‡, see above.]

Tabaca fibre.

Accumulators and accumulator plates.

Acetate or pyrolignite of lime, medicinal acetates, † other acetates.

Note.—The heading "medicinal acetates" comprises acetates of ammonium, of calcium, of copper, of protoxide and peroxide of iron, of magnesium, of mercury, of lead, of potassium, of sodium, of thallium, and of zinc.

(See also the Note under the heading "Sulphate of copper and "Verdets").

Acetones; crude or refined substances, other than those specially mentioned, which can be used in the preparation of acetones.

Acetyl cellulose.

Acids:—acetic and its medicinal salts, hydrochloric, chromic, fatty of all kinds (see also "Olein"), lactic, nitric, oxalic, pyrogallic, salicylic, sebacic, sulphuric, picric (see "Explosives"), thoric, thiodibromic, tetric, formic and tartaric.

‡ Aconite (preparations and alkaloids).

‡ Acorns.

Aeroplanes and airships and detached parts thereof, rigging and tackle and equipment for aircraft.

Agar-agar or fibrine.

‡ Albumen.

Alcohols, amylc, ethylic and methylic.

‡ Alkaloids, vegetable, other than those specially mentioned in this list.

Aldehyde, formic.

‡ Alga of all kinds.

Almonds.

‡ Aloes, juice of; taloe fibre.

Alumina (anhydrous, hydrated and salts of).

Aluminium: ore; metal, pure or alloyed; wares of; oxides of

Note.—Imitation jewellery (aluminium, tin, lead, copper, etc.) may be exported to all allied and neutral countries other than Switzerland.

‡ Alums.

Abundum.

Ammonia.

‡ Amomums and cardamoms.

Anhydrides, acetic, sulphuric, tsulphurous.

Animal black.

‡ Animal wastes.

Anti-friction metal.

Antimony: ore; metal, pure or alloyed in all forms, oxides of; salts of antimony.

Antipyrine.

Apparatus: electric, adapted for use in war, and detached parts thereof; surgical apparatus and instruments (including drainage tubes, rubber tubes and gloves); refrigerating (not including household apparatus for making ices), telegraphic (including electrical apparatus for land, submarine, and wireless telegraphy and also heliograph apparatus); apparatus and parts thereof, of quartz and other acid-proof materials; apparatus for pioneers.

Apples, residues of (*mares*).

Arms: side arms and detached parts thereof; arms of war of all kinds (including pistols and revolvers of any calibre); firearms, other than those of war, and detached parts thereof.

‡ Arrack (see also "Spirits.")

Arsenic, including its ores and salts.

Asbestos, unmanufactured, and wares of

‡ Asphalt.

Aspirin.

Aves.

FRANCE : EXPORT PROHIBITIONS—continued.

Atropine.
Automobiles.
Axes (see "Tools.")

13

Balata, crude or melted down.
†Bamboos.
†Bandaging, materials for.
Bark: chichona; tan bark; †medicinal; †quillana; of the gum tree; for dyeing, ground or unground.
Barrels, empty and component parts thereof.
Note.—See Note under "Casks."
Batteries, electric and their elements.
Beetroot for the manufacture of sugar.
Beetroot saline.
†Belladonna and its preparations or alkaloids.
†Benzoates of benzyl and ethyl.
†Berries for dyeing purposes, unground or ground.
Bichromates.
†Bicycles and their detached parts.
Billhooks (see "Tools.")
Bismuth and salts of bismuth.
Bitumen; †bituminous limestone.
†Blacking and polishes (cirage).
†Bladders, casings and skins for pork butchers' wares.
Blankets of wool.
Blood, dried.
Boats, river.
Bolts.
Bones.
Boots and shoes: material (fournitures), such as brass rivets, buttons, clasps, heel-attaching pins, tacks or rivets, hand or machine; and tools and accessories (outillage) for the manufacture of. (See also "Machine Tools.")
†Borax and other boron compounds, †borate of lime.
Bran and other milling refuse.
Note.—A general authorisation has been accorded in regard to the export to the United Kingdom of fatty brans consisting of broken parts of earlnut cakes, containing only a small quantity of fatty matter, and from which oil can only be extracted by diffusion.
Briar roots shapes (ébauchons) for pipes.
Bricks of silica.
Bromine and bromides.
†Brooms of sorghum fibre.
†Brushware.
Burners, acetylene.
Butter.
†Buttons of corozo (vegetable ivory).

C

Cables, insulated for electrical purposes; iron or steel wire cables.
Cadmium in all its forms.
Caffein.
†Camphor.
†Candles of tallow (chandelles).
†Canea.
†Cantharids and preparations thereof.
Carbide of calcium.
Carbon, halogen compounds of.
Carbonate of soda; carbonate of lead, whether mixed or not with a fatty substance; †carbonate of magnesia.
Carbons for electrical purposes; carbon brushes for dynamos.
Carborundum (silicide of carbon).
†Cardamoms.
Caroba.
†Carpets and horse cloths of hair (poils).
Casein.
†Casings and skins for sausages, etc.
Casks, empty, of all kinds, and component parts thereof.
Note.—Packing materials, including casks, barrels and tarpaulins, which have been used for the import of goods into France, may be re-exported to the country of origin, if proof be afforded of their foreign origin.
†Cassia lignea.
Catechu, crude.
Cattle.
Celluloid, crude in lumps, plates, sheets, rods, tubes, sticks, scrap and waste; *celluloid wares.
Cellulose.
Cement.
†Ceresine.
†Chalk for tailors, Briancon chalk (steatite).
Charcoal.
Charts, marine.
Cheese.
Chestnuts and flour thereof.
Chicory: green or dried roots; roasted or ground.
Chloral; †chloramide and preparations with a chloral basis.
Chlorates and perchlorates.
Chlorides: of carbon; of lime; metallic; †metalloid.
Note.—The prohibition attaching to chlorides is equally applicable to hypochlorites.
Chlorine, liquified; chlorine compounds other than those specified in this list.
Chloroform.
Chocolate.
Note.—The export of chocolate biscuits and of chocolate bonbons is not subject to any special restriction.
Chromates and bichromates.
Chromium in all its forms, including chrome ore.
"Chronometers, ships".
Clueks (mandrins) of all kinds.
Cler in casks or bottles.
Cinnamon.
†Citronele and citrates.
Cloth (see "Tissues.")
†Clothing, waterproof (see also "Made-up" articles.)

FRANCE : EXPORT PROHIBITIONS—continued.

Cloves.
Coal and coke.
Cobalt in all its forms.
†Coca and its preparations.
Cocaine (including cocaine salts).
Cocoa.
†Coconut fibre.
†Cocoons.
Codeine.
Coffee and substitutes therefor; †coffee essence and extracts.
Coins of gold, silver, nickel, copper and billon.
Coke.
†Cochicum and its preparations.
Collodion.
Colophany.
†Condiments.
Copper, ore or metal, pure or alloyed, in all its forms; also scrap, waste and filings.
Note.—As regards the export of imitation jewellery of copper, see the Note under "Aluminium."
Copper parts embodied in manufactured articles and apparatus are not taken into account for the purpose of the export prohibition if they do not represent more than 15 per cent. of the total weight (or, as regards goods destined for Switzerland, if they represent less than 10 per cent. of the total weight), provided always that it is a question of composite articles into the manufacture of which copper enters normally, and that the copper is incorporated in such articles in a "worked" condition. The heading "copper in all its forms" does not cover (except as regards goods destined for Switzerland) passementerie, lace, etc., combined with imitation gold, which require for their manufacture an insignificant quantity of metal, and of which the sale value is higher than that of the material employed.
Copper netting destined for the manufacture of paper may be exported, without special authorisation, to all allied or neutral countries other than Switzerland.
Cordage, nets and other wares of cordage.
(See also under "Nets.")
†Cork, in the rough or worked.
†Corozo (vegetable ivory) and buttons thereof.
Corundum, natural, in grains or powder; corundum, artificial, or alundum (fused alumina).
Cotton and cotton waste, including yarn wastes. (See also under "Yarns," "Tissues" and "Made-up Articles.")
Cotton, nitrated, and gun cotton.
†Cream of tartar.
Creosote, wood.
Cyanamide of calcium.
Cyanides, ferro-cyanides and ferri-cyanides of potassium and of sodium.
†Cylinders, discs, and rolls for gramophones and phonographs.

D

Degras.
Detonators.
Dextrine.
Diamonds in the rough, utilisable or not for industrial purposes, diamonds, cut or pierced, for industrial uses.
Diamond draw plates.
Digitaline.
†Dog's grass (chiendent).
†Down.
†Dressings for sizing yarns (parements).
Dyeing extracts; dyes from coal tar.
Note.—Writing ink containing not more than 10 per cent. by weight of colouring materials derived from coal tar may be exported without special authorisation.
Dynamite. (See "Explosives.")

E

Ebonite.
Note.—The prohibition on ebonite does not apply to wooden pipes with ebonite mouthpieces.
Eggs of poultry.
Electrical insulation: compositions and products suitable for.
Electrodes, carbon and other; electric batteries and their elements.
Emery, pulverised, made into wheels, applied on paper or tissue, stones or any other forms whatsoever (including carborundum, corundum and alundum).
Emetic.
Emetine.
†Ergot of rye.
†Esparto grass.
Essence called "Orient."
Ether, acetic, formic and sulphuric.
†Eucaine hydrochlor.
Explosives; gunpowder, pyroxyline, nitrated cotton, nitro-glycerine, gun-cotton.
Note.—Dynamite and picric acid are included in the foregoing heading.

F

Fats:—Animal (tallow, lard, lanoline, margarine, oleo-margarine and similar substances); fats derived from fishes; and edible vegetable fats.
Note.—The heading "fats derived from fishes" applies to fish oils properly so-called (cod-liver oil, skate oil, etc.), to oils or fats derived from cetaceans, especially to whale oil, to porpoise oil, to dolphin oil, and to cachalot oil.
†Feathers of poultry, feather waste and down.
Feculae of potatoes, maize, and other.
†Felspar.
†Felt; and felt hats whatever be their degree of preparation, in shapes, blocked, shaped or trimmed.
Ferro-cyanides and ferri-cyanides of sodium and of potassium.
Ferrochrome, ferronickel and all ferro-metallic alloys.
Fertilisers of all kinds, chemical and other.
†Fibres, vegetable (see "Vegetable fibres"); †vulcanised fibre.
(For cotton, flax, jute, ramie, etc., see separate headings in this list.)

FRANCE: EXPORT PROHIBITIONS—*continued.*

Field and opera glasses (*lorgnettes*), other than fancy.
 Note.—This heading applies to glasses other than those with mountings of gold, silver, ivory, mother of pearl, or tortoiseshell.
 †Figs, dried; roasted figs.
 †Films, cinematograph.
 Fish, fresh; fish in brine, dried, salted, or preserved; roes of cod and of mackerel; fish scales.
 Flax, raw, stripped, in tow, or, combed. (See also "Yarns" and "Tissues" and "Made-up articles.")
 †Flowers for medicinal purposes.
 Fluoride of sodium.
 Foodstuffs, farinaceous (*farineux alimentaires*).
 Note.—The heading "Farinaceous foodstuffs" in the French Customs Tariff covers cereals and flour derived therefrom, malt, ships' biscuits, and bread, groats, etc., gluten and gluten flour, semolina, etc., sago, tapioca, rice and rice flour, pulse and flour thereof, chestnuts and flour thereof, and potatoes.
 Forage, hay, straw; oil cake (*tourteau*); damaged grain (*dreches*), and products suitable for feeding cattle.
 †Forges, portable.
 Formulates, metallic.
 Formol.
 Fruits.—Stone fruits; oleaginous fruits; fruits for distilling and for medicinal purposes; dried or drained fruits.
 Fresh table fruits:—
 †Oranges, lemons, mandarines.
 Other
 Candied or preserved fruits.
 In tins or boxes.
 †Other.
 Note.—Stone fruits, dried, drained, candied, or preserved, are treated as fruits belonging to those categories, and not as stone fruits.
 †Fruit stones.
 Fulminate of mercury.
 †Furskins (*pelletteries*), raw or dressed, not worked or made up.

G

†Game.
 Gas, asphyxiating; materials for the manufacture of.
 †Gelatine.
 ‡Gentian and preparations thereof.
 Glasses for telescopes (*lunettes*) and for optical purposes.
 Note.—Glasses for telescopes or for field or opera glasses, may be exported freely to all allied or neutral countries except Switzerland, when they are worked and manifestly destined for this purpose.
 Glucose, liquid or solid.
 Glue (*colles*) of all kinds; materials suitable for the preparation of glue:—soluble starch; waste of hides and leather; dextrine; dried blood; albumen of egg or serum; glue size (*colle forte*); hide glue; animal offal; †gelatine.
 Glycerine.
 Gold, raw, in lumps, ingots, bars, dust, scrap, and gold coins.
 †Gramophones and phonographs: cylinders, discs, and rolls for.
 Grapes, wine—(see also "Fruits"), †grape residues (*marces*).
 Graphite, pure or mixed.
 Note.—The prohibition applies also to graphite crucibles.
 Grindstone:—emery; †other.
 Gum lac; †other gums of all kinds.
 Gun cotton.
 †Guts, fresh, dried or salted.
 Gutta serena, raw or melted down.

H

Hair:—
 Human, raw or worked:
 Transmission belts.
 †Other.
 Horsehair (*crin*) and cattle, etc., hair (*poils*).
 Horsehair, prepared or curled.
 Vegetable hair.
 Hams, boned and rolled; cooked hams.
 †Handles for tools.
 †Hats of felt, whatever be their degree of preparation, in shapes, blocked, shaped, or trimmed.
 Hay.
 †Hazelnuts (*noisettes*).
 Hemp, broken or stripped, in tow or combed (see also "Yarns" and "Tissues.")
 ‡Henbane and its preparations.
 †Herbs:—for dyeing, for medicinal purposes.
 Hides and skins, raw and prepared; waste of hides and skins (see also under "Skins.")
 †Hoes.
 Honey.
 Horns and similar materials, raw.
 Horses.
 †Horsecloths of hair.
 Horseshoes.
 Hosiery, woollen.
 Hyposulphite of soda, metallic hyposulphites.

I

‡Indigo, natural.
 Infusorial earths.
 Instruments:—surgical (including drainage tubes and rubber tubes and gloves); geodetical, optical, and of observation; †nautical.
 Insulating materials other than rubber.
 Iodine, iodides, iodoform.
 †Ipecacuanha roots.
 Iridium:—metal, pure or alloyed, and compounds; wares of iridium, pure or alloyed, other than mounted jewellery.

FRANCE: EXPORT PROHIBITIONS—*continued.*

†Iron ores.
 Iron, wrought and cast; and scrap and waste thereof.
 Note.—This heading covers pig, etc., iron, ingots, bars, hoops, sheet.
 †Jute fibre.
 †Ivory, vegetable (*corozo*), and buttons thereof.

J

†Juice of lemon and of orange.
 Jute, yarn and sacks. (See also "Tissues.")

K

†Kaolin.

L

Lanoline.
 Lard.
 Lavas:—velvic and other.
 Lattice work (*grillages*), metallic.
 Lead:—ore, metal, pure or alloyed; salts and combinations; pipes and other articles of all kinds (as to imitation jewellery, see the Note under "Aluminium.")
 Lead oxides; lead carbonate. (See under "Carbonates.")
 Leather wares:—
 Military clothing, camping outfit, equipment, and harness.
 †Other leather wares.
 Leather waste.
 Leaves of the uva-ursi; fleaves for medicinal purposes and for dyeing.
 Librine or agar-agar.
 †Lichens of all kinds.
 Lime, hydraulic; soda lime (*chaux sodée*).
 †Liqueurs.
 Lubricating materials:—with a base of mineral oil; †other.

M

†Mace.
 Machines and machinery:—
 For agriculture, their motors and detached parts.
 *Milling and *grinding.
 Dynamo-electric; refrigerating (not including those for domestic ice-making).
 Machines and parts thereof suitable only for use in navigating sea or air.
 Machines and parts thereof suitable only for the manufacture of arms and munitions of war.
 Machine tools and detached parts thereof.
 Made-up articles (*confections*) of tissues of:—
 †Cotton.
 †Linen.
 Silk:—
 †Exclusively for women.
 †Other.
 Other kinds:—
 †For men.
 †Other.
 †Magnesia (see also "Carbonate of magnesia.")
 Magnesium.
 Magnetos.
 Manganese (metal) in all forms; including ore.
 Maps, geographical.
 Note.—Wall maps and atlases for use in schools may be exported without special formality.
 Margarine and similar substances.
 †Matches, chemical.
 Material (*matériel*):—
 Electrical, adapted for war purposes, and detached parts thereof.
 Naval or military (articles unworked or made up) including barbed wire, periscopes, sextants and telemeters.
 †Sanitary (excluding surgical apparatus and instruments, q.v.)
 Transport.
 Mattocks (see "Tools")
 Meat, fresh or preserved by a refrigerating process; salted and smoked meat; meat extracts. (See also under "Hams.")
 ‡Medicaments other than those specially mentioned in this list.
 Note.—Pharmaceutical specialties, whether or not they contain one or several "prohibited" ingredients, may be exported freely to allied and neutral countries.
 †Menthol.
 Mercury; ore, metal, compounds, and preparations of.
 Metal, antifriction.
 Methylsalicylate.
 Mica in leaves and sheets; mica, worked; micaite.
 Military clothing, camping outfit, equipment and harness (see also "Material.")
 Milk, condensed, with or without added sugar.
 Molasses.
 Molybdenum: ore, metal, and salts.
 Monazite (ore of cerium, lanthanum, and thorium); monazite sand.
 Morphine (including morphine salts).
 †Mosses of all kinds.
 Motor vehicles, trailers of all systems, pneumatic tyres, and transport material of all kinds.
 Mules.
 Munitions of war.

N

Nails, wire (*pointes*) of steel.
 †Needles, knitting.
 Nets and other cordage wares:
 †Fishing nets.
 Other goods.
 Nickel: ore; metal, pure or alloyed in all its forms; nickel salts
 Nitrates and nitrites.
 Nitro-glycerine.
 †Novocain.

FRANCE : EXPORT PROHIBITIONS—continued

†Nutmegs.
Nuts: walnuts (*noix*), almonds, and hazelnuts (*noisettes*).
†Nux vomica and its alkaloids and preparations.

O

Oilcake (see under "Forage").
Oils:
Whale (see under "Fats, fish").
Mineral, crude, refined, spirit and heavy.
Residual from the distillation of alcohol.
Turkey red oil.
†Vegetable tar oil.
Vegetable:
†Volatile or essential.
Other.
Olefin (including oleic acid).
Oleo-margarine and similar substances.
Olives, residues of (*mares*).
Opium and preparations with an opium base.
Optical glass (see Note under "Glasses").
Ores: cerium, lanthanum, thorium, lithium, strontium, iron (see also under the corresponding metal).
Osmium: metal pure or alloyed and compounds; articles of osmium pure or alloyed, other than mounted jewellery.
Oxalates, metallic and other.
Oxides of tin and of lead (litharge and minium) and stanniferous waste.

P

†Packing for engines and boilers, including slag wool.
Palladium, metal, pure or alloyed, and compounds; articles made therefrom, other than mounted jewellery.
Paper: Japanese; photographic (see Note under "Photographic plates and paper"); paraffined.
Paper (documents) representing cash.
Note.—In virtue of a Decree of the 3rd July, 1918, such documents may be exported and re-exported, without special authorisation, to all allied or neutral countries (subject to the application of the Law of the 3rd April, 1918, concerning the export of capital), except in the case of certain Company and Bank shares (specified in Art. 2 of the Decree), and United States banknotes and notes of the Bank of France and of the Bank of Russia.
†Paraffin wax.
†Paraldehyde.
†Peat.
Pepper.
†Peppermint, essence of.
†Peptone.
Perchlorates.
Peroxides: of sodium; other metallic; peroxide of hydrogen.
†Pharmaceutical chemical products, other than those specially mentioned in this list.
Note.—The general derogation does not apply to the products which are specified in the schedule annexed to the Decree of the 5th January, 1917 (see the notice at p. 197 of the "Board of Trade Journal" for the 18th January, 1917).
†Phormium tenax fibre.
Phosphate of lime (phosphate, artificial, native or precipitated); phosphorette products of all kinds.
†Phosphorus.
Photographic plates and paper.
Note.—A general licence has been granted permitting the exportation to all allied and neutral countries, except Switzerland, of: photographic plates, negative, sizes 1824 and below; plates, positive, of all sizes; plates, radiographic, of all sizes; plates for colour photography; citrate of silver papers of all sizes; and postcards and cards, of all sizes, sensitized with citrate or bromide of silver.
†Piassava fibre.
†"Pignous" (fir apple kernels).
†Pimento.
Pitch of resin (*brais de résine*); pitch (*poix*).
†Plaits (*matras*) of straw and of vegetable fibres.
Platinum:—metal, ore and salts; articles of platinum, pure or alloyed, other than mounted jewellery.
Pork butchers' wares, manufactured (*charcuterie fabriquée*); and bladders, casings, and skins for preparing the same.
Potash, and salts of potash.
Potassium.
†Potatoes.
Pottery and bricks, fireproof, with a base of magnesia.
Poultry, living; poultry (including pigeons), dead, fresh, or preserved by any process.
Precious stones, unworked (not including cut stones and artificial stones, cut or not).
Preserves (*conserves*):—meat in tins, and other.
Preserves (*confitures*), with or without sugar.
Projectiles and other munitions of war.
†Protargol.
Pyramidon (amidopyrine).
Pyrites.
Pyrolignite or acetate of lime.

Q

Quinine and its salts; extracts of quinine.

R

†Rabbits, live or dead.
Radium and its salts.
Rags (*chiffons, drilles*), of all kinds.
Rammie. (See also "Yarns" and "Tissues.")
Rattan wares; rattans, decorticated or not.
Receptacles of iron or steel for compressed or liquefied gas.
Note. In cases where such receptacles have been used, or are to be used, for the importation of products destined for military use, they may be exported without special authorisation, provided that the lu-

FRANCE : EXPORT PROHIBITIONS—continued.

terested parties produce at the Customs House of export a certificate from the military authorities, attesting that the receptacles have been imported filled, or are to be so re-imported, on army account.
†Rennet.
Resins of pine and fir; other resins.
Rhodium:—metal, pure or alloyed and compounds; articles of rhodium, pure or alloyed, other than mounted jewellery.
†Roots, medicinal; roots for use in dyeing, ground or not.
Rubber:—
Crude or melted down (including waste of rubber, and ebonite).
Manufactures of:
Drainage tubes, tubes and gloves for surgical purposes.
Sheets, vulcanised or not.
†Erasing rubber.
†Other manufactures of rubber.
Ruthenium:—metal, pure or alloyed, and compounds; articles of ruthenium, pure or alloyed, other than mounted jewellery.

S

†Sabadilla seeds.
Sabadilla seeds: preparations derived therefrom.
Saccharine and similar products.
Sacks of all kinds. (See the Note under "Casks.")
†Saddle-girths (*sangles*).
†Saffron.
Sulphate of soda.
Salol.
Salt: sea salt, salina and rock salt, crude or refined.
Salts of:—alumina; ammonia; antimony; arsenic; bismuth; cerium, thorium, and other rare earths; chrome; copper (see also "Sulphate of copper"); tin; mercury; molybdenum; nickel; platinum; lead; quinine; potash; radium; titanium; vanadium.
†Salvarsan and neo-salvarsan hydrochlorate of dioxidiamido-arseno-benzol).
†Santonine and its preparations.
†Sauces and condiments.
Saws, jointed, and hand saws. (See "Tools.")
Scales of the ablet and of other fish.
Scrap and waste. (See under "Iron," "Steel," "Copper," "Tin," "Zinc," "Rubber," etc.)
Screws, etc. (*articles de visserie*).
Seeds:—beetroot; for sowing, other than beetroot (vegetable and kitchen garden seeds, forage seeds, and other, including vetches); oleaginous seeds; †sabadilla seeds; †medicinal seeds.
†Selenium.
†Serums.
Sinears. (See "Tools").
Ships. (See "Vessels.")
Ships' rigging and tackle (*agrès et appareil de varices*).
Shovels. (See "Tools.")
Silicon.
†Silk in cocoons, raw silk, thrown silk, dyed or not; floss silk; coarse silk (*bourette*) and silk noils, combed or not; marine silk (byssus); silk waste.
Silks and silk wares (*soieries*). See under "Made-up articles" and "Tissues," and "Yarns."
Silver, unmanufactured, in lumps, ingots, bars, powder, and scrap (broken articles); coin.
Silver meshes and net work of silver meshes (*re-exportation* prohibited).
†Skins (casings) for pork butcher's wares.
Skins, raw and dressed, rabbit skins in the fur; and furskins (*pelletteries*), raw or dressed, not worked or made-up.
†Slow matches (*mèches de mineurs*).
Soap:—perfumed; other.
Sodium, caustic soda, hyposulphite of soda, carbonate of soda.
†Soups, compressed or dried.
Spades. (See "Tools.")
†Spermaceti.
†Spirits, potable, and liqueurs.
†Sponges of all kinds.
Sprayers other than for toilet, medicinal, or domestic use.
Starch.
†Stearite (see "Chalk").
Steel: "special," and other of all kinds; wares of "special" steel; steel scrap.
Straw.
Sugar, raw, refined and candy, sugar of milk.
Sulphates of: baryta; magnesia; copper (also oxide of copper) and "verdets," "bouilles," and caustic powders; †soda; †zinc.
Sulphides of sodium and of carbon; metallic sulphites.
Sulphonal.
Sulphorincinates and sulpholeates.
Sulphur and pyrites, even mixed with spent residues from purification.
Syrups.

T

†Talc.
Tallow.
Tanning materials: tan bark and other tanning materials of all kinds (including the leaves of the *uva-ursi*); tanning extracts and tannic juices.
Note.—The term "tan bark" covers bark of alder, of birch, of black alder, of hornbeam, of chestnut, of common oak, of pomegranate, of beech, of mimosa, of common elm, of pine and fir, of willow, of tanekaha, and the second bark of the cork oak. Leaves of *uva-ursi* are classed as tanning materials. The terms "tanning extracts and tannic juices" apply to extract of acorn cups, chestnut extracts, extracts of oak, of pine bark or tanbark, of barks or roots of mangrove, of spurge-flax, of dividivi, of mimosa, of gallnuts, of sumach and tan, as well as liquid or solid quebracho extracts.
Tapioca.
Tar, mineral, and chemical products derived therefrom; vegetable tar and oils derived therefrom.

FRANCE: EXPORT PROHIBITIONS—*continued.*

Tarpaulins (*bâches*): of hemp, [†]other.
Note.—This heading is applicable to tarpaulins other than those for waggons and carts. These latter tarpaulins are, for the application of the export prohibitions, regarded as made-up articles, appertaining to transport material. (See also the Note under "Casks").

Tartrates, alkaline: of potassium, [†]other (*see also* "Cream of Tartar").

Tea.

Telegraphic apparatus.

Terpine.

Tetrachloride of carbon.

Theobromine.

Thermometers, clinical.

Thiosulphates and polythionates.

Thorium.

[†]Thymol and its preparations.

Tin: ore, and metal, pure or alloyed, in all its forms; also scrap, waste and filings.
Note.—As regards the export of imitation jewellery of tin, *see* the Note under "Aluminium."

Tin oxide.

Tinplate (*see* under "Iron").

[†]Triculate boxes for packing alimentary preserves.

Tissues: (*see also* "Clothing, waterproof" and "Made-up articles").

Hemp.

Cotton:
 Cloth (*armure toile*), bleached or unbleached, weighing more than 8 kilogs. per 100 sq. metres.
[†]Other
[†]Horse hair (*crin animal*).
[†]Vegetable fibre.

Jute.

Wool:
 For clothing, weighing 300 grammes and more per sq. metre, of uniform colour.
[†]Other.

Linens:
 Cloth (*armure toile*), bleached or unbleached, weighing more than 27½ kilog. per 100 sq. metres.
[†]Other.

Ramie.

Silk or floss silk, pure or mixed with other textile materials, and tissues, of all kinds, of artificial silk:
[‡]Velvets, plushes, hairnets, lace, mourning crêpe, trimmings, braids, ribbons not more than 15 c.m. wide, embroidered or broché upholstery tissues, tissues with admixture of gold, silver or other metal.
[†]Other.

Suitable for balloons.
Note.—This heading comprises rubbered tissues weighing per sq. metre 400 grammes or less, and having in warp and weft, in a sq. of 5 m.m. side, 44 threads or more.

Titanium: ore, metal, salts.

Tobacco of all kinds.

Tools:
 Of "special" steel and their detached parts (except watch and clock-makers' tools).
 For carpenters, [†]farriers, [†]wheelwrights, and [†]saddlers.
[†]Tools and implements for pioneers.
 Cutting tools of iron or ordinary steel.
Note.—The foregoing category covers all cutting tools employed in industry or agriculture, including scythes and sickles.
 Tools of cast or wrought iron or steel, with or without handles, the following: spades, shears, axes, shovels, mattocks, jointed saws, hand saws, billhooks.

[†]Tool handles.

Transmission belts of any material.

[†]Trees, shrubs and all other nursery products

[†]Trional.

Trioxymethylene.

Tubes and pipes for boilers; gate valves, steam, gas, or water; screws, etc. (*articles de visserie*).

Turnstone: ore, metal in all its forms.

Turpentine, spirits of; [†]products containing spirits of turpentine

Twine of hemp.

Typewriters.

Customs Regulations and Tariff Changes.

BRITISH EMPIRE.

AUSTRALIA.

CUSTOMS STATEMENT AS TO THE NEW INVOICING REQUIREMENTS.

In connection with the new invoicing requirements with respect to goods subject to *ad valorem* rates of duty on their importation into Australia, the Board of Trade have been informed by the High Commissioner for Australia in London that he has now received a cablegram from the Commonwealth Customs authorities intimating that Departmental action has been taken to conserve the interests of exporters complying with the requirements in question as against those who do not comply.

FRANCE: EXPORT PROHIBITIONS—*continued.*

Uranium.

[†]Urea and its compounds.

[‡]Urotropine (hexamethylene tetramine) and its preparations.

Uva-ursi leaves.

V

[‡]Vaccines.

Vanadium:—ore, metal, [‡]salts.

[†]Vanilla.

[†]Vareck (seaweed) of all kinds.

[†]Varnish.

Vaseline.

[†]Vegetable fibres (including yarns, plaits and tissues) not specially mentioned, raw, hackled, twisted or in bundles, or tow, even spun.
Note.—The specifications on the original list are, "fibres végétales" and "végétaux filamenteux."

Vegetables, fresh:
[†]Asparagus, egg-plant, red beetroot, white celery, chervil, "salade," cucumbers, spinach, melon, sorrel, pumpkin, radish, rhubarb, tomato, truffle, parsley.
 Other fresh vegetables.

Ventilators weighing from 50 to 250 kilogs.

[†]Veronal (diethylbarbituric acid), and veronal sodium.

Vessels, sailing, steam and motor.

Vinegar.

W

Walnuts.

[†]Waterproof clothing.

Wax: animal, raw or worked; vegetable wax.

Willow, peeled or unpeeled.

Wines:
[‡]In bottles, liqueur wines, aperitive wines, medicinal wines (export free to all allied or neutral countries, except in the case of liqueur wines in casks, destined for Switzerland).
[†]Other.

Wires, insulated, for electrical purposes.

Wool:—
[†]Boxwood, wild cherry, cotton trees, ebony, gum tree, lignum vitae, palm tree and rosewood.
 Walnut, mahogany, "okoumé," plane, beech, birch, lûne, ash.
 Wood for fuel.
 Building timber.
 Gunstocks.
[†]Quillala.
 Teak.
Note.—Wood for veneers, in sheets less than 20 m.m. thick, of wood other than walnut, ash, mahogany, "okoumé," and birch may be exported without special authorisation to allied and neutral countries except Switzerland.

Wool (*see also* "Yarns" and "Tissues"):—
 Waste, shoddy and rags.
 Blankets.
 Hosiery.
 Other of all kinds, combed or carded, dyed or not.

Y

Yarns and thread:—
[‡]Alpaca, mohair, hair (*poils*).
[†]Horse hair (*crin animal*).
[†]Silk, artificial silk, floss silk and coarse silk, also thread for sewing, embroidering, trimming and other purposes.
 Hemp, jute, wool, flax, ramie.
 Cotton.
[†]Vegetable fibres not specially mentioned.

[†]Yeast.

Z

Zinc:—ore; metal, pure or alloyed; manufactures of zinc; also scrap, waste and filings.

Zirconium and zircon.

CUSTOMS REGULATIONS AND TARIFF CHANGES—*continued.*

SIERRA LEONE.

PROPOSED EXPORT DUTY ON PALM KERNELS.

The "Sierra Leone Gazette" of 29th June contains copy of a draft Ordinance to provide for the payment of an export duty upon palm kernels exported to foreign countries. It is proposed that the Ordinance shall come into operation upon a date to be fixed by the Governor and notified by Proclamation, and shall be operative for a period of five years from that date. In addition to any duties of Customs that may be payable under the provisions of any other enactment for the time being in force, it is proposed that there shall be levied an export duty at the rate of £2 per ton upon all palm kernels exported from the Colony or Protectorate, provided that such duty shall not be payable in respect of any palm kernels exported to a port within His Majesty's Dominions, or within a British Protectorate, but that in this case the exporter shall be allowed to give a bond in a form prescribed in the Ordinance for the amount of the duty, subject to the following conditions of discharge, viz.:

CUSTOMS REGULATIONS AND TARIFF CHANGES—

continued.

that within six months from the date of exportation from the Colony or Protectorate of the palm kernels, the exporter shall produce to the Comptroller of Customs a certificate that such kernels have been delivered and crushed at an oil mill within the British Empire, or produce a certificate to the Comptroller of Customs that such palm kernels have been landed at a British port and have been removed from its area otherwise than for re-exportation, and also a certified copy of a contract of sale for such kernels containing a clause by which the buyer undertakes he will not re-export the kernels, and that if they should be re-exported either by himself or by any third party to whom he may have sold them, he will indemnify the exporter against any claims for the export duty specified in this Ordinance, which may be made upon the exporter by the Colonial Government.

GOLD COAST COLONY.

PROPOSED EXPORT DUTY ON PALM KERNELS.

A Bill similar to the Draft Ordinance described in the preceding notice has also been introduced into the Colony of the Gold Coast. The proposed duty is the same, viz., £2 per ton, and provision is made, as in the Sierra Leone draft Ordinance, for the exemption from duty of palm kernels exported to a port within the British Empire and crushed within the Empire. It is proposed that the Act shall not come into operation until after the war, and that it shall be operative for a period of five years.

FOREIGN.

ARGENTINA.

CUSTOMS DUTY ON KNITTING NEEDLES, ETC.

With reference to the notice at pages 512-3 of the "Board of Trade Journal" for the 25th April, respecting the Argentine Law (No. 10,362) making provision for certain amendments of the Tariff Law, the Board of Trade are in receipt, through the Foreign Office, of translation of a Resolution of the Argentine Minister of Finance, dated the 24th May, and published in the "Boletín Oficial" for the 4th June, in virtue of which crochet and knitting needles for making socks, as well as cotton for the same purpose, are declared to be comprised in the concession granted by Article 4 of Law 10,362. Under this Article of the Law, such goods will be admitted on payment of a duty of 5 per cent.

SWEDEN.

TEMPORARY SUSPENSION OF CUSTOMS DUTY ON FISH ROE.

The Board of Trade are in receipt, through the Foreign Office, of information to the effect that the Customs duty on fish roes (other than cod roes) in barrels (No. 144 of the Swedish Customs Tariff), imported into Sweden, has been temporarily suspended with effect as from the 12th July.

UNITED STATES OF AMERICA.

IMPORT OF GUTTA-SIAK.

With reference to the notice at page 64 of the "Board of Trade Journal" for the 11th July, respecting the limitation of the amount of crude rubber and similar products to be imported into the United States of America, the Board of Trade are in receipt, through the Foreign Office, of information to the effect that the United States Government have authorised the importation into the United States, under licence, for the remainder of the year 1918, of a quantity of gutta-siak not exceeding 740 tons from all sources.

EXPORTATION OF COIN, BULLION AND CURRENCY.

With reference to the notice at pp. 153-154 of the "Board of Trade Journal" for the 18th October last, respecting the control of the exportation of coin, bullion and currency from the United States of America, the Board of Trade are in receipt, through the Foreign Office, of copy of a Circular containing regulations as to administrative procedure (approved by the United States Treasury Department, on 11th May), with regard to this control.

A copy of the Circular may be seen by persons interested, on application, at the Enquiry Office of the Department of Overseas Trade (Development and Intelligence).

Government Notices
affecting Trade.

EXPORT AND IMPORT SECTION.

AMENDMENTS AND ADDITIONS TO LIST OF PROHIBITED EXPORTS.

An Order of Council, dated 6th August, orders that the Proclamation, dated 10th day of May, 1917, as amended and added to by subsequent Orders of Council, prohibiting the exportation from the United Kingdom of certain articles to certain or all destinations, should be further amended by making the following amendments in and additions to the Schedule to the same:—

1. That the following headings should be deleted:—
 - Chemicals, etc., the following:—
 - (B) Ammonia and its salts, whether simple or compound, and mixtures containing such salts (except ammonia liquor, liquefied ammonia, ammonium alum, ammonium carbonate chloride, nitrate, perchlorate, sulphate and sulphocyanide, and nickel ammonium sulphate, and mixtures containing such ammonium salts).
 - (A) Ammonia, liquefied.
 - (A) Ammonia liquor.
 - (A) Ammonium alum and mixtures containing ammonium alum.
 - (A) Ammonium carbonate and mixtures containing ammonium carbonate.
 - (A) Ammonium chloride, including muriate of ammonia and salammuniac, and mixtures containing these substances.
 - (A) Ammonium nitrate and mixtures containing ammonium nitrate.
 - (A) Ammonium perchlorate and mixtures containing ammonium perchlorate.
 - (A) Ammonium sulphate and sulphocyanide.
 - (A) Barium sulphate.
 - (A) Indigo, natural and synthetic.
 - (A) Nickel ammonium sulphate and mixtures containing nickel ammonium sulphate.
 - (C) Sodium bicarbonate.
- Leather goods of the following descriptions:—
 - (B) Articles of personal equipment suitable for military purposes.
 - (B) Bandoliers.
 - (B) Belts.
 - (B) Laces.
 - (B) Pouches.
- (B) Tar, vegetable.

2. That the following headings should be added:—
 - (C) Acid-resisting apparatus made of quartz and parts of such apparatus made of quartz.
 - (A) Carbon, coke oven.
 - (A) Carbon, pitch.
 - Chemicals, etc., the following:—
 - (A) Ammonia and its salts, whether simple or compound, and mixtures containing such salts.
 - (A) Barium sulphate and mixtures containing barium sulphate.
 - (C) Indigo, natural.
 - (A) Indigo, synthetic.
 - (A) Sodium bicarbonate.
- (A) Grates and registers for heating purposes, and their component parts
- Leather goods of the following descriptions:—
 - (A) Articles of personal equipment suitable for military purposes.
 - (A) Bandoliers.
 - (A) Belts.
 - (A) Laces.
 - (A) Pouches.
- (A) Nicotine and its compounds.
- (A) Tar, vegetable.

[NOTE.—Consolidated lists of prohibited exports are issued from time to time by the War Trade Department, and British firms may obtain copies of these lists upon application to the Department of Overseas Trade (Development and Intelligence). In making written applications, envelopes should be marked "Prohibited Exports."]

PROHIBITED IMPORTS INTO THE UNITED KINGDOM.

A Proclamation dated 2nd August has been issued under the Customs Consolidation Act, 1876, prohibiting the importation of the following articles into the United Kingdom.—
Cases of all descriptions, unmanufactured or manufactured, not otherwise prohibited.

GOVERNMENT NOTICES AFFECTING TRADE—continued.

Crabs, prawns, shrimps and oysters, canned
Red prussiate of potash.

Provided always, and it is hereby declared, that this prohibition shall not apply to any such goods which are imported under licence given by or on behalf of the Board of Trade, and subject to the provisions and conditions of such licence.

This Proclamation may be cited as the Prohibition of Import (No. 26) Proclamation, 1918.

APPROVED CONSIGNEES IN CHINA.

The Foreign Trade Department of the Foreign Office announces the following additions to, removals from, and corrections in the lists of persons and bodies of persons to whom articles to be exported to China may be consigned:—

ADDITIONS.

The following names are added to the List of persons and bodies of persons to whom articles may be consigned:—

Burn, S. J. (representing Susmann and Co., Paul, Manchester), Swatow.
Japan-China Oil Refining Co., Hankow.
Mitsu Bishi Shoji Kaisha, Ltd. (Mitsu Bishi Trading Co., Ltd.), Canton.
Nin Tang Dispensary (new style for Jin Ann Dispensary), Swatow.
Susmann and Co., Paul (Manchester) (Burn, S. J., representative), Swatow.

CORRECTIONS.

The following Corrections are made in the list of persons and bodies of persons to whom articles may be consigned:—
Tuckwo Egg Factory *should read* Tuckwo Egg Factory, Yin Cheng.

Dowler Forbes and Co., Shanghai, *should read* Dowler Forbes and Co. (China), Ltd., Shanghai.

Shanghai Electrical Construction Co., Ltd., *should read* Shanghai Electric Construction Co., Ltd.

Westphal, King and Ramsay, Ltd., *should read* Harrisons, King and Irwin, Ltd.

Cawasjee Pallanjee, Shanghai, *should read* Cawasjee Pallanjee and Co., Shanghai.

Ma-tavish and Lehmann, Ltd., *should read* Ma-tavish and Co., Ltd.

Stewart and Co., Ltd., Mackenzie, Manchester (Jas. Scotson, representative), *should read* Stewart and Co., Ltd., Mackenzie (Manchester).

Moksey, H. J. (A./B. Svenska Kullager Fabriken), *should read* Moysey, H. J. (A. B. Sveirska Kullager Fabriken).

Svenska Kullager Fabriken A./B. (Moksey, H. J.), *should read* Sveirska Kullager Fabriken A./B. (Moysey, H. J.).

White-Cooper, Oppe and Master, *should read* White-Cooper and Master.

REMOVALS.

The following names are removed from the list of persons and bodies of persons to whom articles may be consigned:—

Jin Ann Dispensary, Swatow.
Coghlan, H. H.
Lowe, F. H.

EXPORTS TO NORWAY: FISHING SUPPLIES.

The Director of the War Trade Department refers to the notices which appeared in the "Board of Trade Journal" of the 16th May, 1918 (page 605), and 27th June, 1918 (page 814) and announces that he is prepared to consider, so far as home and Allied requirements permit, applications for licences to export fishing supplies to Norway.

Applications in respect of cotton fishing nets and rope must be accompanied by "ordinary undertakings," which need not be recommended by a Norwegian Trade Association, but which must be attested by the Norwegian Ministry of Finance and by a British Consular Officer in Norway. Applications in respect of other articles intended to be used in the fishing industry must be accompanied by the undertakings or certificates appropriate to the material concerned, as explained in the notices referred to above.

The War Trade Department may, as formerly, require in addition such supplementary undertakings as are considered necessary.

POSTAL SECTION.

TELEGRAMS TO RUSSIA SUSPENDED.

The Postmaster-General notifies that for the present the transmission of private telegrams to Russia is suspended, in consequence of action taken by the Russian Authorities.

GOVERNMENT NOTICES AFFECTING TRADE—continued.

TEXTILE SECTION.

THE CLOTH (OFFICERS' UNIFORMS) ORDER, 1918.

The Army Council have made, under date 26th July, the following Orders:—

1. No person shall, without a permit issued by or on behalf of the Director of Wool Textile Production, manufacture any cloth, on or after 19th August, 1918, for the purpose of the production of Officers' Uniforms, otherwise than from wool issued by the War Department for the purpose of the production of such uniforms as aforesaid.

2. This Order may be cited as the Cloth (Officers' Uniforms) Order, 1918.

THE WOOLLEN AND FELT MACHINERY ORDER, 1918.

1. No person shall, without a permit issued by or on behalf of the Director of Wool Textile Production, run, on or after 1st September, 1918, any woollen or felt scribbling and carding machinery for the production of any material other than material required for the purposes of any direct Government Contract or Order.

2. This Order may be cited as the Woollen and Felt Machinery Order, 1918.

The Director of Wool Textile Production announces that copies of the form of application for permits are being sent to all firms concerned. Any firm not receiving an application form by the 15th August is invited to apply to the Director of Wool Textile Production, Room 53, Great Northern Hotel, Bradford.

GENERAL SECTION.

PROHIBITION OF THE LIFTING AND USE OF HAY AND STRAW IN ENGLAND AND WALES.

1. In pursuance of the powers conferred on them by the Defence of the Realm Regulations, and of all other powers thereto enabling them, the Army Council hereby give notice that all hay and threshed hay, oat straw and wheat straw, rye wheat straw, buckwheat straw, barley straw, mustard straw, rye straw, pea straw, bean straw, and threshed tares (hereinafter in this Order referred to as hay and straw forage) now standing in bulk in England and Wales or as and when harvested, except such hay or straw of the 1917 or earlier crop as has been released by sale licence, is taken possession of by the Army Council, and shall, from the date of this Order, or as and when harvested, be held at the disposal of the duly authorised officers of the War Department.

2. Producers and consumers having hay and straw forage in their possession at the date of this Order may continue (subject as regards producers to the provisions of paragraph 3 hereof) to use a reasonable quantity of such hay and straw forage for consumption by stock in their possession or under their control.

3. Every producer desirous of using hay and straw forage in his possession for consumption by stock in his possession or under his control must forthwith make application in writing to the District Purchasing Officer for Supplies of the County in which the hay and straw forage is situate for such hay and straw forage to be inspected, with a request that a producer consumer's licence may be issued to him for such quantity thereof as he may require for consumption by stock in his possession or under his control for the period ending 30th September, 1919. Such application must state (a) the description and estimated quantity of hay and straw forage in the applicant's possession, and if it is standing in ricks or bays the number of such ricks or bays and the approximate tonnage of each; (b) the description of hay and straw forage and the estimated quantity of each description he will require for consumption by stock in his possession or under his control; (c) the number and description of stock in his possession or under his control.

4. Until inspection has been made and the application for a producer consumer's licence has been finally disposed of, the producer may continue to use a reasonable amount of hay and straw forage in his possession for consumption by stock in his possession or under his control.

5. Any producer consumer's licence shall be liable to revision on and after 15th April, 1919.

6. All hay and straw forage in the possession of the producer for which a producer consumer's licence has not been issued as aforesaid will be taken by the Army Council.

7. (a) Should any producer consider that the quantity of hay and straw forage allowed by any producer consumer's licence for his own consumption is insufficient for his needs,

GOVERNMENT NOTICES AFFECTING TRADE—continued.

he may appeal by a written notice within 14 days of the issue of such licence to the Farm Produce County Committee of the county in which the hay and straw forage is situate, whose decision shall be final, or (b) should any producer consider in the case of hay and straw forage in respect of which the price offered to him is less than any fixed price above which the sale thereof is prohibited by virtue of the Defence of the Realm Regulations or any Order made thereunder, that the price offered to him is inadequate, he may either (i) appeal by written notice within 14 days of such price being offered to the Farm Produce County Committee of the county in which the hay and straw forage is situate, whose decision shall be final, or (ii) obtain the decision (in default of agreement) of the tribunal by which claims for compensation under the Defence of the Realm Regulations are in the absence of any express provision to the contrary, determined in accordance with the provisions of Regulation 2a of the said Regulations.

8. All hay and straw forage taken by the Army Council will be taken upon the terms of a Purchase Note to be signed by the producer, and where such Purchase Note is signed by the producer at the time of taking, interest at certain rates as set out in the Purchase Note will be added to the price stated thereon. In the event of a producer refusing or neglecting to sign such Purchase Note such interest will not be payable, except that where a producer has appealed to the Farm Produce County Committee as provided in paragraph 7 (b) of this Order and the Farm Produce County Committee has upheld his appeal, he shall receive interest as aforesaid as though the appeal had not been made or the signature had not been withheld.

9. No person may deal in hay and straw forage without a licence. Application for such licences must be made to the Civil Supplies Central Control Council through the County Distributing (Forage) Committee.

10. All consumers (other than producers) must register with one or more dealers or producer-distributors, and when applying to register with any dealer or producer-distributor must state (a) the number of animals for which hay and straw forage is required, (b) the classification of such animals, (c) the description and quantity of each description of hay and straw forage required, and (d) the place at which it is required.

Should the number of animals in the consumer's possession increase or decrease after registration such increase or decrease must be notified by him to the dealer or the producer-distributor concerned.

11. All persons requiring straw for thatching (except in the case of a producer), packing, paper manufacturing or any other purpose whatsoever other than consumption by animals, must make application to the County Distributing (Forage) Committee of the county concerned, stating (a) the description and quantity of straw required, (b) the purposes for which it is required, (c) the place at which it is required, and (d) the name and address of the person from whom it is desired to obtain supply.

12. All licences issued under this Order will be issued subject to the conditions and restrictions contained in such licences. Any departure from such conditions and restrictions or other act in contravention of the provisions of this Order will be an offence under the Defence of the Realm Regulations, and will render the offender liable to the penalties attaching thereto.

13. Detailed instructions regarding the necessary procedure to be adopted by all persons desiring to use, sell, purchase or otherwise deal in hay and straw forage under this Order can be obtained upon application to the Secretary of the Forage Committee, 64, Whitehall Court, London, S.W. 1.

14. The addresses of the District Purchasing Officers for Supplies mentioned in para. 3 are as under:—

- Bedfordshire, 24, Rothsay Road, Bedford.
- Berkshire, 1, Station Road, Reading.
- Buckingham, Winslow House, Buckingham St., Aylesbury.
- Cambridgeshire, 90, Regent Street, Cambridge.
- Cheshire, 14, Old Bank Buildings, Chester.
- Cornwall, 68, Lemon Street, Truro.
- Derbyshire, 12, Strand Chambers, Derby.
- Devonshire, 22, Southenhay West, Exeter.
- Dorset, 2, Cornwall Road, Dorchester.
- Durham Joint Stock Bank Chambers, Bondgate, Darlington.
- Essex, 15a, Broomfield Road, Chelmsford.
- Gloucestershire, 5, St. George's Chambers, George Street, Gloucester.
- Hampshire, 45, Southgate Street, Winchester.
- Hertfordshire, 34, Broad Street, Hereford.
- Hertfordshire, 43, Victoria Street, St. Albans.
- Huntingdonshire, St. George's House, St. George's Street, Huntingdon.
- Kent, Ashford West Station, Kent.

GOVERNMENT NOTICES AFFECTING TRADE—continued.

- Lancashire, 65, Houghton Street, Southport.
- Leicestershire, 8, New Street, Leicester.
- Lincolnshire, 5, Broad Street, Spalding.
- London and Middlesex, 5, The Broadway, Harrow.
- Norfolk, 11, Thorpe Road, Norwich.
- Northamptonshire, 2a, Guildhall Road, Northampton.
- Northumberland, 33, Sand Hill, Newcastle-on-Tyne.
- Nottinghamshire, 1, Thurland Street, Nottingham.
- Oxfordshire, York House, St. Aldates, Oxford.
- Shropshire, 22, Talbot Chambers, Market Street, Shrewsbury.
- Somerset, 63, High Street, Taunton.
- Staffordshire, New Sorting Office, Newport Road, Stafford.
- Suffolk, Tower Chambers, Tower Street, Ipswich.
- Surrey, "Drakecliffe," Portsmouth Road, Guildford.
- Sussex, 18, Cromwell Road, Hove.
- W Warwickshire, 61, Warwick Street, Leamington.
- Westmorland and Cumberland, The Corn Market, Penrith.
- Wiltshire, 12, Market Place, Devizes.
- Worcestershire, 14, Pierpont Street, Worcester.
- Yorkshire, 72, Bootham, York.
- S.E. Wales, Bland Store, Dumball's Road, Cardiff.
- N.E. Wales, 4, Grosvenor Road, Wrexham.
- S.W. Wales, The Unionist Club, Llanmas Street, Carmarthen.
- N.W. Wales, The Old Recruiting Office, Water Street, Menai Bridge.

15. The address of the Civil Supplies Central Control Council mentioned in para. 9 is as under:—

- 17, Victoria Street, London, S.W. 1.

16. The addresses of the County Distributing (Forage) Committees mentioned in paras. 9 and 11 are as under:—

- Bedford, 11, St. Paul's Square, Bedford.
 - Berkshire, Blagrove Street, Reading.
 - Buckinghamshire, 69a, Buckingham Street, Aylesbury.
 - Cambridge, Isle of Ely, Geneva House, Regent Street, Cambridge.
 - Cheshire, 49, Lancaster Ave., Fennel Street, Manchester.
 - Cornwall, Trisprison, Helston, Cornwall.
 - Cumberland, 35, Castle Street, Carlisle.
 - Derby, 6, Green Lane, Derby.
 - Devonshire, 17, Bedford Circus, Exeter.
 - Dorset, 3, Napier Terrace, Dorchester.
 - Durham, 25, Pilgrim Street, Newcastle-on-Tyne.
 - Essex, 100, Palmerston House, Broad Street, London, E.C.2.
 - Gloucester, 130-160, Cricklade Street, Cirencester.
 - Hampshire, 42, Bridge Street, Andover.
 - Hereford, 34, Broad Street, Hereford.
 - Hertfordshire, Chequer Street, St. Albans.
 - Huntingdon, St. George's House, St. George's Street, Huntingdon.
 - Kent, 19, Bank Street, Ashford.
 - Lancashire, 18, Shudehill, Manchester.
 - Leicester and Rutland, 32, Halford Street, Leicester.
 - Lincoln, Wigford House, High Street, Lincoln.
 - London and Middlesex, 24, Corn Exchange Chambers, Seething Lane, London, E.C.3.
 - Monmouth, Gaer Fach, Newport, Monmouth.
 - Norfolk, Quay Side, Norwich.
 - Northampton, 2a, Guildhall Road, Northampton.
 - Northumberland, 5, Pilgrim Street, Newcastle-on-Tyne.
 - Nottingham, 25, Castle Gate, Newark-on-Trent.
 - Oxford, York House, St. Aldates, Oxford.
 - Shropshire, 83, Wyle Cop, Shrewsbury.
 - Somerset, Bank Chambers, 54, North Street, Taunton.
 - Stafford, 43, Greengate Street, Stafford.
 - Suffolk, Tower Chambers, Ipswich.
 - Surrey, Piccards House, Bridge Street, Guildford.
 - Sussex, 1a, Cromwell Road, Hove.
 - Warwick, Carlton House, 28, High Street, Birmingham.
 - Westmorland, c/o Jackson Dawson, Esq., Appleby, Westmorland.
 - Wiltshire, Bank Chambers, Devizes.
 - Worcester, Vine Street, Evesham.
 - Yorkshire, 44, Queen Anne's Road, York.
 - N.E. Wales, Caia Stores, Monnt Street, Wrexham.
 - S.W. Wales, 50, Plymouth Street, Swansea.
 - N.W. Wales, Cefni Chambers, Llangefni, Anglesey.
 - S.E. Wales, 98, Queen Street, Cardiff.
17. The addresses of the Farm Produce County Committees mentioned in paras. 7 and 8 are as under:—
- Bedfordshire, Henry Swaffield, Surveyor, Ampthill.
 - Berkshire, W. Chillingworth, 39, Blagrove Street, Reading.
 - Buckinghamshire, G. H. Manning, 12, Temple Square, Aylesbury.
 - Cambridgeshire, A. E. Saunders, Waterbeach, Cambridge.
 - Chester, James Sadler, 62, Nantwich Road, Crewe.
 - Cornwall, H. Rosewarne, Princes Street, Truro.
 - Cumberland, J. W. Watt, The Viaduct, Carlisle.
 - Devon, W. W. Beer, 17, Bedford Circus, Exeter.

GOVERNMENT NOTICES AFFECTING TRADE—continued.

Derby, W. E. Cox, Elmtou Park, Chesterfield.
 Dorset, W. G. Miles, 6, South Street, Dorchester.
 Durham, Miss Dorothy Parlour, 6, Arden Street, Darlington.
 Essex, A. F. White, 17, Duke Street, Chelmsford.
 Gloucester, Thomas Bradford, 5, St. George's Chambers, George Street, Gloucester.
 Hampshire, Percy Shenton, 41, Jewry Street, Winchester.
 Hereford, W. G. C. Britten, 20, East Street, Hereford.
 Hertford, W. Young, 4, St. Peter's Street, St. Albans.
 Huntingdon B. P. Carter, Barclay's Bank, Huntingdon.
 Kent, E. L. Gardner, 69, Castle Street, Canterbury.
 Lincoln, G. E. Nettleship, Auctioneer, Saltergate, Lincoln.
 Lancashire, T. H. Holborn, County Chambers, Fishergate, Preston.
 Leicester and Rutland, Geo. Attenborough, 6, Friar Lane, Leicester.
 London and Middlesex, A. L. Perkins, Greenford Green, Middlesex. (Chairman.)
 Monmouth, W. Homfray Davies, Tredegar Chambers, Bridge Street, Newport, Monmouth.
 Norfolk, A. R. Harrison, 16, Eaton Road, Norwich.
 Northampton, T. C. Woods, 2, Derngate, Northampton.
 Nottingham, W. H. Bradwell, Thurland Street, Nottingham.
 Northumberland, A. J. Hargrave, Newcastle Farmers' Club, The Collingwood, Newcastle-on-Tyne.
 Oxford, J. G. Abraham, Chadlington, Charlbury. (Chairman.)
 Shropshire, Alfred Mansell, College Hill, Shrewsbury.
 Somerset, W. L. Price, 3, Hammet Street, Taunton.
 Soke of Peterborough, W. Stock, Bedgeny Road, March, Cambridgeshire.
 Stafford, C. F. South, Bank Passage, Stafford.
 East Suffolk, A. Collings, Esq., 86, Princes Street, Ipswich.
 West Suffolk, John H. Bonner, Guildhall Street, Bury St. Edmunds.
 Surrey, H. E. Fenn, 94, Woodbridge Road, Guildford.
 Sussex, E. P. Weller, c/o J. C. Robinson, Esq., Iford, Lewes.
 Warwick, Phillip Pallant, 23, Albert Street, Rugby.
 Westmorland, H. S. Hodgson, 22a, Highgate, Kendal.
 Wiltshire, A. M. Marles, Watergate House, Bulford, Wilts.
 Worcester, A. G. Griffiths, Auctioneer, 70a, Broad Street, Worcester.
 Yorkshire, F. Arey, Davyhall Chambers, Davygate, York.
 N.W. Wales, D. H. Davies, Rorsedd, Fawr, Chwilog, S.O., Carnarvon.
 N.E. Wales, T. G. Lewis, Brynyorken, Caergwrlle, Wrexham. (Chairman.)
 S.E. Wales, H. Jones-Davies, Glyneiddan, Natgareidig, Carmarthenshire.

18. So much of the Army Council Order of 17th July, 1917, prohibiting the lifting of hay and straw in Great Britain and Ireland and the Isle of Man as relates to the lifting of hay and straw in England and Wales is hereby cancelled, but nothing in this Order shall affect the said Order of 17th July, 1917, in so far as it relates to the lifting of hay, oat and wheat straw in Scotland, Ireland and the Isle of Man.

THE ROAD TRANSPORT (No. 2) ORDER, 1918.

The Road Transport (No. 2) Order, 1918, dated 26th July, 1918, has been made by the Board of Trade under Regulation 2JJJ of the Defence of the Realm Regulations, as follows:—

In pursuance of the powers conferred upon them by Regulation 2JJJ of the Defence of the Realm Regulations, the Board of Trade hereby order as follows:—

1. The Road Transport Board may issue instructions as to the collection and delivery of goods by vehicles and for road transport either generally or in any particular area, and may by such instructions limit the number of deliveries or collections which any one trader or owner of such vehicles may make in any period as respects any class or classes of goods or in any particular district, and may prescribe the conditions on which any goods may be carried by road.

2. Notice shall be given of such instructions by advertisement or by such means as the Road Transport Board shall deem best calculated to bring them to the notice of the owners of road transport vehicles in the district or districts for which they are made.

3. All persons shall obey any instructions issued by the Road Transport Board under this Order.

4. The Road Transport Board may appoint officers, to be known as Divisional Road Transport Officers, for such districts of the United Kingdom, subject to the approval of the Board, as they may think fit, and such officers shall be responsible for the enforcement of any instructions issued under this Order, and may prosecute offences against this Order.

GOVERNMENT NOTICES AFFECTING TRADE—continued.

Failure to obey any instruction issued under this Order is a summary offence against the Defence of the Realm Regulations.

This Order may be cited as the Road Transport (No. 2) Order, 1918.

NOTICE TO HORSE OWNERS AND HORSE USERS.

The Controller of Horse Transport has issued the following notice, dated 1st August:—

There is a general shortage both of cereal foodstuffs and of hay, and, during the next few months particularly, supplies are likely to be very limited. The maximum quantities of grain and chaff allowed to be fed per day to the various classes of horses have consequently been recently revised and reduced, and are now as under, viz.:—

Class of Horse.	Maximum Daily Rations in terms of Oats for Horses engaged in Trade or Business.		Maximum Daily Ration of Chaff.
	When in hard and continuous Work.	When not in hard and continuous Work.	
(a) Heavy dray and cart horses and trotting vanner	14 lb.	10 lb.	16 lb.
(b) Light draught horses and light trotting vanners	12 lb.	8 lb.	14 lb.
(c) Other light horses and cobs	9 lb.	6 lb.	9 lb.
(d) Ponies 14 hands and under	5 lb.	3 lb.	7 lb.

NOTES.—1. Horses regularly engaged in work at a slow pace not involving heavy loads and allowing of frequent intervals of standing, should be regarded as not in hard and continuous work.

2. Pit horses and ponies working in the pits and at pit mouth may be given 4 lb. of oats and 2 lb. of chaff per day in excess of the above rations.

The attention of all owners and users of horses is particularly directed to the Hay and Straw Order No. 2, which came into operation on the 25th July, which, in addition to specifying the chaff rations set out above, prohibits the feeding of long hay to any horse and requires that all chaff shall contain not less than one-third of straw. The Order also forbids the use of straw for bedding horses.

The rations set out above are probably on a lower scale than some horses have been accustomed to receive hitherto, but they are as much as the available supplies will allow, and in the great majority of instances should prove to be sufficient to keep horses in a reasonable working condition in the summer months. At the same time it should be the object of every horse owner and user to so regulate the work that his horses have to do as to ensure that no disproportionate strain is placed upon any of them. The manner in which horses are worked should be subject at the present time to the strictest supervision, and over-loading, over-driving and exhausting journeys should be carefully guarded against. The trotting of horses with heavy loads should be prohibited except under very special circumstances, and light horses drawing small vans and carts should be trotted at only a slow pace, and never pressed. Waste of food must be strictly prohibited. Feeding by nosebags should only be permitted where absolutely necessary, and carters should have definite instructions as to the hours at which meals should be given in this form. Mangers should be so constructed that horses are unable to throw food out of them, and should never be filled to a greater depth than three-fourths.

With regard to the making up of horse-food mixture: in view of the diversity of opinion that exists on the subject it is not thought desirable to lay down any rules, but owners of horses are reminded that they must not in the present circumstances be bound by precedent, but must arrange the ingredients of their mixtures according as they can get the various classes of cereals. To assist them to this end the following is a table extracted from the Rationing Order showing the feeding value of each of the cereals allowed to be fed to horses in comparison with 10 lb. of oats, viz.:—
 7½ lb. maize; 9 lb. beans; 9 lb. peas; 12 lb. dried brewer's grains; 13 lb. bran.

GOVERNMENT NOTICES AFFECTING TRADE—continued.

DEFENCE OF THE REALM REGULATIONS.

The following amendments affecting trade have been made, under date 2nd August, in the Defence of the Realm Regulations:—

LOADING AND UNLOADING OF WAGONS AND TRUCKS.

In Regulation 7B after the words "unloading of wagons" in paragraph (b) thereof, there shall be inserted the words "by prescribing the time after the expiration of which charges may be made by railway companies for the detention of wagons or trucks or the use or occupation of any accommodation whether before or after the conveyance of any goods and."

MAXIMUM PRICE FOR SILVER BULLION.

After Regulation 30EE the following Regulation shall be inserted:—

30EEE.—(1) It shall be lawful for the Treasury to make orders fixing a maximum price for silver bullion.

(2) Any order made under this Regulation may contain such supplemental provisions as appear to the Treasury necessary or expedient for giving effect to the Order, and may be revoked, extended, or varied, as occasion requires.

(3) If any person sells or purchases, or agrees or offers to sell or purchase, except under a licence in writing granted by the Treasury, any silver bullion at a price exceeding the maximum price fixed by an order made under this Regulation, or contravenes or fails to comply with any of the provisions of any such order, he shall be guilty of a summary offence against these Regulations.

DISCHARGE OF PETROLEUM FROM SHIPS.

Regulation 39EE shall be amended as follows:—

(1) At the end of subsection (1) there shall be inserted the words: "and requiring persons being in occupation of or having control of any premises to allow petroleum to be so discharged at or on to those premises, notwithstanding any rules, regulations, agreement, or other matter whatsoever to the contrary."

(2) In subsection (2) the words from "and if any person" to the end thereof shall be omitted.

(3) At the end of subsection (3) the following words shall be inserted: "and may contain such consequential and supplemental provisions as appear to the Shipping Controller to be necessary for carrying the order into effect."

(4) After subsection (3) the following subsection shall be inserted:—

"(4) If any person acts in contravention of, or fails to comply with, the provisions of any order made under this Regulation, he shall be guilty of a summary offence against these Regulations."

NOTE.—Regulation 39EE was published on page 168 of last week's issue of the "Board of Trade Journal."

IDENTITY AND SERVICE CERTIFICATES FOR SEAFARERS, ETC.

After Regulation 39F the following regulation shall be inserted:—

"39FF.—(1) With a view to providing and maintaining an efficient supply of shipping the Shipping Controller in conjunction with the Board of Trade may make orders providing for all or any of the following matters, that is to say:—

(a) Requiring every person employed as master seaman or apprentice on board a British ship to hold the prescribed certificate of identity and service, and prohibiting the employment on board a British ship of any person as master seaman or apprentice unless he is the holder of such a certificate;

(b) Determining the persons by whom and the manner in which applications for identity and service certificates are to be made and regulating the grant of such certificates;

(c) Providing for the registration of persons to whom such certificates are granted;

(d) Requiring all persons concerned in the management, whether as owners, occupiers, or otherwise, of seamen's lodging-houses to make returns giving the prescribed particulars with regard to the management, use, or conduct thereof, and requiring any such returns to be verified in the prescribed manner.

(2) For the purpose of testing the accuracy of any return made in pursuance of an order made under this Regulation, or of obtaining information in case of failure to make a return, any person authorised in that behalf by the Board of Trade may enter any premises belonging to or in the occupation of the person who has made or has failed to make the return, and may carry out such inspection and examination (including the inspection and

GOVERNMENT NOTICES AFFECTING TRADE—continued.

examination of books) as he may consider necessary for testing the accuracy of the returns or for obtaining such information.

(3) No individual return or part of a return made, and no information obtained, in pursuance of an order made under this regulation shall without lawful authority be published or disclosed by any person except for the purpose of a prosecution under this regulation.

(4) If in any case the Board of Trade are of opinion that it is expedient to obtain information from any person in connection with any seamen's lodging-house the Board may, without making an order for the purpose, require that person to furnish them with that information, and where the Board so require any information to be furnished the provisions of this Regulation shall apply to information furnished and the furnishing of information as they apply to returns made and the making of returns.

(5) Any order made under this Regulation may be revoked or varied as occasion requires, and may contain such consequential and supplemental provisions as appear to the Shipping Controller and the Board of Trade to be necessary for carrying the order into effect.

(6) In this Regulation—

The expression "prescribed" means prescribed by order made under this regulation;

The expressions "master" and "seaman" have respectively the same meaning as in the Merchant Shipping Act, 1894;

The expression "seamen's lodging-house" means any house, hostel, hotel or other premises to which seamen resort or in which seamen are accustomed to lodge.

(7) Any person who acts in contravention of or fails to comply with the provisions of any order made under this Regulation, or who obstructs or impedes in the exercise of any of his powers under this Regulation any person authorised in that behalf by the Board of Trade, shall be guilty of a summary offence against these Regulations."

NATIONAL INSURANCE ACTS: UNEMPLOYMENT INSURANCE.

DECISIONS BY THE UMPIRE.

Pursuant to paragraph (5) of the Unemployment Insurance (Umpire) Regulations, the Minister of Labour hereby gives Notice of the following decisions by the Umpire on questions whether contributions are payable:—

A. The Umpire has decided that contributions are payable in respect of:—

2424. Workmen engaged wholly or mainly in making (including cutting to length, drawing, straightening, screwing, assembling, packing, etc.) tie rods for aeroplanes.

NOTE.—Decisions in which the Umpire has decided that contributions are payable under the National Insurance (Part II.) (Munition Workers) Act, 1916, are indicated by the letter X at the end of the number, e.g., 1554X. Contributions under these decisions are payable as from the 4th September, 1916.

Where no reference is given to an Application, the question has been decided by the Umpire, without notice, as a matter not admitting of reasonable doubt, in accordance with paragraph (2) of the Unemployment Insurance (Umpire) Regulations.

Decisions relating to individual workmen which raise no question of general interest, or which merely apply a principle laid down in a previous decision, are not published.

NOTICE.

The price of the "Board of Trade Journal" is 6d. (6½d. post free). Annual subscription (post free) 27s. 6d. in the United Kingdom. Overseas subscription 31s. 6d. per annum, post free.

The Editorial Offices are at 73, Basinghall Street, London, E.C. 2. All editorial communications should be addressed to "The Editor."

The Publishers (to whom should be addressed all communications concerning subscriptions and sales) are H.M. Stationery Office, Imperial House, Kingsway, London, W.C. 1. or Branches (see Cover).

Commercial Returns.

COTTON IMPORTS AND EXPORTS.

Return of the Number of Bales of Cotton Imported and Exported at the Various Ports of the United Kingdom during the week and 31 weeks ended 1st August, 1918:—

	Week ended	31 Weeks ended	Week ended	31 Weeks ended
	1st Aug., 1918.	1st Aug., 1918.	1st Aug., 1918.	1st Aug., 1918.
	IMPORTS.		EXPORTS.	
	Bales.	Bales.	Bales.	Bales.
America	7,836	1,095,994	—	175
Brazilian	—	7,919	—	—
East Indian	—	169,099	—	—
Egyptian	3,150	389,084	—	150
Miscellaneous	—	73,625*	—	—
Total	10,986	1,675,721	—	325

* Including 657 bales British West Indian, 1,192 bales British West African, 5,131 bales British East African, and 1,117 bales Foreign East African.

CORN PRICES.

Statement showing the Average Price of British Corn, per quarter of 8 bushels Imperial Measure,* as received from the Inspectors of Corn Returns in the week ended 3rd August, 1918, and corresponding weeks of the seven previous years, pursuant to the Corn Returns Act, 1882.

	Average Price.					
	Wheat.		Barley.		Oats.	
	s.	d.	s.	d.	s.	d.
Week ended 3rd August, 1918 ..	74	3	57	1	45	10
Corresponding week in—						
1911	31	6	26	9	18	0
1912	39	2	30	7	22	4
1913	34	1	24	9	19	0
1914	34	9	25	2	19	1
1915	55	4	35	7	31	5
1916	55	1	46	1	32	9
1917	78	2	73	6	55	0

*Section 8 of the Corn Returns Act, 1882, provides that where returns of purchases of British Corn are made to the local Inspector of Corn Returns in any other measure than the Imperial bushel or by weight or by weighed measure, that officer shall convert such returns into the Imperial bushel, and in the case of weight or weighed measure the conversion is to be made at the rate of sixty Imperial pounds for every bushel of wheat, fifty Imperial pounds for every bushel of barley, and thirty-nine Imperial pounds for every bushel of oats.

THE WORLD'S CROP OF 1918.

The International Agricultural Institute at Rome reports, under date 23rd July, that now that the crops are practically made some of the chief countries that produce and export cereals and other foodstuffs are in the position of basing their estimates upon more exact information collected at the actual harvest time, and are introducing modifications in the previous data of crop condition.

Canada estimates its wheat crop of 1918 to yield 70,045 thousands of quintals; about one-tenth more than in 1917, and very nearly equal to the average yield during the five years from 1912 to 1916. To be more exact we should say that the respective percentages of the 1918 crop, as compared with the other two, are 110 per cent. and 98 per cent. In the United States a crop of 242,495 thousands of quintals is the estimate, being 137 per cent. of the 1917 crop and 110 per cent. of the average from 1912 to 1916, respectively. The aggregate of the four countries, Canada, United States, British India, and Tunis, of which three are quite the largest exporters of wheat at present, there is in 1918 a yield of 418,574 thousands of quintals, against 345,850 in 1917, and 387,905, the average from 1912 to 1916, or 121 per cent. and 108 per cent. of the two last-mentioned yields respectively.

As regards rye, the yield in the United States will this year attain 20,727 thousands of quintals, being 136 per cent. of the 1917 crop, and 183 per cent. of the average.

Canada expects an excellent crop of barley, which should yield 18,448 thousands of quintals, or 154 per cent. of the 1917 crop, and 178 per cent. of the average yield. The crop in the United States is also fairly good: 50,076 thousands of

COMMERCIAL RETURNS—continued.

quintals, or 10 per cent. more than in 1917, and 14 per cent. over an average. The crop in Tunis is estimated at 2,270 thousands of quintals, or 126 per cent. of that in 1917, and 136 per cent. of an average. Taking the three countries together, we find that the total yield in 1918 is 70,793 thousands of quintals, or 119 per cent. of the yield in 1917, and 128 per cent. of the average.

The outlook for oats is less favourable; the American crop is estimated at 208,581 thousands of quintals, or 10 per cent. less than in 1917, and 11 per cent. over the average. In Canada, the 66,962 thousands of quintals this year are equal to 108 per cent. of the crop of 1917, and 106 per cent. of an average. In Tunis the yield of this year is estimated at 555 thousands of quintals, or 96 per cent. of that in 1917, and 160 per cent. of an average.

In the aggregate these three countries produced in 1918 276,097 thousands of quintals, or 6 per cent. less than in 1917, and 10 per cent. over the average yield.

The United States is very much the most important grower of maize, and the yield in 1918 is estimated there at 802,672 thousands of quintals, being practically similar to that in 1917, and 14 per cent. over the average.

The agricultural production of the United States in 1918 will be decidedly greater than that in 1917 as regards the majority of the different crops, but potatoes form an exception, as the estimate of yield is 8 per cent. below the results in 1917. On 1st July, 1918, the crop conditions were very good in England and Wales and in Morocco; good in Scotland, Ireland and Sweden, average in Denmark, Italy, Switzerland, the United States, and rather poor in Canada.

FOREIGN AND COLONIAL PUBLICATIONS RECEIVED.

The following is a list of the more important Articles on Trade subjects contained in the Foreign and Colonial Publications recently received and filed for reference at the Department of Overseas Trade (Development and Intelligence), and which are available for inspection at the Offices of the Department, 73, Basinghall Street, London, E.C. 2:—

Agricultural, Dairy and Forest Products.

- Utilisation of Foliage as Fodder in France.
- "Bulletin des Halles" (Paris), 23rd July.
- Grape Industry in Almeria in 1917.
- "Journal of Commerce" (New York), 24th June.
- Bean Industry in Tunis.
- "Bulletin des Halles" (Paris), 17th July.
- Castor Beans and Oil Industry in Japan.
- "Commerce Reports" (Washington), 25th June.
- Consumption of Rubber in the United States and the World's Production in 1917.
- "Bulletin des Halles" (Paris), 14th, 15th, and 16th July.
- (1) Turpentine, Oil and Rosin Production in British India.
- (2) Trade in Woods in Curaçao.
- "Commerce Reports" (Washington), 1st July.
- Beet sugar Industry in the Netherlands.
- "Commerce Reports" (Washington), 29th June.
- Rubber Production in the Malay Peninsula.
- "Commerce Reports" (Washington), 27th June.

Commercial, Financial and Economic.

- United States: New Regulations for Foreign Exchange.
- "Journal of Commerce" (New York), 13th June.
- (1) Brazil: Customs Receipts at Rio de Janeiro in 1917 and 1918.
- (2) Brazil: Japanese Bank opened at Buenos Aires.
- "Commerce Reports" (Washington), 24th June.
- Netherlands: Proposed Commercial Register.
- "Commerce Reports" (Washington), 25th June.
- France: Resources and Needs of Toulouse Region.
- "Commerce Reports" (Washington), 22nd and 27th June.

Mining, Metals and Machinery.

- Consumption and Output of Copper in the United States in 1917.
- "Journal of Commerce" (New York), 29th May.
- Mining in Siamese Malaya.
- "Commerce Reports" (Washington), 18th June.
- Transfer of Electric Power from Norway to Denmark.
- "Commerce Reports" (Washington), 12th June.

Shipping and Transport.

- First City Pier Opened on Jamaica Bay.
- "Journal of Commerce" (New York), 3rd June.

Textiles and Textile Materials.

- Cotton Growing in the Western States.
- "Journal of Commerce" (New York), 3rd June.
- Future of the German Woolen Industry.
- "Textil Zeitung" (Berlin), 14th and 21st May.

Miscellaneous.

- Market for Cutlery in Siam in 1916-17.
- "Commerce Reports" (Washington), 28th June
- (1) Yield of the Dutch Fisheries in 1917.
- (2) Brickmaking Machinery Markets in Europe.
- "Commerce Reports" (Washington), 25th June
- Meat Packing in South America.
- "Commerce Reports" (Washington), 26th June.
- Refrigeration Development in Russia.
- "Commerce Reports" (Washington), 18th June.

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- 1918. No. 822. Munitions of War. Proclamation, 5th July, 1918
- 1918. No. 823. Mines. Coal Mines Act Order, 4th July, 1918.

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