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In This Issue

Regular Features

COVER SUBJECT—Drying cocoa beans in Trinidad, a process that involves turning the beans over and over in the sun for three days. Thirty-three per cent of the bean, as it comes from the pod, consists of water, which must be reduced to five per cent. Canada imported during 1946 a total of 606,792 cwts. of cocoa beans, of which 341,666 cwts. came from the Gold Coast, 234,683 cwts. from Nigeria and 30,443 cwts. from Jamaica. The continuation of controls over the marketing of cocoa in the Gold Coast and Nigeria, and a brief review of the industry are discussed in this issue of *Foreign Trade*.

Controls Continued Over Sale of Cocoa from West Africa

Marketing Boards established in Gold Coast and Nigeria for purchase of entire production in those countries—Stabilization of prices to growers is alleged objective—Consultative Committee located in London—Brazil, second largest producer, continuing controls.

By G. C. Clarke, Import Division, Foreign Trade Service

CONTROLS will be continued over the marketing of cocoa produced in Nigeria and the Gold Coast, from which Canada secured during the past year all but a small proportion of her total imports. The Nigeria Cocoa Marketing Board and the Gold Coast Marketing Board have been established for the purchase of the entire production in those countries. Prices will be determined each season, and the return to growers stabilized over a period of years. In order that these prices may be maintained during a "falling" market, a fund will be created from profits accumulated during the years in which the established price returns to growers shall be lower than those prevailing on the world market. The present composition of these boards includes representatives of the producers, local governments, chambers of commerce, cocoa manufacturers and purchasing organizations in West Africa. The Consumers Consultative Committee, to be established in London, will furnish the boards with information and advice concerning world consumption trends and conditions prevailing in the cocoa industry.

Purchasing Licences Issued to Firms

Although the boards constitute the sole purchasing authorities, they may issue licences to competent firms for the purchase of cocoa from the growers at prices not less than the minimum established for the season. These agents will be responsible for grading, bagging, storing and check-weighing each shipment of cocoa before making deliveries to the boards on a cost-plus basis at terminal ports.

These marketing boards succeed the West African Produce Control Board, which was established in 1939 and remained in operation throughout the war. The present system, which is scheduled to take effect in October, 1947, is somewhat similar to the plan submitted to the British Government in September, 1944. It will not interfere with allocations made by the International Emergency Food Council, and provision has been made for the boards to conform to any world program for the allocation of available supplies.

Stabilization of Prices to Producers Desired

Some concern has been aroused in importing countries by the creation of these marketing boards in British West Africa, from which the world secures two-thirds of its supplies, the Gold Coast being the largest producer and Nigeria the third largest producer. The British Government has indicated, however, that the decision has been made to stabilize prices paid to producers, thereby preventing any recurrence of the situation prevailing in 1932 and 1933, when extremely low prices obtained, and as recently as 1939.

Branch of a cacao tree, showing pods from which cocoa is obtained.

Brazil to Continue Marketing Controls

Marketing controls will also be continued in Brazil, which is the second largest producer of cocoa. The Instituto de Cacau da Bahia was entrusted on October 5, 1946, with the regulation of sales and the distribution of cocoa beans to foreign countries, and for determining prices to be paid. This organization acts as an intermediary between exporters and purchasers abroad. Following preliminary negotiations and the presentation of a firm order, the "instituto" reveals the name of the exporter from whom the cocoa beans have been purchased, and further transactions are made directly between the exporter and buyer.

The Dominican Republic has recently announced plans for the construction by a private company of a plant for processing cocoa. Provision has been made for this firm to obtain eighty per cent of the island's production, and for special tax exemptions in return for the establishment of this industry. Producers are to receive the price quoted in New York, which is expected to eliminate the element of speculation and to provide higher returns than under the present system.

I.E.F.C. Allocates Ninety Per Cent of Supplies

Ninety per cent of the world supplies of cocoa is allocated by the International Emergency Food Council to twelve countries, as follows: United States, 42 per cent; United Kingdom, 17 per cent; France and

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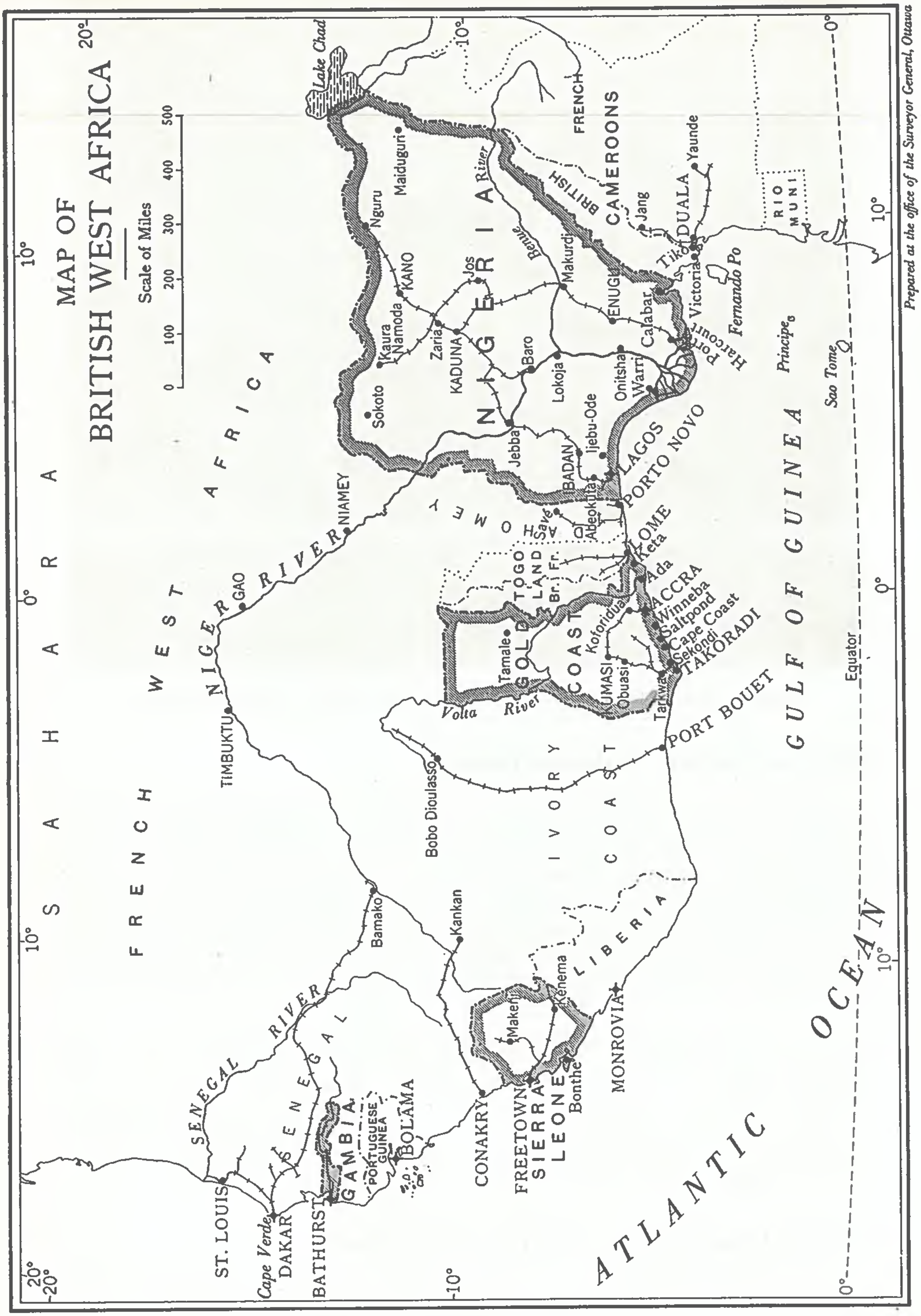
MAP OF
BRITISH WEST AFRICA
Scale of Miles
0 100 200 300 400 500
S A H A R A
F R E N C H W E S T A F R I C A
SENEGAL RIVER
S E N E G A L
NIGER RIVER
ST. LOUIS
Cape Verde
DAKAR
BATHURST
GAMBIA
PORTUGUESE GUINEA
BOLAMA
CONAKRY
FREETOWN
SIERRA LEONE
Makeni
Kenema
Bonthe
MONROVIA
LIBERIA
Kankan
Bamako
Bobo Dioulasso
TIMBUKTU
GAO
NIAMEY
IVORY COAST
PORT BOUET
Volta River
GOLD COAST
Tamale
KUMASI
Obuasi
Tarkwa
Koforidua
TAKORADI
Sekondi
Cape Coast
Saltpond
Winneba
ACCRA
Ada
Keta
LOME
TOGO LAND
Br.
Fr.
DAHOMEY
Save
Abeokuta
PORTO NOVO
LAGOS
IBADAN
Ijebu-Ode
Jebba
N I G E R I A
Sokoto
Kaura Namoda
Zaria
KADUNA
Baro
Lokoja
KANO
Jos
Nguru
Maiduguri
Lake Chad
Benue River
Makurdi
ENUGU
Onitsha
Warri
Port Harcourt
Calabar
BRITISH CAMEROONS
FRENCH
Jang
Tiko
Victoria
DUALA
Yaunde
RIO MUNI
Fernando Po
Principe
Sao Tome
GULF OF GUINEA
ATLANTIC OCEAN
Equator
20°
10°
0°
Prepared at the office of the Surveyor General, Ottawa

French North Africa, 8 per cent; Netherlands, 5 per cent; Belgium, Canada and the U.S.S.R., each 3 per cent; Australia, Czechoslovakia and Spain, each 2 per cent; Italy and Sweden, each one per cent. Thirty-four other countries receive an allocation of less than one per cent of the total, aggregating approximately ten per cent of the world supply.

Gold Coast Principal Exporter

Cocoa beans are exported by a number of tropical countries in Asia, Africa, Central America, South America and islands of the Caribbean. These are, in order of importance during 1945: Gold Coast, Brazil, Nigeria, French West Africa, Dominican Republic, Ecuador, Spanish Guinea and Fernando Po, Venezuela, San Thome and Principe, Trinidad, Grenada, Costa Rica, Haiti, Jamaica and Panama. Exports from the principal producing countries and groups of countries before the war and during the war are as follows:

Cocoa Exports from Principal Producing Countries

	1945	1943	1942	1935-39	1930-34
			(1,000 kilos)		
Gold Coast	219,704	185,000	130,000	276,405	230,606
Brazil	83,434	115,120	71,903	119,742	88,097
Nigeria	78,239	80,000	60,000	97,582	63,990
**French West Africa	72,545	70,000	42,000	85,760	49,050
Dominican Republic	18,755	27,913	17,743	24,517	22,495
Ecuador	16,695	18,112	13,761	19,797	15,951
Spanish Africa	14,713	10,000	6,000	11,905	10,665
Venezuela	12,563	14,951	12,154	16,753	15,957
Portuguese Africa	12,000	10,000	6,000	10,204	11,048
British West Indies	7,244	10,500	9,000	20,376	27,661
***Other Brit. West Africa	2,500	2,500	2,000	4,474	3,571
Costa Rica	1,307	5,545	5,623	6,512	6,664
*Haiti	1,264	1,764	1,247	1,519	1,352
Panama	568	2,789	1,954	4,817	3,779
	541,531	554,194	379,385	700,363	550,886

*Exports from Haiti are for the years ending September 30.

**French West Africa comprises the French Cameroons, the Ivory Coast and Togoland.

***Other British West African countries include the British Cameroons and Sierra Leone.

Gold Coast Canada's Main Source of Supply

The Gold Coast was the principal source of supply for Canada during 1946, imports from that country amounting to 341,666 cwts., followed closely by Nigeria, from which Canada obtained 234,683 cwts. The balance was purchased from Jamaica. Prior to the outbreak of hostilities and during the first two or three years of the war, cocoa was imported into Canada from some ten different countries, even though it was not actually produced in several of these. The following figures provide some indication of the import situation during the last ten years:

Canadian Imports of Cocoa Beans

	1946	1945	1943	1940	1938	1936
			(Hundredweights)			
Brazil	....	....	....	....	....	22,749
B.W.I. (Other)	....	4,811	17,202	19,486	40,122	41,703
Ceylon	....	....	....	23,489	11,363	14,106
Ecuador	....	....	....	538	....	....
French Africa	....	....	....	....	2,230	....
Gold Coast	341,666	314,301	208,846	78,161	19,384	93,305
Jamaica	30,443	17,385	38,486	19,226	46,373	35,743
Nigeria	234,683	175,994	51,551	4,144	565	3,372
Trinidad	....	....	....	8,916	60,340	24,693
United Kingdom	....	....	....	....	1,697	561
United States	....	....	....	186,552	53,488	119,883
Venezuela	....	....	....	2,016	500	1,392
	606,792	512,491	316,085	342,528	236,062	357,507

The sugar supply situation has a direct bearing on the demand for cocoa and its products, as the chocolate industry is dependent on the amount of cocoa and sugar available. Any increase in the production and allocation of sugar to Canadian mnufacturers will result in a heavier demand for cocoa beans, which furnish the basis of the chocolate industry.

Average quotations for cocoa beans—Accra, fair fermented, spot, per pound, bulk, f.o.b. New York—for December in each of the years from 1925 to 1946 are as follows:

Quotations for Cocoa Beans

1925	$.095	1936	$.111
1926	.147	1937	.056
1927	.133	1938	.046
1928	.105	1939	.058
1928	.094	1940	.053
1930	.069	1941	.093
1931	.043	1942	.089
1932	.039	1943	.089
1933	.043	1944	.089
1934	.051	1945	.089
1935	.052	1946	.245

Joint Export-Import Agency Agreement To Facilitate German Export Trade

Outlines interim procedure for conclusion of export contracts—Direct contracts between German and foreign business firms to be permitted as soon as possible.

On February 3 the Joint Export-Import Agency at Minden announced that an agreement had been reached on an interim procedure for the conclusion of export contracts involving the granting of facilities on an increasing scale to foreign buyers who wish to make direct contact with German manufacturers. The text of the agreement, in full, is as follows:

1. The United States and United Kingdom Governments, having entered into an agreement for the economic fusion of the American and British zones of Germany, the aim of which is the achievement before the end of 1949 of a self-sustaining economy for the area, announce that they have agreed to a new procedure for the arrangement of export contracts, which becomes effective forthwith.

2. Control of foreign exchange and the regulation of external trade are matters which must remain in Allied hands. The Joint Export-Import Agency at Minden has therefore been established for this purpose.

3. The agency is establishing branch offices in the land capitals throughout the area and in Berlin and, when necessary, in other commercial centres. These offices have power to sign export contracts.

4. Facilities will be given on an increasing scale for foreign buyers to make direct contact with German manufacturers and exporters. Transport, accommodation and communications facilities will be improved as rapidly as possible for this purpose.

5. German traders may prepare contracts of sale with foreign buyers either by personal negotiation or through the non-transactional mail. The contracts must include certain standard clauses approved by the Export-Import Agency. Copies of these standard clauses will shortly be available at branch offices of the agency and at the offices of the Minister of Economics in each land.

6. When the contract has been completed and signed by the German seller, it will be transmitted by him to the Minister of Economics in the land in which his business is situated, who will examine the contract according to certain principles to be laid down by the Executive Committee for Economics. If the contract appears to the Minister to conform to these principles, the Minister or his authorized representative will sign the contract to indicate that he is prepared to give such assistance as lies in his power to secure its fulfilment.

7. The contract will then be sent to the appropriate office of the Export-Import Agency, and if approved will be signed by the agency. The necessary export licence will then be issued.

8. The above is an interim procedure only, the intention of the United States and United Kingdom Governments being that direct contracts between German and foreign business firms shall be permitted as soon as possible.

Shortage of Manpower in Britain Hampers Industrial Production

Government requests co-operation of management and labour in its effort to improve economic conditions—Increased output for export essential—Imports in 1946 exceeded exports by £328 million—Production and purchasing power must be balanced—Full employment and higher living standard for workers major objective.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, March 5, 1947.—In an effort to impress upon both employers and employees in the United Kingdom the seriousness of the economic situation and to ensure full co-operation from their representatives in the tasks of increasing the labour force in vital undermanned industries, stabilizing production costs, balancing exports and imports and combating inflation, the Government recently issued a White Paper of great importance.

According to this document, the great need of the country is a substantial and sustained increase in the production of goods of all kinds. During the past seven years, the United Kingdom deliberately distorted and unbalanced its economic system, suffered loss and permitted the depreciation of capital resources, sold at least half of its external capital assets and went into debt abroad, all for the purpose of effecting the fullest measure of concentration upon the war effort and of maintaining reasonable standards of living.

Increased Production Essential

The country is still running into debt abroad; each month the balance of overseas payments is unfavourable. Despite this situation the Government has established schemes of social improvements, including a housing program, improved educational system, comprehensive old-age unemployment and health insurance systems, and medical and other services.

It is emphasized in the White Paper that the United Kingdom must soon begin to establish and improve standards of living entirely by its own efforts. It cannot continue indefinitely to meet deficits by external credits. Repayment must soon begin of some of the external borrowings by means of which existing standards are maintained. It is, therefore, laid down as essential that a speedy and substantial increase in the output of the products of British industry shall be secured, without sacrifice of quality. That is said to be the kernel of the economic and industrial policy of the Government.

Manpower Shortage Chief Problem

The biggest problem is the almost universal shortage of manpower. During the war there was practically no production of consumer goods except the bare necessities of life. All building, except for war purposes, was stopped; no new plant and equipment was installed except for war purposes, repairs and replacements of existing plant and machinery were postponed, public services were allowed to fall into disrepair, and no new improvements were made. The country has six years' arrears of civilian work to catch up, in addition to repairing a vast amount of bomb damage and rebuilding blitzed areas. New houses have to be built, industry must be modernized and re-equipped with new factories and plant, the public services have to be brought up to a proper standard of efficiency and improved to meet new needs, new schools and hospitals and many other facilities of corporate life must be provided, and, above all, an abundant supply of goods and services is required for the consumer at home and also for export trade.

At the end of November, 1946, total working population was approximately 20,324,000, or about 570,000 greater than at mid-1939. This, however, does not mean that there is sufficient labour to meet requirements. On the contrary, official figures show that the numbers accounted for by the Forces and Auxiliary Services, by the manufacture of equipment and supplies for the Forces, and by national and local government services, etc., professional and personal services, entertainment and sport, amounted to 4,170,000 at mid-1939 and 4,985,000 in November, 1946—an increase of 815,000. The remainder of the working population was thus 15,580,000 at mid-1939 as compared with 15,339,000 in November, 1946—a decrease of 241,000.

Export Industry Requires 500,000 More Employees

Against this must be set the fact that some measure of unemployment cannot be avoided. At mid-1939 there were 1,270,000 unemployed, but in November, 1946, the number was only 366,000. There were also 345,000 demobilized men and women who had not taken up employment at the latter date. Although in November, 1946, there were, as a result, more people employed in meeting home civilian needs and the expansion of the export trade than in 1939, the increase was not nearly sufficient. For example, the numbers employed in productions of manufactured goods for export, which stood at 990,000 at mid-1939, had risen by 450,000 to 1,440,000 at the end of November, 1946, but a further increase of something like 500,000 is required. In addition, further substantial increases in some of the vital manufacturing industries catering to the home market are also needed.

During 1947 there will be some further increase from demobilization in the manpower available for industry, but reinforcements from this source will be insufficient to meet the greatly increased requirements. Moreover, the raising of the school-leaving age to 15 will mean the loss of 370,000 boys and girls to industry in the following twelve months.

Prospective Drop in Working Population

In 1948 and the following years the total working population will drop to about pre-war level, owing to the fall in the birth rate that occurred in the 1930's and the further raising of the school-leaving age. Thus the prospect is that, for some years to come, there will be an over-all shortage of labour for the work that has to be done.

However, this general shortage is not evenly spread. Some of the most vital industries are more severely undermanned than industry as a whole. It is not possible in every case to give precise figures of the extent of undermanning, because in some cases improvements in equipment may be expected to ease the situation, while in others shortages of raw materials may set limits to possible expansion in the immediate future.

Statistics of Labour Shortages in Vital Industries

An appreciation of the extent of the undermanning in certain vital industries can, however, be gained by comparing the numbers employed in November, 1946—the most recent date for which figures are available—with the numbers at mid-1939. For agriculture this method is not appropriate because of the radical change in the position of the industry since 1939. The deficiency in agriculture, based on estimated requirements by the end of 1947, may be put at 33,000. It is to be noted that for other industries the making good of deficiencies is a problem that will extend beyond 1947.

Comparative figures for certain industries are shown in the following table:

Total Manpower in Certain U.K. Industries

	Mid-1939	November 1946	Decrease
Coal mining	773,000	730,000	43,000
Tinplate and sheet steel	25,000	15,000	10,000
Bricks, tiles, etc.	98,000	69,000	29,000
Iron foundries (other than engineering)	98,000	75,000	23,000
Textiles			
Cotton	344,000	256,000	88,000
Wool	210,000	164,000	46,000
Silk and rayon	73,000	61,000	12,000
Hosiery	128,000	82,000	46,000
Other textiles, bleaching and finishing	247,000	193,000	54,000
Clothing	587,000	462,000	125,000
Footwear	165,000	141,000	24,000
Furniture	151,000	121,000	30,000
Paper and printing	505,000	415,000	90,000
Laundries	212,000	175,000	37,000
Totals	3,616,000	2,959,000	657,000

Imports Exceeded Exports in 1946 by £328 Million

In addition to making good the shortages at home, the United Kingdom must pay its way abroad. As a result of the war, it has incurred heavy foreign debts and has lost at least half of its overseas investments and the former income therefrom. Before the war, this income helped pay for imports. The United Kingdom imports more than half its food and most of the raw materials used in industry. The only way in which these debts and loss of income can be made good is by increasing exports, which must also pay for necessary current imports. At present, although exports are greater than in 1938, imports are only 70 per cent above the level for that year. Even this restricted volume of imports cannot be paid for except by using the loans received from Canada and the United States.

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During 1946 there has been a deficit of about £27 million a month between exports and imports, or £328 million for the year. But the Canadian and United States loans only provide a short breathing-space and, to pay not merely for current imports but for all the imports needed in the future, exports must be expanded still more. To do this the United Kingdom will have to export in volume 75 per cent more than before the war, and so far it has been able to do little more than get back to the prewar level. That is why it is necessary to press on with the export drive and send abroad many goods which would be useful at home but the need for which is less vital than for the goods imported in exchange for them.

Prices Stabilized by Controls and Subsidies

The White Paper states that, if the United Kingdom is to achieve and maintain this increase in exports, it is not enough to divert it from home consumption to export. Present customers must be retained and new ones found, and price and quality are of primary importance. At present there is a world shortage of goods, but this will not last. Nor is it enough for the United Kingdom merely to hold its place. The increase in the volume of exports to 75 per cent above the prewar level means that it must increase substantially its share of the world's export trade. For this the United Kingdom must look to the re-equipment and increased mechanization of its industries and the fullest co-operation of management and labour in maintaining production at the highest pitch of efficiency.

Since 1941, internal price applying to a large part of ordinary customers' expenditure have been kept steady by government action, partly through price control and partly by government subsidies. This result has only been achieved at heavy cost to the Exchequer. These subsidies will cost not far short of £400 million in the current financial year, of which about £364 million will be in respect of food.

Wages, Salaries and Profits Increased

Although a measure of stability has been achieved by these means, wages, salaries and profits have been increasing. During the war there were wage increases at almost regular intervals. These adjustments were generally of short-term character, since it was impossible to forecast the trend of events for a long period ahead. When the war ended, a new situation developed, and it has now been possible over a wide field of industry to make provision for postwar settlements.

As a result, wage rates rose considerably during the twelve months ended July, 1946. Since July, 1946, the general index figure of wage rates has remained virtually stable. Profits, which should be regarded as a proper source for financing improvements and re-equipment, and salaries have also increased since the beginning of the war. A substantial proportion of incomes from all these sources has been taken by the Government in the form of tax.

Transition from War to Peace Achieved Smoothly

The change-over from war to peace has so far been made very smoothly. There has been less friction than there was in the corresponding period of seventeen months after the 1918 armistice, when no less than 39·5 million working days were lost through trade disputes. The more satisfactory position today is stated to reflect the good sense and steadiness of the general public and workers, and shows that the improved relationship

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Pulp and Paper Industry Important In Economy of Newfoundland

Two mills will employ 15,000 by end of 1948 compared with 7,000 in 1938—Newsprint exports increase from 253,311 tons, valued at $12,642,913, in 1944-45, to 308,878 tons, valued at $16,815,992, in 1945-46—During 1945-46 and 1944-45, imports of paper products were valued at more than $1,000,000—Considerable purchases made from Canada.

By J. C. Britton, Commercial Secretary for Canada

ST. JOHN'S, February 25, 1947.—Newfoundland's pulp and paper industry is rapidly assuming a dominant role in the country's economy. In 1938, Newfoundland's two paper mills gave employment to 7,000 men and had a total annual payroll of $6,500,000. With the expansion now taking place, it is estimated that at the end of 1948 the industry will give permanent or semi-permanent employment to 15,000, with a yearly payroll of $20,000,000. The output of the country's largest mill has been contracted for on a long-term basis and the entire production over the next ten years has been sold. Returns in the form of salaries and wages to permanent employees of the paper companies are, on the whole, higher than those received by fishermen, and the present growth in pulp and paper production in Newfoundland should assist materially in maintaining or raising the general standard of living throughout the country.

Pulp and Paper Exports High

Newsprint exports from Newfoundland in the fiscal year 1945-46 amounted to 308,878 tons and were valued at $16,815,992, an increase over 253,311 tons valued at $12,642,913 in the fiscal year 1944-45. Newsprint shipments went forward to fifteen countries in the fiscal year 1945-46, the most important markets being the United States, United Kingdom, Mexico, Australia, Argentina and France. The output of the mills, while comprised mainly of newsprint, also includes sulphite pulp, exports of which were valued at $2,428,906 in 1945-46 compared with $1,661,620 in 1944-45. Dry groundwood exports totalled $634,178 and $998,645 in the same two years. Smaller quantities of newsprint for repulping, ,groundwood pulp and paper side-runs were also exported. One of the mills produces a limited amount of wrapping paper in various qualities, laminated board and sheathing paper. The balance of Newfoundland's paper requirements is imported. There is a worth-while market for paper boxes and other containers; waxed and greaseproof paper; wallpaper and borderings; book, printing, and litho papers; and various other paper manufactures. A paper-bag factory, which commenced operations a few years ago, is now producing all sizes of paper bags needed by the local trade. Their kraft requirements for the manufacture of the larger-sized bags are imported.

Plan Increased Production

Newfoundland's first newsprint mill started production at Grand Falls in 1909, while the Corner Brook mill commenced operations in 1925. Estimated total production of the two mills in 1946 was 378,300 tons compared with 380,292 tons in 1945. Operations throughout the war were handicapped by lack of woods workers, shipping difficulties and scarcity of materials. The position has, however, improved somewhat in recent months and plans are now under way which will result in a considerably increased output. The company at Corner Brook have announced that their production will be 50 per cent higher than the present figure when the plant extension program is completed in 1948.

Mills Have Large Forest Areas

Newfoundland's forest areas are estimated at 25,000 square miles and the Corner Brook mill has timber limits which cover more than 11,000 square miles, consisting of about 20 per cent freehold territory and the remainder on 99-year leases. The Grand Falls holdings are approximately 7,400 square miles, of which 25 square miles are held in fee simple and 7,375 square miles are held under licences and 99-year leases. It is estimated that the increased operations can be maintained permanently off the companies' present timber limits. With conservation measures and a carefully planned policy of cutting, an increased annual cut of wood should result in the future above that which it has been possible to attain in the past.

Mills Assist in Country's Development

The towns of Grand Falls and Corner Brook are the most modern in Newfoundland. They are well laid out, with up-to-date dwellings, and a substantial volume of commercial trading is regularly carried on at both centres. The companies have, furthermore, contributed greatly to the general development of Newfoundland by constructing roads opening up hitherto inaccessible areas. The Government have underway a road-building program, designed to link up isolated settlements, and their task will be lightened considerably as a result of the system of roads already built by the paper companies.

Future Paper Exports Are Promising

Prior to the war, and in particular throughout the depression years of the 1930's, paper exports were considerably higher in value than the country's other exportable commodities. World newsprint production has decreased substantially in recent years, whereas demand has risen. The world newsprint shortage has been estimated at between one million and two million tons per annum, part of which is, of course, temporary and will be relieved as conditions in former European producing countries improve. Future prospects for Newfoundland's pulp and paper industry, taking these factors into consideration, are very promising.

Exports of newsprint, sulphite pulp and dried groundwood from Newfoundland in the fiscal years 1945-46 and 1944-45 are shown in the following tables:

Exports of Newsprint, Sulphite Pulp and Dried Groundwood

	1945-46		1944-45	
Newsprint	Tons	Value	Tons	Value
United Kingdom	93,215	$ 5,040,325	101,237	$ 5,125,688
Canada	2,289	105,667	1,654	81,844
Australia	12,395	679,338	7,193	340,934
India	2,150	111,477	1,343	64,352
New Zealand	2,703	131,169	505	22,591
South Africa	3,086	152,435	841	38,375
British East Africa	139	6,985	....	....
Ceylon	94	4,844	125	5,587
Argentina	5,284	368,135	15,333	746,107
Chile	....	....	212	10,340
Colombia	....	....	31	1,647
Ecuador	....	....	201	10,578

Exports of Newsprint, Sulphite Pulp and Dried Groundwood—*Con.*

	1945-46		1944-45	
Newsprint	Tons	Value	Tons	Value
Egypt	1,165	59,574	....	....
France	2,230	206,270	....	....
Dutch Guiana	14	761	....	....
Dutch West Indies	....	....	....	....
Mexico	31,662	2,107,659	26,447	1,697,750
Portugal	....	....	197	8,748
Venezuela	....	....	34	1,501
United States	150,551	7,734,886	97,956	4,486,741
Porto Rico	1,901	106,467	....	....
	308,878	$16,815,992	253,311	$12,642,913
Sulphite Pulp				
United Kingdom	28,641	2,019,835	25,820	1,552,136
Canada	3,414	191,181	....	1
Australia	278	23,008	....	....
United States	3,167	194,882	1,739	109,483
	35,500	$ 2,428,906	27,559	$ 1,661,620
Dry Groundwood				
United Kingdom	10,041	610,878	21,138	998,465
United States	527	23,300	....	....
	10,568	$ 634,178	21,138	$ 998,465

Substantial Quantities of Paper Products Imported

Despite the fact that Newfoundland is an important producer of pulp and paper, substantial quantities of paper products are imported, and in each of the fiscal years 1945-46 and 1944-45, paper imports were valued at more than $1,000,000. This represents a very large increase compared with the years immediately preceding the war, as in the fiscal year 1938-39, the total value of paper imports amounted to $245,336. The more important paper products imported in the calendar years 1945-46 and 1944-45, showing the principal supplying countries, are listed below:

Imports of Paper Products

	1945-46		1945-46	
	Quantity Pounds	Value $	Quantity Pounds	Value $
Book printing or litho paper not pasted or coated				
Canada	309,751	36,325	351,690	39,220
U.S.A.	107,188	16,966	62,956	11,921
	416,939	53,291	414,646	51,141
Waxed or greaseproof paper in retail pkgs.				
Canada	14,698	6,950	39,952	20,865
U.S.A.	2,506	764	40,515	31,398
	17,204	7,714	80,467	42,263
Waxed or greaseproof paper n.o.p.				
United Kingdom	871	724	600	389
Canada	356,479	102,127	305,562	68,823
U.S.A.	172,159	35,721	138,742	38,132
	529,509	138,572	444,904	107,344
Napkins and toilet tissues				
Canada	36,037	7,192	46,434	9,345
U.S.A.	169,479	26,253	102,811	18,639
	205,516	33,445	149,245	25,984
Wrapping paper kraft				
Canada	453,919	25,597	152,283	9,208
U.S.A.	7,104	1,181	1,903	152
	461,023	26,778	154,186	9,360
Wrapping paper n.o.p.				
United Kingdom	3	3	434	289
Canada	519,446	33,458	572,026	41,483
U.S.A.	6,323	922	9,376	2,297
	525,772	34,383	581,836	44,069

Imports of Paper Products—*Con.*

	1945-46 Quantity Pounds	1945-46 Value $	1945-46 Quantity Pounds	1945-46 Value $
Wallpaper and borderings				
United Kingdom	19,350	2,287	....	....
Canada	393,275	47,525	431,415	54,324
U.S.A.	119,808	14,188	360,747	23,307
	532,433	64,000	792,162	77,631
Paper bags n.o.p.				
United Kingdom	....	....	1,049	170
Canada	200,647	20,603	377,168	35,362
U.S.A.	123,178	11,367	83,675	11,822
	323,825	31,970	461,892	47,354
Paper boxes and other containers				
United Kingdom	300	108	....	....
Canada	2,937,557	215,837	1,818,905	125,344
Jamaica	294	33	....	....
U.S.A.	223,707	30,775	595,150	69,656
	3,161,858	246,753	2,414,055	195,000
Labels, tags and tickets, printed				
United Kingdom	1,670	1,836	4,400	3,438
Canada	18,168	16,347	55,049	26,262
Australia	24	72	15	54
Barbados	....	....	51	204
British Guiana	54	216	124	496
Portugal	82	98	28	122
U.S.A.	19,991	21,074	17,806	14,607
	39,989	39,643	77,473	45,138
Manufactures of paper n.o.p.				
United Kingdom	....	273	....	400
Canada	....	29,246	....	19,942
U.S.A.	....	18,007	....	22,410
	....	47,526	....	42,752

In the fiscal year 1938-39, most of the commodities enumerated in the table above were included under the joint heading of "Manufactures of papers n.e.s.", imports of which are listed hereunder:

Imports of Manufactured Papers, 1938-39

	Value
United Kingdom	$ 18,206
Canada	21,179
United States	76,388
Norway	1,673
Sweden	14,564
Germany	953
Czechoslovakia	2,296
Italy	17
Finland	1,211
Holland	1,136
Japan	93
	$137,716

Imports of roofing and sheathing paper in the fiscal year 1938-39 amounted to $54,737, while paper hangings and borderings were valued at $35,625 in the same year.

Special Automobile for Middle East Suggested

Cairo, March 3, 1947.—(FTS)—Production of a special British-built motor car for export to the Middle East is one of the suggestions included in the report published recently on the British goodwill trade mission to Iraq, Syria, Lebanon and Cyprus.

Holland's Confectionery Exports Not Yet Recovered From War

Approximately 400 large and small factories were producing chocolates and confectionery—Large prewar export trade, and products known throughout the world—Lack of labour and supplies retards revival of industry.

By J. A. Langley, Commercial Counsellor, Canadian Legation

(One kilo equals 2·2 lbs. Prior to May, 1940, one guilder or florin equalled 67 cents, but the present rate of exchange is 37·69 cents.)

The Hague, February 26, 1947.—The first confectionery works in the Netherlands were founded about the beginning of the 19th century, largely due to the discovery of beet sugar, which could be procured in large quantities in this country. The development of the industry, in comparison with that of other countries where no duty was levied, was handicapped by the heavy excise duty on sugar. Despite this, the industry developed considerably in subsequent years, and there are at present about one hundred large confectionery factories in the Netherlands, and approximately 300 smaller ones.

As about one hundred factories supply some 90 per cent of the total production, it is obvious that the smaller firms cater only to the retail trade in their immediate vicinity. They are of little importance as far as exports are concerned, since their equipment is primitive, whereas that of the large factories is very modern, and the quality of the product turned out is excellent. In prewar years, Dutch confectionery was shipped to practically all countries in the world.

The following tables show the quantities and values exported from the Netherlands in the outstanding years between 1929 and 1939, together with the principal purchasing countries in 1939:

Netherlands Confectionery Exports

	Kilos	Florins
1929	5,573,315	3,636,644
1932	2,006,232	1,153,721
1933	1,775,735	1,000,136
1936	1,508.818	725,281
1937	2,368,251	1.068,179
1939	1,454,502	730,105

Destination of Confectionery Exports—1939

	Kilos	Florins
Belgium and Luxembourg	285.618	137.935
Great Britain	56.831	36.313
France	31.111	19,345
French Morocco	126,382	40.433
Union of South Africa	54,152	32,063
Iraq	131,124	54,781
Netherlands East Indies	314.486	194,236
Canada	3.006	1,024
Curaçao	49.752	20,405
Surinam	59 970	19.600
U.S.A.	64,103	46,776

It is apparent that unfavourable economic conditions, depreciated currencies and increasing import duties in many foreign countries had an unfavourable influence on shipments abroad.

Large Labour Force Employed

Although the technical development of the last twenty years has brought about some reduction in the man-power used, the production of confectionery is still a large labour-absorbing industry. The principal raw materials, sugar and glucose as well as large quantities of milk products, are available in the Netherlands. In view of this, exports of confectionery are important for the improvement of the country's present foreign exchange position.

Although the Netherlands was a large exporter of confectionery, small imports were also made. These consisted chiefly of specialties from well-known British producers, and chewing gum from the United States. The latter commodity is not produced locally.

Many Factories Produce Chocolates

Many confectionery factories are also engaged in the manufacture of chocolate products of various kinds, an important branch of the industry. Apart from these there are the factories making chocolate-coated candy, which do not make the chocolate coatings themselves, but buy them from the cocoa-bean processing industry. This latter can be divided into two groups the factories making only cocoa powder, cocoa butter and coatings, and those manufacturing chocolates. This second class comprises large concerns, many of which are well known throughout the world. Dutch chocolate products are of an excellent quality and can compete with the best foreign brands.

The production of chocolate-coated candy is classified in the returns under the heading "manufacture of confectionery", since the principal part of the candy is the filling.

Exports of chocolates from the Netherlands have always been considerable, as may be seen from the following figures:

Netherlands Exports of Chocolates

	Kilos	Florins
1929	5,511,074	6,183,477
1930	5,504,686	5,935,558
1931	4,837,010	4,562,996
1932	1,738,740	1,521,449
1933	1,539,069	1,258,088
1934	....	1,119,984
1935	....	1,173,209
1936	1,453,230	1,222,673
1937	1,568,651	1,605,013
1938	1,739,129	1,736,169
1939	1,471.728	1,463,399

Destination of Chocolate Exports—1939

	Kilos	Florins
Germany	12,123	13,378
Belgium and Luxembourg	194.917	191,195
Great Britain	329,636	279,022
France	41,239	32,326
Gibraltar	37,701	18,646
Switzerland	18,825	12,492
Union of South Africa	25,517	25,565
British Malacca	14,589	18,646
Syria	22,061	9,210
Hong Kong	29,791	17.525
India	20,908	16,856
Netherlands East Indies	391,640	479.489
Canada	23,278	19,145
Curaçao	18,380	29,237
U.S.A.	190,016	197,660

The decline in exports since 1929 was chiefly due to the high tariffs, depreciated currencies and other obstacles in foreign markets. Limited supplies in the country, now coupled with a lack of skilled labour, has prevented Netherlands producers from shipping confectionery and chocolates abroad since the liberation of the country. An exception was Sweden, to which market 4,000 kilos, valued at Fl. 8,000 were sent in March, 1946.

Trade With Nine Additional Areas Open on Sterling or United States Dollar Basis

Result of recent changes in United Kingdom regulations—Represents a further step to make sterling earnings of foreign countries convertible by July 15—Initial step permitted use of sterling in trade between Canada and the United States, Central American countries and certain South American countries.

Nine trading areas have been added to the previous list published in the *Commercial Intelligence Journal,* December 28, as open to trade by Canadian exporters and importers on either a sterling or U.S. dollar basis, it was announced by the Foreign Exchange Control Board on March 4. The additions are: Belgium, Luxembourg, Belgian Congo, Ruanda-Urundi, Netherlands, and Netherlands East Indies and Netherlands West Indies, Portugal and Portuguese Empire.

These additions are the result of recent changes in United Kingdom regulations and represent a further step in carrying out the agreement of the United Kingdom to make sterling earnings of foreign countries convertible by July 15, 1947. The agreement was undertaken at the time credits were negotiated with Canada and the United States, as a contribution toward the development of the world trade on a multilateral basis.

The initial step in fulfilling this agreement was taken on January 1, when the use of sterling was permitted in trade between Canada and the United States, Central American countries and certain South American countries. Prior to that time, Canadian exporters and importers could not deal in sterling except with countries in the "sterling area".

Countries Now Open to Sterling and U.S. Dollar Trade

Not counting countries in the "sterling area", which have always been open to Canadian trade on a sterling basis, the list of countries now open to sterling as well as U.S. dollar trade is comprised as follows:

Argentina,
Belgian Congo,
Belgium,
Colombia,
Costa Rica,
Cuba,
Dominican Republic,
Ecuador,
Guatemala,
Haiti,
Honduras,
Luxembourg,
Mexico,
Netherlands,
Netherlands East Indies,
Netherlands West Indies,
Nicaragua,
Panama,
Philippine Islands,
Portugal and Portuguese Empire,
Ruanda-Urundi,
Salvador,
United States and territories,
Venezuela.

Monthly Trade Bulletin Issued In More Comprehensive Form

Dominion Bureau of Statistics divides world into geographic areas for purpose of portraying trends and indicating relative commercial importance of groups—Several additions to list of countries shown in former bulletins.

COMMENCING with a review of Canadian exports in January, the Dominion Bureau of Statistics provides a more comprehensive outline of trade between this and other countries. The monthly bulletins, with which businessmen are familiar, formerly presented the values of exports to various countries alphabetically. The new bulletin divides the world into five geographic areas within the British Commonwealth and Empire and four geographic areas listed as foreign. It is now possible to indicate with a minimum of delay and inconvenience the volume of Canada's trade with any particular section of the world. For example, the twenty Latin American countries are listed in a single area, thereby enabling anyone especially interested in the development of trade with these countries to compare the value of Canada's total exports to this group with any other group.

Bahamas, Leewards and Windwards Shown

A number of other changes have been introduced. The Union of South Africa is now listed separately, exports to Northern Rhodesia and to other sections of British South Africa being shown individually. The Bahamas, Leeward Islands and Windward Islands, which were formerly grouped under "Other British West Indies", each have a place in the new bulletin. This is of additional importance, as the Bahamas are in the territory for which the Canadian Trade Commissioner in Jamaica is responsible, whereas the Canadian Trade Commissioner in Trinidad is responsible for assisting firms engaged in trading with the Leeward and Windward Islands. The Straits Settlements have been replaced with a listing for British Malaya, which includes the Malayan Union and Singapore, whereas the other colonies are shown under the heading "Other British East Indies". The Philippine Islands are no longer included with possessions of the United States.

Prewar Values Introduced

Monthly statistics were formerly compared with those of the corresponding month in the previous year. While this feature has been retained, figures for the same month in 1938 are shown in the bulletin, thereby enabling anyone interested to make a comparison between the postwar and prewar periods. Exports, by commodities, or "articles", are presented in a more simplified manner, enabling the observer to secure rapidly the figures for any product in which he is particularly interested. Also, for purpose of ready comparison, the main groups of commodities are listed in a separate table.

Although it has been customary to reproduce in *Foreign Trade* the "exports, by countries", in a separate issue from the "exports, by commodities", in order to save space, the new bulletin is being reproduced in full on this occasion, so that readers may obtain some idea of the new service being rendered by the Dominion Bureau of Statistics. These monthly trade summaries may be obtained from the bureau for twenty cents each, or $3.00 a year for the series, which includes a similar bulletin pertaining to imports.

Canadian Exports, by Commodity Groups

—	January 1938	January 1946	January 1947	January-December 1945	January-December 1946
MAIN GROUPS	(Millions of Dollars)				
Agricultural and Vegetable Products	18·0	48·2	56·9	819·4	578·5
Animals and Animal Products	11·9	35·1	28·5	398·1	358·5
Fibres, Textiles and Textile Products	0·9	5·1	3·3	56·9	53·8
Wood, Wood Products and Paper	14·9	42·3	58·9	488·0	625·6
Iron and Products	5·6	17·9	21·4	555·1	227·5
Non-Ferrous Metals and Products	14·6	16·5	22·5	352·5	247·8
Non-Metallic Minerals and Products	1·7	3·7	5·5	59·6	57·4
Chemicals and Allied Products	1·4	5·5	6·7	111·3	67·6
Miscellaneous Commodities	1·3	14·8	5·0	377·4	95·7

Canadian Exports, by Geographic Areas

Country	January 1938	January 1946	January 1947	January-December 1945	January-December 1946
BRITISH COUNTRIES	(Thousands of Dollars)				
United Kingdom and Europe	34·4	52·5	51·6	982·8	610·5
America	1·8	5·8	11·0	92·8	99·5
Africa	1·3	4·0	7·1	39·1	77·0
Asia	0·7	9·0	3·9	320·5	63·1
Oceania	4·4	4·4	5·3	51·6	54·6
Total British Countries	42·6	75·7	78·9	1,486·8	904·7
FOREIGN COUNTRIES					
United States and Possessions	20·1	62·7	79·7	1,203·5	894·0
Latin America	1·3	8·0	15·1	57·8	92·6
Europe	3·5	36·5	23·2	386·3	321·5
Other Foreign	2·8	6·2	11·7	83·9	99·4
Total Foreign Countries	27·7	113·4	129·7	1,731·5	1,407·5
TOTAL DOMESTIC EXPORTS	70·3	189·1	208·6	3,218·3	2,312·2

Canadian Exports, by Countries

Country	January 1938	January 1946	January 1947	January-December 1945	January-December 1946
BRITISH COUNTRIES	(Thousands of Dollars)				
Europe:					
United Kingdom	33,570	51,148	50,465	963,238	597,506
Eire	799	837	506	14,278	7,956
Gibraltar	....	....	45	586	334
Malta	73	528	546	4,740	4,671
Total Europe	34,442	52,513	51,562	982,842	610,467

Canadian Exports, by Countries—*Continued*

Country	January			January-December	
	1938	1946	1947	1945	1946
BRITISH COUNTRIES	(Thousands of Dollars)				
America:					
Newfoundland	525	2,768	4,276	40,515	38,229
Bermuda	102	274	520	2,511	3,805
Barbados	94	279	712	4,750	6,205
Jamaica	366	590	1,275	14,404	15,500
Trinidad and Tobago	343	930	2,116	16,433	19,140
Bahamas	(a)	(a)	461	(a)	(a)
Leeward and Windward Islands	189	403	640	6,865	8,341
British Honduras	22	90	173	884	1,100
British Guiana	107	446	817	6,418	7,010
Falkland Islands	....	....	....	8	2
Total America	1,748	5,780	10,990	92,788	99,441
Africa:					
Northern Rhodesia	(b)	(b)	16	(b)	(b)
Union of South Africa	876	3,750	6,174	31,593	68,633
Other British South Africa	(b)	(b)	1	(b)	(b)
Southern Rhodesia	92	140	366	2,008	3,284
Gambia	2	....	14	33	63
Gold Coast	5	57	94	890	871
Nigeria	7	51	89	318	1,021
Sierra Leone	23	3	106	376	410
Other British West Africa	....	....	2	....	....
British Sudan	185	....	....	94	510
British East Africa	83	25	259	3,787	2,220
Total Africa	1,273	4,026	7,121	39,099	77,012
Asia:					
India	211	8,424	2,218	307,461	49,046
Burma	5	....	180	478	442
Ceylon	18	287	127	8,290	2,140
Aden	4	21	17	156	256
British Malaya	335	209	700	1,114	3,224
Other British East Indies	....	....	4	....	51
Hong Kong	138	22	379	99	4,362
Palestine	11	50	315	2,866	3,562
Total Asia	722	9,103	3,940	320,464	63,083
Oceania:					
Australia	3,156	2,992	4,322	32,226	38,194
New Zealand	1,156	1,296	847	19,102	16,110
Fiji	65	95	92	261	375
Other Oceania	11	1	45	64	20
Total Oceania	4,388	4,384	5,306	51,653	54,622
TOTAL BRITISH COUNTRIES	42,573	75,716	78,919	1,486,846	904,702
FOREIGN COUNTRIES					
United States and Possessions:					
United States	20,043	62,323	79,453	1,196,977	887,941
Alaska	6	8	39	223	276
American Virgin Islands	2	8	13	18	110
Guam	3	1	....	5	5
Hawaii	80	146	24	3,934	2,758
Puerto Rico	10	253	179	2,301	2,926
Total United States and Possessions	20,144	62,739	79,708	1,203,458	894,016
Latin America:					
Argentina	155	698	5,189	6,003	14,039
Bolivia	7	57	64	319	529
Brazil	297	2,621	1,781	16,748	24,602

(a) Included with Leeward and Windward Islands prior to 1947.
(b) Included with Union of South Africa prior to 1947.

Country	January 1938	January 1946	January 1947	January-December 1945	January-December 1946
FOREIGN COUNTRIES—Continued	(Thousands of Dollars)				
Chile	56	346	303	2,562	3,565
Colombia	82	602	1,193	5,011	8,930
Costa Rica	10	112	317	521	873
Cuba	83	777	857	4,535	5,270
Ecuador	2	40	275	360	801
Guatemala	6	44	289	424	928
Haiti	3	54	224	612	1,121
Honduras	15	54	82	188	624
Mexico	228	491	756	8,165	10,536
Nicaragua	2	21	85	317	366
Panama	32	96	261	1,006	1,502
Paraguay	2	9	15	44	85
Peru	100	182	1,104	3,957	3,080
Salvador	4	18	155	386	454
San Domingo	7	106	152	732	1,541
Uruguay	54	217	368	1,857	2,671
Venezuela	121	1,431	1,590	4,053	11,086
Total Latin America	1,266	7,976	15,060	57,800	92,603
Europe:					
Albania	1	4	23	497	122
Austria	3	....	327	....	3,679
Belgium	404	5,509	1,775	34,618	63,626
Bulgaria	....	....	8	....	9
Czechoslovakia	60	2,092	432	6,717	9,871
Denmark	49	1	79	109	1,527
Finland	17	42	51	....	507
France	869	4,291	7,441	76,917	74,380
Germany	644	62	284	2,725	6,867
Greece	....	318	936	25,563	9,738
Hungary	....	....	11	....	1,063
Iceland	....	329	165	3,681	3,123
Italy	84	1,735	773	89,470	20,387
Latvia	1	....	....	....	....
Netherlands	800	6,665	3,562	39,970	33,883
Norway	353	1,405	1,728	7,842	19,267
Poland	51	2,834	1,266	9,249	22,501
Portugal	16	511	429	2,356	2,662
Azores and Madeira	....	....	30	21	71
Roumania	16	....	....	....	1
Soviet Union	....	8,834	529	58,820	17,705
Spain	....	26	59	992	695
Sweden	46	376	1,198	4,169	9,133
Switzerland	85	434	260	10,922	8,636
Yugoslavia	1	1,529	1,839	11,711	12,030
Total Europe	3,500	36,547	23,205	386,349	321,483
Other Foreign Countries:					
Abyssinia	....	....	12	7	30
Afghanistan	....	....	....	6	1
Belgian Congo	22	115	128	945	1,201
China	139	2,410	4,310	6,573	42,915
Greenland	....	....	29	888	234
Egypt	16	964	1,340	36,417	15,086
French Africa	7	698	323	16,908	8,945
French East Indies	2	....	7	....	269
French Guiana	....	....	1	50	180
French Oceania	14	4	4	143	121
French West Indies	4	10	214	351	1,278
Madagascar	1	3	2	54	263
St. Pierre and Miquelon	11	80	45	737	784
Iraq	6	242	25	3,494	3,231
Tripoli	....	....	....	19	....
Other Italian Africa	....	....	....	6	3
Japan	2,142	....	371	....	1,027
Korea	....	....	....	....	126
Liberia	2	4	17	84	67
Morocco	3	83	176	9,192	1,169

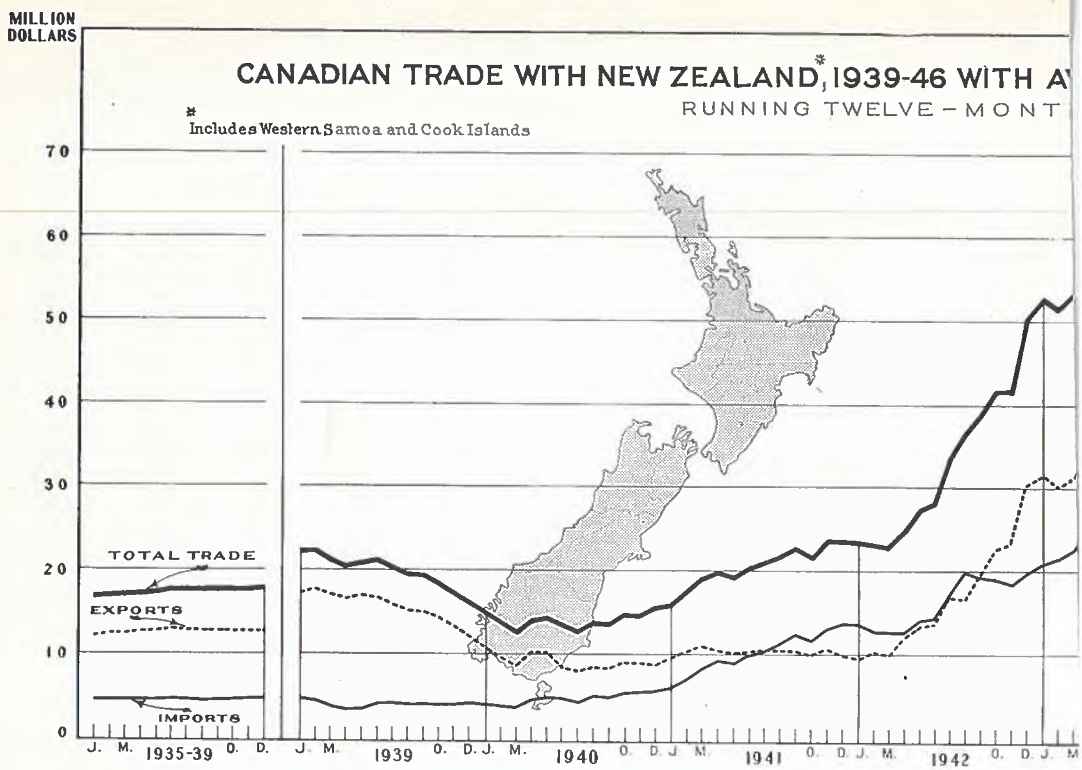
Canadian Exports, by Countries—*Concluded*

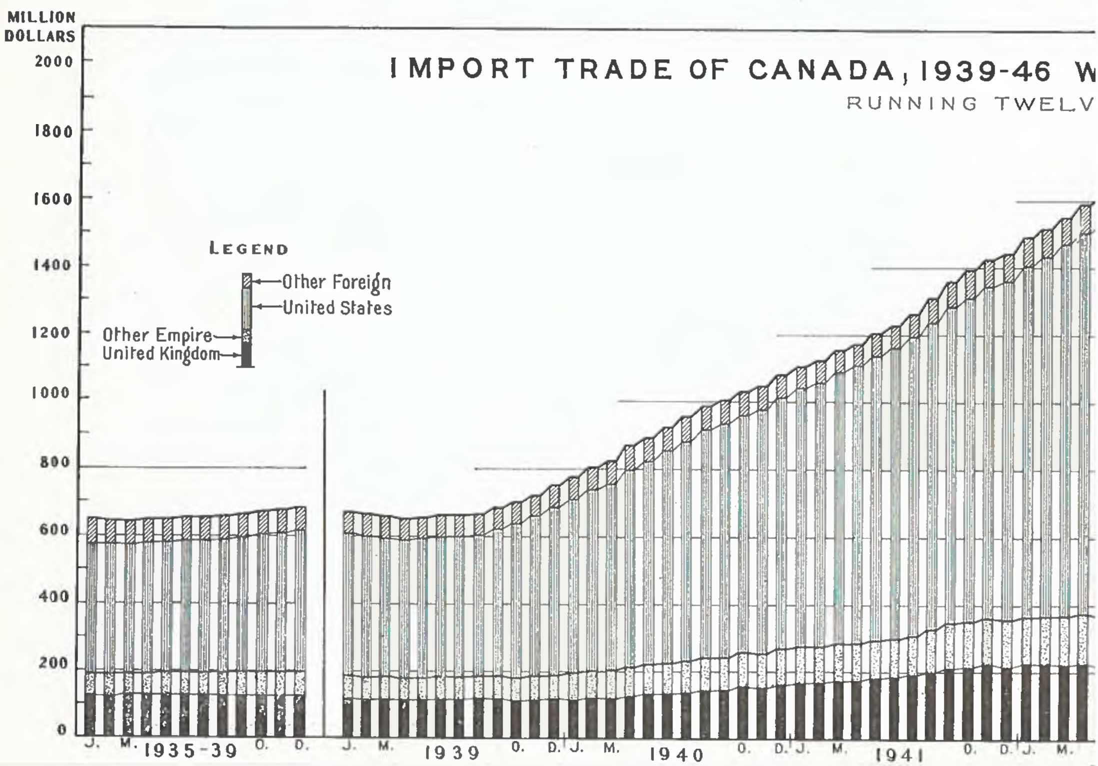
Country	January 1938	January 1946	January 1947	January-December 1945	January-December 1946
British Countries	(Thousands of Dollars)				
Other Foreign Countries—Concluded					
Netherlands East Indies	65	819	592	856	6,833
Netherlands Guiana	3	16	43	174	476
Netherlands West Indies	17	50	72	799	1,399
Iran	....	42	70	1,816	431
Philippine Islands	141	503	3,284	2,153	8,901
Portuguese Africa	209	45	223	812	2,128
Portuguese Asia	....	....	....	4	76
Siam	2	....	6	....	58
Canary Islands	....	....	6	49	333
Syria	8	15	74	630	228
Turkey	....	9	373	710	1,618
Total Other Foreign Countries	2,814	6,112	11,747	83,877	99,411
Total Foreign Countries	27,724	113,374	129,720	1,731,484	1,407,513
Total Domestic Exports	70,300	189,090	208,639	3,218,330	2,312,215

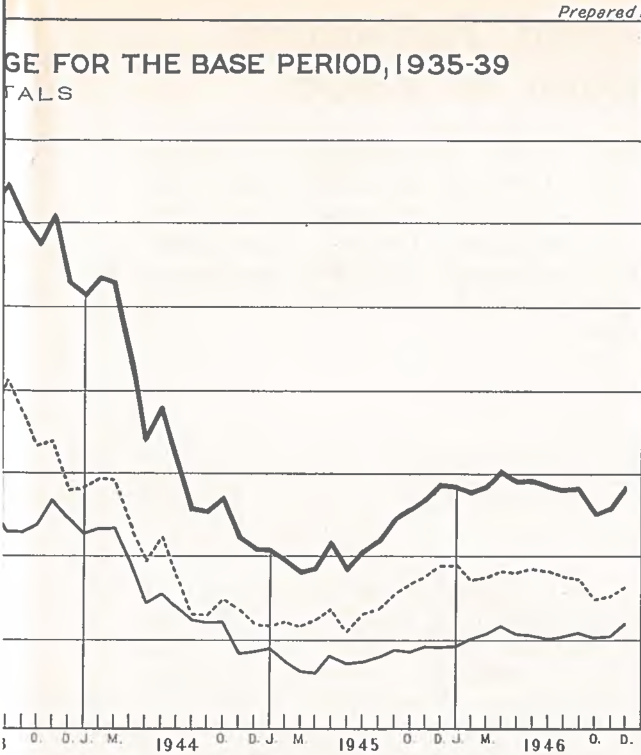
Canadian Exports by Commodities

Country	January 1938	January 1946	January 1947	January-December 1945	January-December 1946
British Countries	(Thousands of Dollars)				
Agricultural and Vegetable Products—					
Fruits	1,176	889	1,807	13,905	15,124
Vegetables	191	1,989	1,094	17,596	13,754
Wheat	8,922	23,655	22,770	475,787	250,306
Grains, other	1,009	1,730	3,165	81,208	44,724
Flour of wheat	1,692	8.842	13,737	97,855	126,733
Farinaceous food products, other	902	2,093	1,743	16,263	18,971
Sugar and products	49	150	506	11,932	4,120
Alcoholic beverages	1,056	2,880	3,049	29,406	36,296
Vegetable fats and oils	11	390	783	4,355	5,346
Rubber and products	1,164	1,562	3,218	31,328	22,477
Seeds	356	2,092	2,706	17,338	13,228
Tobacco	1,285	1,095	987	8,085	6,446
Vegetable products, other	236	788	1,367	14,387	20,963
Total	18,049	48,155	56,932	819,445	578,488
Animals and Animal Products—					
Cattle	465	751	808	12,256	18,015
Other animals, living	127	72	99	3,589	5,183
Fish and fishery products	2,537	6,729	7,554	80,226	86,486
Furs and products	3,607	5,997	3,154	29,572	32,291
Leather and products	327	1,103	1,883	7,753	16,938
Bacon and hams	3,301	4,575	4,693	96,493	66,389
Meats, other	416	9,727	7,090	70,481	62,546
Cheese	63	1,919	467	27,909	21,948
Milk products, other	255	674	693	15,347	12,975
Eggs, shell and processed	12	2,757	1,214	44,120	26,772
Animal products, other	774	810	854	10,317	8,930
Total	11,884	35,114	28,509	398,063	358,473
Fibres, Textiles and Textile Products—					
Cotton products	246	1,158	743	10,141	10,551
Flax, hemp and jute products	8	144	51	1,682	2,449
Wool and products	106	2,519	690	19,559	18,945
Artificial silk and products	192	553	766	8,961	8,293
Fibres and textile products, other	381	704	1,016	16,538	13,522
Total	933	5,078	3,266	56,881	53,760
Wood, Wood Products and Paper—					
Planks and boards	2,487	7,603	13,024	98,935	125,391
Pulpwood	668	1,962	2,124	23,882	28,731

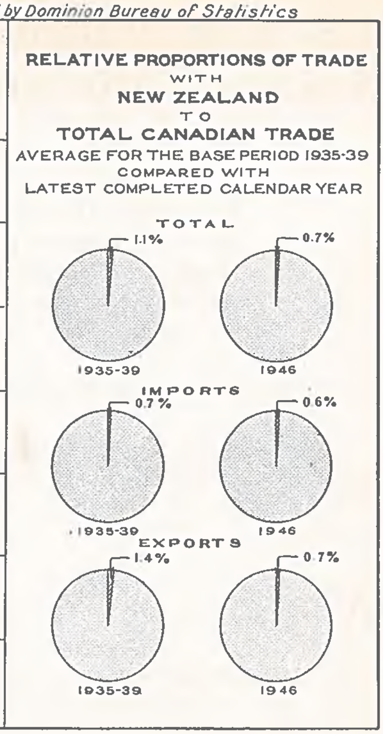
Country	January			January-December	
	1938	1946	1947	1945	1946
BRITISH COUNTRIES	(Thousands of Dollars)				
Wood, Wood Products and Paper—Con.					
Unmanufactured wood, other	1,460	2,785	3,813	45,879	55,763
Wood-pulp	2,150	8,249	11,916	106,055	114,021
Manufactured wood products, other	376	565	564	5,154	7,971
Newsprint paper	6,817	18,728	24,913	179,451	265,865
Paper, other	893	1,893	2,096	23,560	21,573
Books and printed matter	65	476	488	5,124	6,276
Total	14,916	42,261	58,938	488,040	625,591
Iron and Products—					
Iron ore	....	....	5	2,553	4,353
Ferro alloys	157	432	1,306	14,925	9,485
Pigs, ingots, blooms, billets	605	720	238	4,506	3,328
Rolling mill products	82	1,072	356	10,189	7,528
Locomotives and parts	....	2,232	1,684	21,473	26,981
Farm machinery and implements	768	2,338	2,200	20,196	28,662
Hardware and cutlery	94	312	451	4,077	4,176
Machinery (except farm)	987	850	2,496	19,869	15,535
Automobiles, freight	867	5,393	6,315	206,730	43,201
Automobiles, passenger	1,105	12	2,738	66	13,993
Automobile parts	375	1,430	1,946	93,852	21,110
Railway cars and parts	7	1,999	36	24,451	26,342
Iron products, other	518	1,138	1,654	132,213	22,779
Total	5,565	17,928	21,425	555,090	227,473
Non-Ferrous Metals and Products—					
Aluminium and products	752	1,685	3,051	133,567	56,030
Brass and products	94	265	283	4,363	3,373
Copper and products	3,951	3,675	3,492	40,860	37,005
Lead and products	943	980	1,812	9,177	16,846
Nickel	5,579	2,996	5,108	54,778	55,205
Precious metals, except gold	1,690	716	2,460	17,200	21,469
Zinc and products	1,045	2,459	4,034	20,373	27,769
Electrical apparatus, n.o.p	321	3,107	1,419	60,957	20,939
Non-ferrous metal products, other	198	667	795	11,271	9,174
Total	14,573	16,550	22,454	352,546	247,810
Non-Metallic Minerals and Products—					
Asbestos and products	693	1,673	2,150	22,184	24,473
Coal	193	280	467	5,304	5,946
Petroleum and products	20	309	745	11,252	4,622
Abrasives, artificial, crude	376	844	1,186	11,741	11,727
Non-metallic mineral products, other	401	556	922	9,074	10,593
Total	1,683	3,662	5,470	59,555	57,361
Chemicals and Allied Products—					
Acids	98	200	268	2,830	2,060
Medicinal and proprietary preparations	91	197	416	5,740	5,343
Fertilizers	504	2,845	3,147	30,428	32,108
Paints and varnishes	74	310	529	3,973	4,407
Calcium compounds	35	369	100	4,027	2,813
Soda and sodium compounds	290	439	384	5,420	4,414
Chemical products, other	305	1,170	1,827	58,900	16,444
Total	1,397	5,530	6,671	111,318	67,589
Miscellaneous Commodities—					
Toys and sporting goods	12	38	145	1,086	1,802
Films	241	140	258	2,309	2,510
Ships and vessels	50	790	478	12,466	17,856
Aircraft and parts	32	1,639	791	108,512	9,507
Electrical energy	435	625	452	7,574	7,070
Miscellaneous consumer goods	157	427	848	4,527	9,120
Miscellaneous other	217	554	748	189,474	7,520
Donations and gifts	....	9,987	432	39,421	30,163
Non-commercial articles	157	612	822	12,382	10,124
Total	1,301	14,812	4,974	377,391	95,672


MILLION DOLLARS
CANADIAN TRADE WITH NEW ZEALAND*, 1939-46 WITH A
RUNNING TWELVE-MONT
* Includes Western Samoa and Cook Islands
70
60
50
40
30
20
10
0
TOTAL TRADE
EXPORTS
IMPORTS
J. M. 1935-39 O. D.
J. M. 1939 O. D.
J. M. 1940 O. D.
J. M. 1941 O. D.
J. M. 1942 O. D.
J. M

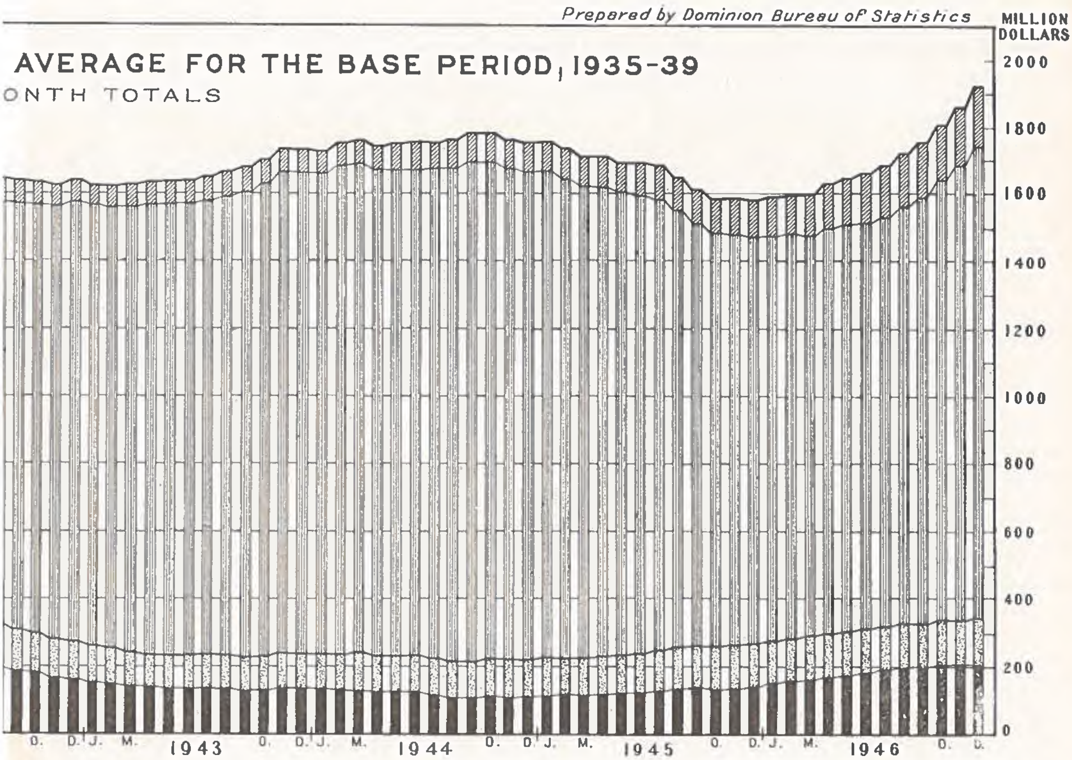

MILLION DOLLARS
IMPORT TRADE OF CANADA, 1939-46 W
RUNNING TWELV
2000
1800
1600
1400
1200
1000
800
600
400
200
0
LEGEND
Other Foreign
United States
Other Empire
United Kingdom
J. M. 1935-39 O. D.
J. M. 1939 O. D.
J. M. 1940 O. D.
J. M. 1941 O. D.
J. M.



Prepared by Dominion Bureau of Statistics
GE FOR THE BASE PERIOD, 1935-39
TALS
O. D. J. M. 1944 O. D. J. M. 1945 O. D. J. M. 1946 O. D.



RELATIVE PROPORTIONS OF TRADE
WITH
NEW ZEALAND
TO
TOTAL CANADIAN TRADE
AVERAGE FOR THE BASE PERIOD 1935-39
COMPARED WITH
LATEST COMPLETED CALENDAR YEAR
TOTAL
1.1%
0.7%
1935-39
1946
IMPORTS
0.7%
0.6%
1935-39
1946
EXPORTS
1.4%
0.7%
1935-39
1946



Prepared by Dominion Bureau of Statistics
MILLION DOLLARS
AVERAGE FOR THE BASE PERIOD, 1935-39
ONTH TOTALS
2000
1800
1600
1400
1200
1000
800
600
400
200
0
O. D. J. M. 1943 O. D. J. M. 1944 O. D. J. M. 1945 O. D. J. M. 1946 O. D.

U.S. Production and Revenues Mainly Satisfactory in 1946

Despite many adverse factors, steel output was greater than in any year prior to 1940—Motor vehicle production far short of objective—Building, especially residential, showed noteworthy expansion—Aircraft manufacture made marked progress—Shortage of railway equipment necessitated heavy purchases—Heavy decline in revenue of commercial airlines.

By H. A. Scott, Commercial Counsellor, Canadian Embassy

(Editor's Note—This report is the third in a series of three on economic conditions in the United States during 1946. The first appeared in the February 22 issue of *Foreign Trade* and the second in the March 1 issue.)

WASHINGTON, January 29, 1947.—United States steel production in 1946 was marked by wide fluctuations, brought about by two coal strikes and one strike in the industry itself, which reduced output by about 16,000,000 tons. In addition, the industry was faced with pricing difficulties; bottlenecks among components; unbalanced inventories; shortages of production materials, particularly coke and scrap iron; and demand for some shapes and forms far in excess of capacity, all further aggravated by the work stoppages.

Steel Production Greater Than in Prewar Years

The American Iron and Steel Institute reports that production of steel in 1946 amounted to 66,363,848 net tons, or 17 per cent below the 1945 figure of 79,701,624 tons. Much of the decline is attributed to strike conditions in the industry. However, the 1946 production was greater than the output in any year prior to 1940. In that year, when production was being increased in preparation for war, there was a recorded output of 66,981,662 tons of ingots and castings. The industry operated at 72·2 per cent of capacity as compared with 83·5 per cent in 1945 and 82·1 per cent in 1940. Of the 1946 output, 60,455,474 tons were open-hearth steel, 3,327,815 tons came from Bessemer furnaces, and 2,580,559 tons from electric furnaces. The corresponding totals for 1945 were 71,939,602, 4,305,318, and 3,456,704 tons respectively.

Motor Vehicle Output Short of Objective

The United States automobile industry fell far short of its plan to produce 6,000,000 cars and trucks in 1946, production amounting to only 2,149,000 cars and 936,000 trucks. The chief reason for the small output was strikes, not only in the industry itself but in coal mining, the steel industry and railways. In addition to these were the small suppliers' strikes, which had an effect far out of proportion to their extent. At the close of the year the industry had its best production period, when it turned out cars and trucks at the rate of 92,000 vehicles per week. This is just under the weekly rate of 96,000 at which the industry will have to produce to reach a goal of 5,000,000 cars and trucks in 1947.

Noteworthy Expansion in Construction

The construction industry laboured through the chaos of price and production difficulties of 1946 to meet part of the heavy unfilled demand of the war and prewar years. Although many of the goals set for 1946 were not fully achieved, the over-all building activity underwent a great expansion. It is expected that there will be a substantial advance in construction volume, particularly residential building, in 1947. Some building material will remain in short supply in the first half of the year, but the serious shortages of materials that characterized building in 1946 will be eliminated. Towards the end of 1946, 2,000,000 workers were employed in the industry and, with a further increase in building activity, it is estimated that another 500,000 to 1,000,000 workers will be needed in 1947.

According to the *Engineering Record*, heavy engineering construction in 1946 amounted to $35,176,034,000, which was 126 per cent above the 1945 figure and the highest annual value since 1942. Private construction, at $3,157,671,000, accounted for 61 per cent of the total for 1946 and was 176 per cent above the 1945 total of $1,144,384,000. Public construction was estimated at $2,018,363,000, or 76 per cent more than for the previous year. Of the total for public construction, $500,271,000 was for federal work, 25 per cent below the figure for 1945, and $1,419,092,000 was for state and municipal work, a gain of 259 per cent over the value for the previous year. Industrial buildings, commercial buildings, highways, and earth works and drainage set an all-time high record in 1946. Public buildings, showing an 11 per cent decrease from 1945, and unclassified construction, with a 5 per cent loss, were the only two classes of construction work showing a decline from 1945 values.

Marked Progress in Aircraft Production

Faced with a more complete readjustment problem at the end of the war than any other industry except shipbuilding, aircraft manufacturers made marked progress in 1946. Production volume and dollar value declined sharply from the wartime levels of 1945. Of total production of 36,850 planes during 1946, approximately 35,000 consisted of relatively low-priced planes for personal use, military planes totalling 4,500 and transport planes 450. This volume was insufficient to return satisfactory earnings. In 1945, military plane production alone was 47,000, and many of the units were multi-engined, long-range bombers that accounted for a large dollar value.

Railway Revenues Up

Despite a shortage of 23,000 box cars per day, the volume of traffic handled by the railways of the United States in 1946 was the greatest for any peacetime year. This shortage, which is likely to seriously hamper production and distribution in this country in 1947, is attributed partly to the change in the nature of traffic since the end of the war and to the shortage of steel for new cars. At the close of the year, the railroads were granted an increase of 17·6 per cent in freight rates, effective January 1, 1947, which will bring an additional revenue of $1,000,000,000. However, as an interim freight rate increase which went into effect July 1, 1946, yielded about $170,000,000 of additional revenue in the second half of this year, the net increase in freight revenues for 1947 will be more than $800,000,000 if traffic is at the same level as in 1946.

The Association of American Railroads estimates net operating income for Class I railroads for 1946 at $7,500,000,000, and net income at between $200,000,000 and $250,000,000, as compared with a net operating income of $9,902,349,173 and a net income of $447,384,678 in 1945. Rail operating expenses have increased by almost $2,100,000,000 annually since 1939, more than $900,000,000 of the increase being added during 1946 as a result of increases in wages and higher prices for fuel, materials and supplies. Net operating income in 1946 was equivalent to a rate of return on net property investment of about $2\frac{3}{4}$ per cent, only slightly greater than the average for the five years 1936-40.

Increase Purchases of Railway Equipment

During 1946, railroads put into operation about 40,000 new freight cars and have about 63,000 on order. In the first ten months of the year 363 new passenger units were added. Ownership of steam locomotives reached its lowest point since 1920, while ownership of electric and Diesel locomotives continued the upward trend of recent years. Of the 564 locomotives on order on December 1, 1946, 493 were Diesel, 65 steam, and 6 electric. A year ago the orders covered 376 Diesel, 4 steam and 4 electric.

Rail freight traffic in 1946 was about midway between the war peak attained in 1944 and the prewar peak of 1929. Freight-ton miles, at 590,500,000,000, were 13 per cent below the 1945 total of 681,000,757,000 ton-miles and 20 per cent below the figure for 1944 but 31 per cent above that for 1929. Passenger traffic declined 29 per cent below the 1945 recorded figure, 32 per cent below that for 1944 but 39 per cent above the previous peacetime peak of 1920.

Car Loadings Slightly Reduced

The Association of American Railroads reports that total revenue freight loadings during 1946 were 41,341,205 cars as against 41,918,120 cars in 1945, a decline of 1·4 per cent. Gains in car loadings were recorded only for less-than-carlot merchandise, forest products and livestock.

The following table shows total shipments of commodities in 1946, with comparative figures for 1945:

United States Car Loadings

	1946 Cars	1945 Cars
Miscellaneous freight	18,732,540	19,257,875
Merchandise, l.c.l.	6,336,465	5,528,509
Coal	8,005,162	8,296,208
Grain and products	2,497,336	2,733,968
Livestock	924,016	893,525
Forest products	2,263,567	2,038,992
Ore	1,995,172	2,474,336
Coke	586,947	694,207
Total	41,341,205	41,918,120

Commercial Airlines Revenue Declined Heavily

Twenty domestic commercial airlines report net revenue from operations in 1946 at $4,788,317 as against $42,398,691 in 1945, a decline of 89 per cent. While profits were down in 1946, there was a surging expansion by the airlines. The number of revenue passengers was over 13,000,000, or about 78 per cent more than in 1945. Revenue passenger miles exceeded

6,000,000,000, a gain of 72 per cent. Express and freight shipments increased 57 per cent and exceeded 37,000,000 ton-miles. During the stress of reconversion, large amounts of profits were reduced by wage increases, cost of new aircraft and other equipment and a 51 per cent drop in air mail. In some cases the decline was partly due to poor management and commitments based on over-optimistic expectations of what the immediate postwar years would bring.

Customs-Free Airport in Eire Proposed by Legislation

Would provide Shannon Airport with necessary facilities as a main transatlantic airport—Designed to save delays to in-transit travellers in clearing customs, currency and passport requirements and to in-transit and entrêpot goods —Merchandise may be stored free of duty for delivery as required.

By H. L. E. Priestman, Canadian Trade Commissioner

DUBLIN, February 21, 1947.—Provision is made for setting up facilities for a Customs-Free Airport in Eire, by proposed legislation which has been introduced, debated and passed in Dail Eireann, which corresponds to the House of Commons in Canada. The Bill must then pass the Seanad (Senate) and be approved by the President of the State, before becoming law. The proposals mark a further stage in the development of Shannon Airport, near Limerick, with all the facilities which the International Civil Aviation Organization considers necessary at a main transatlantic airport. The geographical position of Eire, between North America and Western Europe, is regarded as imposing a special responsibility to provide facilities of the high order required for transatlantic traffic.

Facilities Designed to Eliminate Delays

Customs-free Airport facilities are designed to save delays to in-transit travellers in clearing customs, currency, and passport requirements, and to in-transit and entrêpot goods. Provisions already exist in the Finance Act, 1946, for exempting from customs duty goods brought from abroad into a Customs-free airport.

Passengers in transit through Shannon Airport and goods in transit or intended for storage at the airport will not be subject to Customs examination, and the free airport will be excluded from the scope of all laws affecting importation and exportation of goods. The usual import and export laws will apply to traffic between the free airport and other points in the state.

Will Encourage Commercial Interests to Establish Depots

As goods may be brought free of duty into the free airport from abroad, and stored there, it is thought that this may be of advantage to commercial interests, especially those in the United States, several of whose transatlantic air services call at Shannon, to set up depots at the airport from which delivery may be made by air to meet urgent orders from many parts of Europe and North America, with which Shannon has direct air services.

It is likewise considered that manufacturers may find it desirable to undertake within the free airport the packing, processing and rehandling of goods. To this end, the Minister of Industry and Commerce is empowered to permit the carrying on of various processes.

Necessary restrictions on importation of animals and plants which might bring disease, and certain undesirable traffic that is the subject of international conventions, will be covered by regulations, but the aim is to make the airport as free of formality as possible. The free port cannot be exempted from currency restrictions, but the Minister of Industry and Commerce is empowered to re-apply by regulation to the airport as much of this legislation as is considered necessary.

Shannon airport was taken over and developed by the Eire Government with a view to providing for international airlines the best possible facilities with the minimum of formalities and impediments.

Airport Equipped to Handle Large Aircraft

The airport is equipped to take the largest aircraft at present engaged in freight services, and the air freights have been of considerable diversity. As instances, recently planes have landed cases of nylon hosiery from the United States, and others have embarked racehorses for that country.

The proposed legislation has been generally well received by those primarily concerned. Some have laid stress on the necessity of full development of in-transit trade, others on the potentialities of processing in a free port. The outcome of it in the development of a Customs-free airport, said to be the only one in the world, will be followed with interest by other countries.

Roads Furnish Principal Means of Communication in Morocco

Due largely to difficulty of crossing the mountains by any other means—Roads, primarily intended for strategic purposes, have been engineered to withstand heavy traffic —Over 4,600 miles built since 1912—Of 1,136 miles of railways, 517 miles or nearly 50 per cent are electrified —Diesel and diesel-electric type locomotive favoured.

By J. P. Manion, Canadian Trade Commissioner

(Editor's Note—This is the sixth in a series of articles on Morocco, forming part of an economic survey made by the author in that country, Algeria and Tunisia. Discussions of its industrial position, foreign trade and market opportunities for Canadian exporters in Morocco will be outlined in successive articles. On conclusion of the series, all the articles by Mr. Manion will be reprinted in the form of a brochure.)

ROADS furnish the principal means of communication, as the railways are limited in the area served, and it is probable they will become even more important with the passage of time. While the opinion has been advanced that the country should depend entirely on roads, experience during the war has indicated the inadvisability of any such decision, as a country entirely dependent on imported motor fuels would be reduced to a series of local economies without railways. Nevertheless, it is probable that the greatest postwar development will occur in road transportation, due largely to the difficulty of crossing the mountains by any other means.

Characteristic street scene in Morocco.

Highways Withstand Heavy Traffic

Nearly all the roads in Morocco have been built since 1912. Since they were primarily intended for strategic purposes, these roads received much attention and benefited from cumulative improvements in engineering technique for adaptation to heavy traffic. With about six inches of hard-packed rubble and eight inches of crushed rock, most of the roads can withstand heavy vehicles. Road mileage totalled 4,600 miles prior to the war. In addition, any desert country, such as Morocco east of the Atlas, and any country suffering summer droughts, such as the western area, is suitable for tracks, of which there are many thousands of miles. There are three main road systems, one along the coast, one well inland on the western slopes of the Atlas, and one east of the mountains. These are inter-connected by transverse roads, and the whole system is linked with that of Algeria for strategic purposes.

Half Railway Mileage Electrified

There are 1,136 miles of railways, excluding sidings, all of standard gauge, and all single-tracked with the exception of passing areas. Nearly half, or 517 miles, are electrified, including the lines from Marrakech through Casablanca to Rabat and Petitjean, thence to Maknes, Fez and the Algerian border. The current is 3,000-volt D.C., being transformed at sub-stations belonging to the Compagnie des Chemins de Fer du Maroc, which is state-owned. Some one hundred locomotives, of which nearly one-third are electric, are in use. On the unelectrified lines, the diesel and diesel-electric type of locomotive is favoured as against steam locomotives. Several of these are on order under the 1946 import program. Prior to the war there were some 200 passenger coaches and 3,000 freight cars, but some of the latter were lost during the period of hostilities, and an order was placed for the delivery of 300 during 1946. Rail used weighs 93½ pounds per yard.

Road-building equipment, locomotives and railway cars will be required during the reconversion period, and probably a large number of refrigerator cars as soon as the quick-freezing and cold-storage plants start functioning. Motor transport, particularly trucks, are in short supply and urgently required. The diesel type is preferred. Small vessels for the coastal trade and for fishing are in demand.

Netherlands Wallpaper Industry Shows Favourable Development

Established in 1928 by wholesaler to meet his own requirements—At present, two plants are located in Amsterdam and one in Rotterdam—In 1939, domestic production totalled 5,500 metric tons and imports amounted to 2,300 metric tons—Production, affected very little by war, is reduced by shortages of raw materials.

By J. A. Langley, Commercial Counsellor, Canadian Embassy

THE HAGUE, February 28, 1947.—The Netherlands wallpaper industry was established less than twenty years ago. The first factory, however, was erected in 1924. Results were so unfavourable that the activities were stopped shortly afterwards. The actual start was made in 1928, when a large wholesale firm decided to manufacture their own requirements. Subsequently, two other wholesalers established plants, so that at the moment the industry comprises three undertakings, two of which are located in Amsterdam and the third in Rotterdam.

During the comparatively short period of its existence the wallpaper industry has shown a favourable development. The latest technical improvements have been applied and full attention has been paid to attractive and colourful designs. Every year new patterns are designed by the producers, which has greatly stimulated sales, both on the domestic and foreign markets.

Paper, Colours and Potato Flour Are Chief Raw Materials

Unprinted paper is the chief raw material for the industry, but in addition, colours and potato flour (the latter product being used as an adhesive) are also fairly important materials.

When comparing the production and import figures for 1923 with those for 1939, the development of the industry is obvious. In 1923, there was no domestic output, while imports amounted to 4,300 metric tons; in 1939, the Netherlands production totalled 5,500 metric tons, whereas foreign purchases had dropped to 2,300 metric tons.

Exports Greatly Increased Since 1930

During the period 1930 to 1943, the following quantities of wallpaper were shipped abroad by Netherlands manufacturers: 1930, 53·2 metric tons; 1931, 56·0; 1932, 41·1; 1933, 27·6; 1934, 36·8; 1935, 61·9; 1936, 116·0; 1937, 173·3; 1938, 279·5; 1939, 264·0; 1940, 285·5; 1941, 115·8; 1942, 54·7; 1943, 121·8 metric tons.

In 1939, foreign shipments were divided as follows: 94·8 metric tons to Switzerland; 81·5 tons to Belgium and Luxembourg; 34·7 tons to the Netherlands East Indies; 16·6 tons to Norway; 14·5 tons to Sweden; and 7·5 kilos to Uruguay. Since the liberation of the country, Belgium and Switzerland have been the only consumers, taking 265 and 21 metric tons, respectively, during the period January-October, 1946.

Shortage of Raw Materials Reduces Production

The production capacity of the Netherlands wallpaper industry has been affected very little by the war, but owing to short supplies of raw materials, it has not yet been possible to utilize the entire capacity. Before the war approximately 60 per cent of the paper required was secured from foreign suppliers and the balance from domestic sources.

Rubber Shipments to Canada During December

Singapore, January 31, 1947.—(FTS)—Shipments of sheet and crepe rubber to Canada during December amounted to 3,491 long tons, according to statistics of the Singapore and Malayan Union.

MANPOWER SHORTAGE IN BRITAIN—*Continued from Page 459.*

between the two sides places industry in a much better position than after the first World War to deal with the problems which confront it.

The direct gains have been considerable, particularly in the case of certain classes of workers whose level of wages before the war was relatively low. The increase in wage rates since July, 1945, reckoned in terms of the 1945 wage bill, is roughly equivalent to £250 million. The total increase since the beginning of the war, reckoned in terms of the 1939 wage bill, is roughly equivalent to £1,200 million a year. In addition, over a considerable field of industry, the labour unions have obtained for their members not only higher wages and earnings but many improvements in conditions, and it is desired that these gains should be made secure and permament.

Increased Annual Production Necessary

It is suggested that increased production is the only way to achieve a genuine and permanent balance between the volume of purchasing power and the supply of goods available. At present there is too much money and too little goods. To increase the amount of money in circulation does nothing to increase the amount of goods available; on the contrary it makes the situation worse. The total income of all sections of the community, after paying income tax, is well over £7,000 million, but the value of goods and services available to consumers is only about £6,000 million at present prices.

There is, therefore, already a great deal of leeway to be made up, and this cannot be done without a concerted effort of the whole country to increase production while costs are held steady. It must be realized, however, that increased production per hour worked is not necessarily in itself sufficient. What is required is increased annual production.

Increased Output Per Head

To provide the 75 per cent increase in volume of exports alone would mean employing more than two million workers on export work. If this increase in exports had to be achieved without any increase in the prewar rate of output per head, this would mean withdrawing 560,000 more workers from supplying goods for the home market. It is considered impossible to spare so much of the labour force from production for domestic consumption. The additional exports, like the additional goods needed at home, cannot be obtained without increasing output per head and raising the whole level of production.

According to the White Paper, this increase in production can be achieved by ensuring that those industries which provide essential supplies are fully manned up, by maintaining full employment, so that use can be made of all the manpower available, and, while costs and prices are stable, by raising the level of output per head without prejudice to earnings.

Production of Basic Materials Must be Maintained

It is emphasized that there must be concentration on increasing production in those industries which supply vital materials required for the necessities of life. This is not only essential for the achievement of the standard of life which full employment should ensure, but it is even more urgent in the short run to break the shortage of basic materials that is holding up the whole process of reconversion of civilian life and industry.

Many of the industries responsible for producing these materials are seriously short of workers, and the fact that full employment now obtains has made it most difficult to bring them up to strength. They are largely industries which have suffered from depression in the past or from concentration during the war or, in some cases, from unattractive conditions of work. If other industries and services compete too strongly with them for labour, not only will they be unable to meet demands for a better standard of consumption but they will be unable to produce the goods which are vital to all other production. The existence of these shortages is a threat to the employment of workers in other industries and services, who may find themselves without the fuel or raw materials on which their jobs depend. It is, therefore, a matter of paramount importance to all employers and workers that these essential industries be brought up to the necessary strength without delay.

Full Employment a Major Objective

At the present time there is some local unemployment, mostly in the Development Areas (the regions most vulnerable to unemployment), but the Government is taking measures to remedy this. Other patches of enforced unemployment may occur in the coming months because of unavoidable shortages in the supply of essential materials. The Government will endeavour to avert or minimize such interruptions of production but, if they occur, it is hoped that they will be different from the widespread and prolonged unemployment which developed between the wars as a result of the inability of industry to find a market for its products. If patches of unemployment occur in the immediate future because of shortages of supplies, it is assumed that they will be temporary and will be righted as soon as the shortages can be made good.

In the longer run there is also the risk of depressions arising abroad and spreading unemployment to British export industries. The United Kingdom cannot isolate itself from what happens in other countries, but the Government is doing everything possible in the present international discussions to reduce this danger to a minimum and is preparing measures to counteract it at home should the danger threaten. Apart from these special dangers, the great difference between current economic conditions and those obtaining between the wars is that, as far ahead as can be foreseen, there will be a heavy demand for the products of industry. It would appear that there is no risk for many years to come that industry as a whole will have to operate below capacity because of a falling-off in the general demand for its products.

Production and Buying Power to be Balanced

This means that, provided prices are right, the old fear of prolonged unfavourable trade conditions and unemployment should be a thing of the past. Reduced trade and increased unemployment in the inter-war years led to cutting of wages and prices and to losses to all concerned. The problem to-day is to increase production to fill the gap between the quantity of goods on the market and the amount of purchasing power available to buy those goods. Those concerned must discard the idea of spinning out production in order to avoid unemployment, or of restricting output in order to safeguard earnings. On the contrary, industry, employers and workers alike, must be ready to adopt every possible means of increasing production, secure in the knowledge that this does not carry with it any threat to employment. In fact, what is wanted is a new determination to achieve a high and stable level of employment and increased production. Indeed, without high production full employment itself is endangered.

Price Control Will be Continued

The object of the Government's economic policy and the prime purpose of all industrial activity is to improve the standard of living. This depends upon the output and efficiency of all industries and essential services. The Government has maintained a substantial measure of control over the movement of prices. This has been achieved at a heavy cost in subsidies, and no guarantee can be given that some rise in prices may not be necessary to mitigate the burden on the Exchequer and the taxpayer. But the Government intends to maintain control and ensure that there is no unregulated increase in the prices of essential goods and services.

France Dependent on Foreign Sources For Supplies of Crude Petroleum

Local production amounts to only approximately 80,000 metric tons—In 1938 about 80 per cent of petroleum products refined locally—Prewar annual imports of crude petroleum totalled 6,981,000 metric tons.

By Yves Lamontagne, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the third in a series of articles on economic conditions in France during 1946. The first appeared in the February 15 issue and the second in the March 8 issue of *Foreign Trade.*)

Paris, March 6, 1947.—France depends almost entirely on foreign sources for its supplies of crude petroleum, local production amounting to only about 80,000 metric tons per annum. During the war, imports were cut off to such an extent that in 1943 total consumption of petroleum fuels decreased to 211,000 tons, transportation being paralyzed as a result. Since liberation, imports have increased and the local refineries, which had been badly damaged by bombardments, began production anew toward the end of 1945. France's resources in petroleum products during 1945 were about 20 per cent of the 1938 level.

Imports during December, 1946, were as follows, in metric tons (1938 monthly average in parentheses): crude petroleum, 310,191 (574,290); gasoline, 80,177 (57,800); gas oil, nil (6,950); fuel oil, 32,339 (33,200); coal oil, 3,496 (nil); lubricants, 9,879 (7,600). The comparative production of the French refineries, for the same period, is as follows: gasoline, 60,844 (215,000); coal oil, 11,378 (10,500); gas oil, 34,073 (22,200); fuel oil, 77,630 (96,000).

Most Petroleum Products Consumed Were Refined Locally

In 1938 about 80 per cent of the petroleum products consumed in France were refined locally. Imports of crude petroleum during that year totalled 6,981,000 metric tons; products refined in France amounted to 6,870,000 metric tons, and imports of refined petroleum products totalled 1,175,000 metric tons. Total utilization of refined products (7,063,000 tons) was broken up as follows: exports, 537,000 tons; ship fuelling, 1,306,000 tons (mainly fuel oils, 1,150,000 tons); home consumption, 5,220,000 tons (gasoline and similar products, 2,860,000; fuel oil and gas oil, 1,565,000; coal oil and white spirit, 145,000; oils and greases, 270,000; coke and pitch, 330,000; butane and propane, 42,000; paraffin, 8,000).

Power consumption in France during 1938 from all sources, expressed in calories, was distributed in the following percentages: coal, gas for lighting, thermal electricity, 67; hydraulic electricity, 6; petroleum products, 15; wood, 4; windmills, 1; animal traction, 7.

Facilities to Handle Petroleum to be Expanded

The plan for the modernization of France's industry and equipment includes prospecting for petroleum in France and in the Colonies, particularly in Gabon and Tunisia, and in rebuilding and expanding France's refining industry. It also aims at the possession of a fleet of petroleum tankers capable of transporting, in 1955, half the country's imports of crude petroleum and refined products. The construction of gasoline pipelines between Le Havre and Paris, and Marseilles and Lyon is under consideration. In order to reduce imports of coal, it is planned to increase consumption of fuel oil to 5 million metric tons in 1950 and 8·5 million by 1955, as compared with 2·3 million tons in 1938. It is also estimated that consumption of gasoline for motor cars and aviation will rise from about 1,600,000 metric tons in 1946 to 2,500,000 in 1947, to 3,600,000 tons in 1950 and 4,200,000 tons in 1955. Gasoline consumption in 1947, therefore, would be about 90 per cent of consumption during 1938.

Postal Information

Mail for Roumania Should be Properly Addressed

Information has been received that a great deal of mail originating abroad is received in Roumania addressed in languages other than Roumanian, resulting in delay or even non-delivery of the mail, because the addresses are not understood by postal authorities. Mailers are requested to write at least the locality of destination in conformity with the official Roumanian designation. If this is not done, the Roumanian authorities disclaim any responsibility for delay, non-delivery or return to origin of the mail in question.

Suspend Insurance Service to Certain French Colonies

Until further notice, parcel post insurance service to French Equatorial Africa and French India is suspended.

Over-the-Counter Sales of Silk by U.S. Commercial Company

Washington, March 1, 1947.—(FTS)—The Reconstruction Finance Corporation announced to-day that, effective March 1, 1947, its subsidiary, the U. S. Commercial Company, will make over-the-counter sales of individual lots of all grades and deniers of Japanese raw silk in its inventory, other than Special AAA and AAA grades, and will also sell so-called "Selected Assortments" of various grades and deniers of silk.

Orders for over-the-counter sales, in lot quantities, will be accepted on the basis of colour, grade and denier only. An impartial selection of lots, after acceptance of orders, will be made by the company. Silk will be sold on the basis of certificates as to weights and grades of the Japanese Government Silk Conditioning House and the United States Testing Company. Some of the tests on silk to be sold on certificates of the Testing Company have been made by the Phoenix Testing Laboratories.

Orders will be accepted in lot quantities at the upset prices announced at the public sale of silk conducted in New York on February 7, 1947, namely:

Grade	Upset prices per pound ex warehouse New York Area
AA	$5·00
A	4·85
B	4·70
C	4·55
D	4·40
E	4·25
F	4·10
G	3·95

The foregoing upset prices, however, shall be reduced in each of the following grades: for silk sold in Selected Assortments—a reduction of 25 cents per pound; for silk sold on the basis of weights and grades of the Japanese Government Silk Conditioning House—a reduction of 15 cents per pound; for silk of the 14/16 denier and the 21/23 denier—a reduction of 15 cents per pound.

As heretofore announced, USCC has agreed that prior to August 1, 1947, it will not sell any raw silk at lower prices. Selected Assortments will also be available to buyers on March 1, 1947, at the prices indicated above.

Each Selected Assortment will consist of approximately 140 bales 13/15 denier, white, grades AA to E, inclusive, and approximately 160 bales 20/22 denier, white, grades AA to E, inclusive. However, one 10-bale lot of the 14/16 denier may be substituted by USCC for any lot of the 13/15 denier classification, and one 10-bale lot of the 19/21 or 21/23 denier may be substituted for any lot of the 20/22 denier classification.

Selected Assortments will be assembled by USCC on an impartial basis. Each such assortment will include, at buyer's option, either 220 bales sold on the basis of certificates of the United States Testing Company, plus 80 bales sold on the basis of certificates of the Japanese Government Silk Conditioning House or all 300 bales sold on the basis of certificates of the Japanese Government Silk Conditioning House.

Orders for silk should be mailed to U. S. Commercial Company, Raw Silk and Silk Textiles Section, Washington 25, D.C., or presented to the R.F.C. Loan Agency, 44 Pine Street, New York City, Attention, Mr. A. O. Gustavson.

Trade and Tariff Regulations

Argentina Establishes Quota for Calcium Carbide Imports

Buenos Aires, February 28, 1947.—(FTS)—By resolution issued by the Secretary of Industry and Commerce, imports of calcium carbide have been limited to a quota of 11,000,000 kilos for the current year. This quota will be distributed equitably among the established importers of this product and will definitely expire on December 31, 1947.

Imports of Reeled Thread into Argentina Curtailed

Buenos Aires, February 25, 1947.—(FTS)—The Secretary of Industry and Commerce has limited the importation of thread on wooden reels or spools to 50 per cent of the average quantities imported into the country during the 1934-44 period. This regulation will apply for one year and has been adopted with a view of safeguarding the local wooden reel industry for sewing threads, which has been declared "of national interest".

Australian Import Licensing Regulations Amended

Sydney, March 6, 1947.—(FTS)—The Australian Government announced that, effective January 24, only non-essential imports from the United Kingdom would be subject to licensing control. As from this date the only British goods which would be subject to import control would be a relatively small, selected list of items, mainly of the less essential types. All goods not in that list would be entirely free from control. Import of goods of British origin still subject to the regulations would in general be controlled in such a way as to permit a reasonable flow in relation to prewar trade.

All items in the selected list would be subject to administrative control, so that individual applications could be considered on their merits. Items remaining under control are: ale, beer and spirits; manufactured tobacco, cigars and cigarettes; horses (except for stud purposes only); dressed fur skins and fur apparel; tinplate, electroplated ware; perfumed spirits and synthetic perfumery; fancy-goods; diamonds and precious stones; jewellery and imitation jewellery; pearls and imitation precious stones; women's handbags; work-baskets; toilet cases; fancy boxes and similar ware; fireworks; smokers' requisites; and antiques. Tinplate was included in the list because the world supply was short. Import control ensured a proper sharing of Australia's limited allocations.

There is no alteration in the import licensing control over goods from other parts of the sterling area or from non-sterling areas; such goods would be subject to the present licensing. Unless they complied with the conditions relating to the application of the preferential tariff set out in the Customs Act, goods would not be regarded as being of United Kingdom origin. The existing sponsorship systems affecting paper, cotton yarns, and industrial textiles of United Kingdom origin would operate as at present and would not be affected by the amendment to import control.

The following commodities of non-sterling origin, which were previously prohibited entry, have now been placed under Administrative Control: clothes-wringers for household use; machine belt fasteners; plugs and sockets for use in charging batteries of battery-operated mine locomotives; articles made of wood n.e.i., classifiable under Tariff Item No. 303 (A), with the exception of golf club shafts and cabinets and tables for household hand sewing-machines; handset telephones n.e.i., bell sets and parts. By a subsequent amendment, the following items are included in this classification: bay rum; non-spirituous flavouring essences; glucose; eggs; fresh, smoked and dried fish; canned crustaceans; hops; agar agar for use in processing meats in the Commonwealth under security; linseed, linseed cake, cake oil and meal; crude licorice, crude paste and block juice; unshelled walnuts and walnut kernels; stearine; bronzing and metal powders; sesame oil; synthetic resins, oils and preparations for use in the manufacture of paints, enamels and varnishes; olive oil; glycerine; synthetic perfumes: toys; military band and orchestral musical instruments; cartridges; butyl alcohol; surgical catgut; statues; antiques over 100 years old; splints for matches; candellila and paraffin waxes; crocodile, snake and lizard skins; accessories for musical instruments; di-chlorethyl ether; webbing n.e.i., Tariff Item 106 (B); women's foundation garments of the corset type; glass lamp chimneys; carbon disulphide; spray guns and hand-operated spray pumps for application of powders, paints, enamels, lacquers, etc.; asbestos roofing felt; textile replacement parts for duplicating machines.

Telephone and telegraph equipment of non-sterling origin for which previously no quota was required have been placed under Administrative Control, also lenses for motor vehicle lamps, which were on a 100 per cent quota. The quota for music books and books other than periodicals and magazines, which was formerly 150 per cent of the base-year imports, has been increased to 175 per cent.

Commodities of non-sterling origin, which were formerly on a quota basis but are now under Administrative Control, are: sesame seed; flavouring esters and aldehydes as prescribed by departmental by-laws; watches and other articles especially designed for the use of the blind; photographic negatives and other materials; granulated cork, n.e.i.; handbag frames; fish and fish products for use in the manufacture of fish paste and sauces; calf and cattle skins; synthetic sponges in sheets or blocks; alarm clocks.

For the licensing period commencing January 1, 1947, imports of spectacle frames from non-sterling countries are to be on a 75 per cent quota of base-year imports instead of 100 per cent.

South Africa Suspends Duty on Certain Paper Bags

Johannesburg, February 19, 1947.—(FTS)—A notice in the Union of South Africa Government Gazette Extraordinary, No. 3765, of February 14, announces the suspension until further notice of the customs duties on multi-walled paper bags, of five ply and over, when imported into the Union for the packing of fertilizers, grain and sugar. The duties which have been suspended are 30 per cent ad valorem on printed bags and 1·5d. per pound on unprinted bags.

T. G. Major Will Act as Liaison Officer

T. G. Major, Canadian Trade Commissioner in Port-of-Spain, Trinidad, has been appointed liaison officer for Canada with the Caribbean Commission, the headquarters of which are located in Port-of-Spain. This appointment will provide a convenient channel through which routine information concerning the operations of the commission can be transmitted to Canada.

Foreign Trade Enquiries

Canadian firms interested in any enquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the enquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with enquiries, the name of the enquirer, file number of the enquiry and the date of issue of *Foreign Trade* in which it was shown should be supplied.

18. **Switzerland**—A. Horler, Trogen, Switzerland, an agent well recommended, is interested in acting as Canadian representative in manufactured goods or raw materials for manufacturing in Switzerland. File: 25916.

Argentina Permits Clearance Without Shipping Documents

Buenos Aires, February 28, 1947.—(FTS)—Owing to difficulties which still exist in international postal communications the Argentine Government has re-established the concession, in force during the war years, which permits the direct clearance of goods through the Customs House for which the corresponding bills of lading, consular invoices or certificates of origin have not been received, provided that the application to the authorities is accompanied by a bank guarantee.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires........	March 17–22	*John B. Hood*	Montreal Shipping
Buenos Aires........	March 17–24	*Brazilian Prince*	Furness Withy
Australia—			
Fremantle......... } Melbourne......... }	March 22	*Lowlander*	Montreal Australia New Zealand Line
Brazil—			
Rio de Janeiro..... } Santos............. }	March 17–24	*Brazilian Prince*	Furness Withy
British Honduras—			
Belize...............	March 20–25	*A Ship*	Saguenay Terminals
Colombia—			
Barranquilla........	March 20–25	*A Ship*	Saguenay Terminals
Costa Rica—			
Port Limon.........	March 20–25	*A Ship*	Saguenay Terminals
Curaçao.............	March 12–17	*Apollo*	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo.....	March 12–17	*Apollo*	Saguenay Terminals
Guatemala—			
Puerto Barrios......	March 20–25	*A Ship*	Saguenay Terminals
Haiti—			
Port au Prince......	March 12–17	*Apollo*	Saguenay Terminals
Newfoundland—			
St. John's..........	March 18–20	*Island Connector*	Furness Withy
St. John's..........	March 18–21	*Fort Amherst*	Furness Withy
St. John's..........	March 25	*Blue Peter II*	Montreal Shipping
St. John's..........	March 25–28	*Fort Townshend*	Furness Withy
St. John's..........	April 1	*Baccalieu*	Montreal Shipping
St. John's..........	April 10	*Blue Peter II*	Montreal Shipping
Panama—			
Cristobal..........	March 20–25	*A Ship*	Saguenay Terminals
Scandinavia—			
Baltic Ports........	March 29	*Svaneholm*	Swedish American Line

Departures from Halifax—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool	March 21–26	*Cavina*	Cunard White Star
Liverpool	April 2–5	*Jessmore*	Furness Withy
London	April 7–14	*Kaipaki*	Cunard White Star
Southampton	March 19	*Aquitania*	Cunard White Star
Southampton	April 12	*Aquitania*	Cunard White Star
Uruguay—			
Montevideo	March 17–22	*John B. Hood*	Montreal Shipping
Montevideo	March 17–24	*Brazilian Prince*	Furness Withy
Venezuela—			
La Guaira	March 12–17	*Apollo*	Saguenay Terminals
West Indies—			
Antigua	March 7–17	*Alcoa Pilgrim*	Alcoa Steamships
Antigua	March 21–31	*Sea Nymph*	Alcoa Steamships
Bahamas	March 25	*Canadian Victor*	Canadian National
Bahamas	April 10	*Canadian Leader*	Canadian National
Barbados	March 7–17	*Alcoa Pilgrim*	Alcoa Steamships
Barbados	March 15–20	*Chomedy*	Canadian National
Barbados	March 21–31	*Sea Nymph*	Alcoa Steamships
Bermuda	March 7–17	*Alcoa Pilgrim*	Alcoa Steamships
Bermuda	March 21–31	*Sea Nymph*	Alcoa Steamships
Bermuda	March 25	*Canadian Victor*	Canadian National
Bermuda	March 25–28	*Fort Amherst*	Furness Withy
Bermuda	April 10	*Canadian Leader*	Canadian National
British Guiana	March 7–17	*Alcoa Pilgrim*	Alcoa Steamships
British Guiana	March 15–20	*Chomedy*	Canadian National
British Guiana	March 21–31	*Sea Nymph*	Alcoa Steamships
Grenada	March 7–17	*Alcoa Pilgrim*	Alcoa Steamships
Grenada	March 21–31	*Sea Nymph*	Alcoa Steamships
Guadeloupe	March 15–20	*Chomedy*	Canadian National
Jamaica	March 15–20	*Chomedy*	Canadian National
Jamaica	March 25	*Canadian Victor*	Canadian National
Jamaica	April 2–5	*Oakmount Park*	Pickford and Black
Jamaica	April 10	*Canadian Leader*	Canadian National
Jamaica	April 19–22	*Dufferin Bell*	Pickford and Black
Jamaica	May 16–19	*Oakmount Park*	Pickford and Black
Martinique	March 15–20	*Chomedy*	Canadian National
St. Kitts	March 7–17	*Alcoa Pilgrim*	Alcoa Steamships
St. Kitts	March 21–31	*Sea Nymph*	Alcoa Steamships
St. Lucia	March 7–17	*Alcoa Pilgrim*	Alcoa Steamships
St. Lucia	March 21–31	*Sea Nymph*	Alcoa Steamships
St. Vincent	March 7–17	*Alcoa Pilgrim*	Alcoa Steamships
St. Vincent	March 21–31	*Sea Nymph*	Alcoa Steamships
Trinidad	March 7–17	*Alcoa Pilgrim*	Alcoa Steamships
Trinidad	March 15–20	*Chomedy*	Canadian National
Trinidad	March 21–31	*Sea Nymph*	Alcoa Steamships

Departures from Saint John

*Calls at Halifax two days later

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques	March 15–25	*Cabano*	Elder Dempster
Lourenço Marques	April 1–10	*Cambray*	Elder Dempster

Departures from Saint John—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town Port Elizabeth East London Durban	March 15–25 March 25 April 1–10	*Cabano* *A Ship* *Cambray*	Elder Dempster Montreal Shipping Elder Dempster
Belgium—			
Antwerp	March 12–20	**Beckenham*	Cunard White Star
Antwerp	March 18	*Stad Maassluis*	Shipping Limited
Antwerp	Mar. 22–Apr. 8	*Marchdale*	March Shipping
Antwerp	April 5–15	*Mont Clair*	Montreal Shipping
Ceylon—			
Colombo	March 20–25	*City of Kimberley*	McLean Kennedy
Colombo	April 15	*Catrine*	McLean Kennedy
China—			
Shanghai	Early April	*A Ship*	McLean Kennedy
Shanghai Taku Bar	Mar. 30–Apr. 10	*Lakeside*	March Shipping
Egypt—			
Port Said	March 20–25	*City of Kimberley*	McLean Kennedy
Eire—			
Dublin	March 22	*Irish Elm*	Shipping Limited
France—			
Le Havre	Mar. 22–Apr. 8	*Marchdale*	March Shipping
Le Havre	April 5–15	*Mont Clair*	Montreal Shipping
Germany—			
Hamburg	Mar. 22–Apr. 8	*Marchdale*	March Shipping
Hamburg	April 5–15	*Mont Clair*	Montreal Shipping
Hong Kong	Mar. 30–Apr. 10 Early April	*Lakeside* *A Ship*	March Shipping McLean Kennedy
India—			
Karachi Madras Bombay Calcutta	March 20–25 April 15	*City of Kimberley* *Catrine*	McLean Kennedy McLean Kennedy
Bombay	Mar. 30–Apr. 10	*Lakeside*	March Shipping
Iraq—			
Basra	Mar. 30–Apr. 10	*Lakeside*	March Shipping
Italy—			
Genoa Venice	April 2–15	*Mont Sorrel*	Montreal Shipping
Venice	March 15–25	*Mont Gaspe*	Montreal Shipping
Mediterranean—			
Central and Western Areas	March 15–25 April 2–15	*Mont Gaspe* *Mont Sorrel*	Montreal Shipping Montreal Shipping
Mexico—			
Vera Cruz Tampico	March 23–30	*Bell Park*	McLean Kennedy
Netherlands—			
Rotterdam	March 18	*Stad Maassluis*	Shipping Limited
Rotterdam	Mar. 22–Apr. 8	*Marchdale*	March Shipping
Rotterdam	April 5–15	*Mont Clair*	Montreal Shipping
Rotterdam Amsterdam	March 12–20	**Beckenham*	Cunard White Star
Philippines—			
Manila	Mar. 30–Apr. 10	*Lakeside*	March Shipping
Manila	Early April	*A Ship*	McLean Kennedy

Departures from Saint John—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Poland—			
Gdansk	Mar. 22–Apr. 8	*Marchdale*	March Shipping
Gdansk	April 5–15	*Mont Clair*	Montreal Shipping
Singapore	Mar. 30–Apr. 10	*Lakeside*	March Shipping
Trieste	March 15–25	*Mont Gaspe*	Montreal Shipping
	April 2–15	*Mont Sorrel*	Montreal Shipping
United Kingdom—			
Avonmouth	March 11–19	*Dorelian*	Cunard White Star
Avonmouth	March 14–17	*Deed*	Furness Withy
Avonmouth	March 31	*Gloucester City*	Furness Withy
Glasgow	March 18–24	*Salacia*	Cunard White Star
Hull	March 18–22	*Consuelo*	McLean Kennedy
Liverpool	March 25–31	**Fort Ticonderoga*	Cunard White Star
Liverpool	April 1–6	*Beaverford*	Canadian Pacific
Liverpool	April 19	*Beaverburn*	Canadian Pacific
London	March 19	*Beaverlake*	Canadian Pacific
London	March 24–31	*Hillcrest Park*	Cunard White Star
London	April 14	*Beaverdell*	Canadian Pacific
London	April 18	*Beaverglen*	Canadian Pacific
Manchester	March 17–20	*Manchester City*	Furness Withy
Manchester	March 24–27	*Manchester Regiment*	Furness Withy
Manchester	April 10	*Manchester Trader*	Furness Withy
Manchester	April 17	*Manchester Port*	Furness Withy
Newcastle	March 26–30	*Cairnvalona*	Furness Withy

Departures from Montreal

Destination	Loading Date	Vessel	Operator or Agent
China—			
Shanghai	April 30	*City of Chester*	McLean Kennedy
Hong Kong	April 30	*City of Chester*	McLean Kennedy
Philippines—			
Manila	April 30	*City of Chester*	McLean Kennedy
United Kingdom—			
Liverpool	May 14	*Beaverford*	Canadian Pacific
Liverpool	May 24	*Empress of Canada*	Canadian Pacific
Liverpool	May 24	*Beaverburn*	Canadian Pacific
London	April 27	*Beaverlake*	Canadian Pacific
London	May 23	*Beaverdell*	Canadian Pacific

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town Port Elizabeth East London Durban	Mar. 26–Apr. 10	*Lake Kamloops*	North Pacific Shipping

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires........	Late March	*Hardanger*	Empire Shipping
Australia—			
Sydney............ } Melbourne......... } Adelaide.......... }	April 8 April	*Kookaburra* *A Ship*	Empire Shipping Empire Shipping
Melbourne........ } Sydney............ }	March 20	*Wairuna*	Canadian Australasian
Sydney............	Mid-April	*Suva*	W. R. Carpenter
Sydney............	May	*Rabaul*	W. R. Carpenter
Melbourne..........	Early May	*Lautoka*	W. R. Carpenter
Chile—			
Arica.............. } Antofogasta........ }	April 15–17	*Santa Rita*	C. Gardner Johnson
China—			
Shanghai...........	March 7–19	*Turan*	Anglo Canadian Shipping.
Shanghai.......... } Tsingtao........... } Taku Bar.......... }	March 28 Early May	*Mangarella* *Vingnes*	Empire Shipping Empire Shipping
Shanghai.......... } Tsingtao........... }	April	*A Ship*	Empire Shipping
Ecuador—			
Guayaquil..........	April 15–17	*Santa Rita*	C. Gardner Johnson
Egypt—			
Alexandria..........	April 2	*Papachristidies Vassilios*	Empire Shipping
Greece—			
Pireaus............	April 2	*Papachristidies Vassilios*	Empire Shipping
Italy—			
Genoa.............	Mar. 27–Apr. 11	*Lake Pennask*	Anglo Canadian Shipping
Genoa.............	April 2	*Papachristidies Vassilios*	Empire Shipping
New Zealand—			
Auckland.......... } Wellington......... }	March 20 Mid-April	*Wairuna* *Suva*	Canadian Australasian Canadian Australasian
Palestine—			
Haifa..............	April 2	*Papachristidies Vassilios*	Empire Shipping
Peru—			
Callao............. } Pisco.............. }	April 15–17	*Santa Rita*	C. Gardner Johnson
Philippines—			
Manila.............	Early May	*Vingnes*	Empire Shipping
United Kingdom—			
Avonmouth.........	April 7–24	*Lake Minnewanka*	Empire Shipping
Bristol............	April 7–24	*Lake Minnewanka*	Empire Shipping
Cardiff............	Late March	*Empire Guinevere*	Furness Pacific
Cardiff............	April 7–24	*Lake Minnewanka*	Empire Shipping
Liverpool..........	Late March	*Pacific Shipper*	Furness Pacific
London............	March 5–21	*Lake Okanagan*	Empire Shipping
London............	Late March	*Empire Guinevere*	Furness Pacific
London............	Late March	*Pacific Shipper*	Furness Pacific
Manchester.........	Late March	*Pacific Shipper*	Furness Pacific
Swansea...........	April 7–24	*Lake Minnewanka*	Empire Shipping

Foreign Trade Service Abroad

Cable address:—*Canadian*, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

Australia

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 44 Queen Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Palace Hotel. Address for letters: Boîte Postale 373.

Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—Maurice Bélanger, Commercial Secretary, Canadian Embassy, Ed. Metrópole, Avenida Presidente Wilson, 165. Address for letters: Caixa Postal 2164.

Chile

Santiago—J. L. Mutter, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.

Territory includes Bolivia.

China

Shanghai—L. M. Cosgrave, Commercial Counsellor for Canada, 27 The Bund.

Colombia

Bogotá—M. T. Stewart, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—R. G. C. Smith, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—R. Campbell Smith, Acting Canadian Government Trade Commissioner, 22 Shari Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes the Sudan Palestine, Cyprus, Iraq, Syria and Iran.

France

Paris—Yves Lamontagne, Commercial Secretary, Canadian Embassy, 3 rue Scribe.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

Paris—J. H. Tremblay, Commercial Secretary (Agricultural Specialist), Canadian Embassy, 3 rue Scribe.

Territory includes Belgium, the Netherlands and Denmark.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Queen Vassilissis Sophias Street.

Territory includes Turkey.

Guatemala

Guatemala City—C. B. Birkett, Canadian Government Trade Commissioner, Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

Bombay—Richard Grew, Canadian Government Trade Commissioner, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. Priestman, Canadian Government Trade Commissioner, 66 Upper O'Connell Street.

Belfast—H. L. E. Priestman, Canadian Government Trade Commissioner, 36 Victoria Square.

Italy

Rome—J. P. Manion, Canadian Commercial Representative, Casella Postale 475.

Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. Palmer, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Malayan Union

Singapore—Paul Sykes, Canadian Government Trade Commissioner, Room D-2, Union Building.

Territory includes Singapore, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Foreign Trade Service Abroad

Mexico

Mexico City—D. S. Cole, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. Langley, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—J. C. Britton, Commercial Secretary for Canada, Circular Road.

New Zealand

Wellington—P. V. McLane, Commercial Secretary for Canada, Post Office Box 1660.
Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MacDonald, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.
Territory includes Denmark.

Peru

Lima—W. G. Stark, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.
Territory includes Ecuador.

Portugal

Lisbon—L. S. Glass, Canadian Government Trade Commissioner, Rua Rodrigo da Fonseca 103.
Territory includes the Azores and Madeira, Spain, Spanish, Morocco, the Canary Islands and Gibraltar.

South Africa

Cape Town—S. V. Allen, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Johannesburg—J. H. English, Commercial Counsellor for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.
Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.
Cable address, Cantracom.

Sweden

Stockholm—F. H. Palmer, Canadian Government Trade Commissioner, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Trinidad

Port-of-Spain—T. G. Major, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

United Kingdom

London—A. E. Bryan, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. Bower, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

London—W. B. Gornall, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.
Cable address, Canfrucom.

London—Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.
Cable address, Agrilson.

London—R. D. Roe, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.
Cable address, Timcom, London.

Liverpool—M. J. Vechsler, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—G. B. Johnson, Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Ireland.
Cable address, Cantracom.

United States

Chicago—J. M. Boyer, Canadian Government Trade Commissioner, Suite 1607, 188 West Randolph Street.

Los Angeles—V. E. Duclos, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

New York City—J. A. Strong, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.
Territory includes Bermuda.
Cable address, Cantracom.

Washington—H. A. Scott, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Venezuela

Caracas—C. S. Bissett, Canadian Government Trade Commissioner, Canadian Consulate General, Edificio America. Address for letters: 8° Piso. Esq. Veroes.
Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Mar. 3	Nominal Quotations Mar. 10
Argentina	Peso	Off.	·2977	·2977
		Free	·2440	·2435
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Empire	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5714	·5714
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
Eire	Pound	....	4·0300	4·0300
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0073
France and French North Africa	Franc	....	·0084	·0084
French Empire—African	Franc	....	·0142	·0142
French Pacific Possessions	Franc	....	·0201	·0201
Haiti	Gourde	....	·2000	·2000
Hong Kong	Dollar	....	·2518	·2518
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Iraq	Dinar	....	4·0300	4·0300
Italy	Lira	....	·0044	·0044
Jamaica	Pound	....	4·0300	4·0300
Mexico	Peso	....	·2059	·2059
Netherlands	Florin	....	·3769	·3769
Netherlands East Indies	Florin	....	·3769	·3769
Netherlands West Indies	Florin	....	·5302	·5302
New Zealand	Pound	....	3.2402	3·2402
Norway	Krone	....	·2015	·2015
Palestine	Pound	....	4·0300	4·0300
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·5000	·5000
Portugal	Escudo	....	·0403	·0403
Siam	Baht	....	·1000	·1000
Spain	Peseta	....	·0916	·0916
Straits Settlements	Dollar	....	·4701	·4701
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2325	·2325
Turkey	Piastre	....	·0035	·0035
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5629	·5629
Venezuela	Bolivar	....	·2985	·2985