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In This Issue

Brisk Trade of Bahamas Mainly Result of Tourist Industry	546
Radium and Relief Supplies for Poland and Czechoslovakia	548
New Zealand Salt Production may meet Domestic Requirements	549
Dutch Fish Canning Industry re-established during War	552
Distribution of Italian Trade fairly widespread Last Year	555
Trade Balance with United States and Great Britain seen in Tables	562
Canadian Imports, by Countries (January, 1947)	564
Canadian Trade With British South Africa, 1939-46	570
External Commodity Trade of Canada, 1939-46	570
French Transportation Facilities improved During Past Year	572
"Canol" Project For Sale	579

Regular Features

Commodity Comments	580
Foreign Commercial Representatives in Canada	589
Foreign Exchange Quotations	596
Foreign Industrial Fairs in 1947	554
Foreign Trade Enquiries	581
Foreign Trade Service Abroad	594
Foreign Trade Service—Head Office Directory	591
Postal Information	582
Trade and Tariff Regulations	582
Transportation	583
Departures from Halifax	583
Departures from Saint John	584
Departures from Montreal	586
Departures from Vancouver-New Westminster	587

COVER SUBJECT—"Two-way trade is essential to the standard of living of every country", is the message portrayed by this panel of an exhibit provided by Canada for the Royal Easter Show, which opens on Monday in Sydney, Australia. These countries exchange many products; raw sugar, wool, raisins, currants, raw hides and rabbit skins, being imported by Canada, which ships newsprint, automotive parts, cotton and rayon fabrics, lumber, canned fish and machinery to the Commonwealth.

Brisk Trade of Bahamas Mainly Result of Tourist Industry

Accommodation at a premium—Inaugurate improved transportation facilities—Supply situation improved—Agriculture maintained on limited scale—Sponge industry disorganized—Imports increased from £1,326,463 in 1942 to £1,806,019 in 1945, while exports have risen from £228,351 to £376,657 in same period.

By M. B. Palmer, Canadian Trade Commissioner

KINGSTON, March 5, 1947.—Trade in the Bahamas has been extremely brisk during the past season, due in large measure to the tourist industry. February was the most successful month in years. Hotels, rooming houses and private homes were filled to capacity and accommodation is still at a premium. The Eastern Steamship Company inaugurated a weekly service from New York to Nassau on February 27 with the S.S. *Yarmouth*, and will maintain this until April, thereby prolonging the season. Pan-American Airways, Inc., are providing ample facilities, operating at present seven flights daily from Miami, Fla. The West India Fruit and Steamship Company operates a freight and passenger service with the S.S. *North Shore* from Palm Beach, via Havana. The Seaways Steamships, Limited, have a ten-day passenger service between Jacksonville, Nassau, Haiti and Havana, while the Canadian National Steamships maintain a fortnightly freight service out of Halifax to Bermuda, the Bahamas and Jamaica.

Supply Situation Easing Gradually

Some merchandise, particularly hardware and building materials, is still rather difficult to obtain in quantities, but the situation is easing gradually. Food stocks are in good supply. In spite of all control efforts, the cost of living continues to slowly advance. Real estate has been very active, several business properties changing hands at record prices. Purchasers in the majority of cases are from the United Kingdom. A heavy building program has been mapped out and some building is in progress. Operations are retarded by the shortage of supplies. House rentals are high and the supply cannot meet the demand. Money is circulating freely and commercial obligations are well provided for. Some 600 to 700 labourers returned during the month from the United States, due to partial crop failures in Florida, but the labour situation generally is quiet and is causing no immediate concern.

Agricultural Operations on Limited Scale

Two private enterprises on the island of Eleuthera are actively engaged in farming and stock and poultry raising with investments of very sizeable proportions. There is quite a large herd of pure-bred cattle from which Nassau is supplied with milk, eggs and poultry. There is also a smaller project at Whale Cay producing fresh vegetables. Apart from these projects, operations are confined to the growing of tomatoes and a limited quantity of sisal, bananas, citrus fruits and vegetables. The Government is making every effort to establish a peasant industry, but progress is very slow. While vegetable and fruit crops are gradually increasing, production is still far below local requirements. In the majority of the out-islands, the land is not suitable for agriculture.

Large Tomato Crop But Price Low

Exports of tomatoes for the year 1945 totalled 113,000 bushels with a value of £83,447 or double the previous year's output. In 1946, acreage was increased slightly. Harvesting is now practically completed and totals approximately 150,000 lugs. Owing to low prices, due to large crops in Texas and Mexico, it is estimated the crop was worth only £58,000. The total output is shipped to Canada. Sisal exports in 1945 totalled only 4,691 cwt., valued at £10,055. There has been little activity in this commodity and the market is dull.

Sponge Beds Reopened to Commercial Fishing

After a lapse of seven years the sponge beds, with the exception of certain restricted areas near Andros, were reopened to commercial fishing in October, 1946. While sponge in certain localities is reported to be fairly plentiful, the industry is in a stage of complete disorganization and considerable time will be required for its rehabilitation. The fishing fleet has disintegrated, labourers formerly engaged in that work are now employed in agriculture in America, and merchants show little inclination to outfit the sponger.

Exports of Salt and Lumber Increase

Production of salt by evaporation on the island of Inagua is being maintained. Owing to improved shipping conditions, stocks are now beginning to move. Exports for the year 1945 totalled 938,000 bushels with a value of £28,659 as compared with 324,000 bushels, valued at £12,277 in 1944.

Lumber operations continue at Grand Bahamas by the Abaco Lumber Company, Limited, purchased in 1946 by an American who is introducing reforms and improvements. A fair quality of yellow pine is produced with a ready local market and steady demand from Cuba and Jamaica. The industry should expand. Exports for 1945 totalled 1,796,000 feet, with a value of £25,293, as against 153,000 feet, valued at £1,774 in 1944.

Other minor industries are cascarilla bark, tortoise shell and coconut straw work. Interest and the demand for these goods has declined, with exports only about one-third of those in 1943. Exports of all fish, principally crawfish, fresh and canned, amounted to £89,243 in 1944 as compared with £73,152 in the previous year.

Little Progress Made in Silk Worm Industry

The British Caribbean Silk Company, Limited, continues in the experimental raising of silk worms, but so far have not made a great deal of headway. Approximately 800,000 mulberry cuttings have been planted on experimental plots in the Bahamas, the purpose being to sell these trees and worms to the peasant farmer from whom the resultant silk cocoons will be purchased for sale to the manufacturer. While a profitable peasant industry could be developed, the scheme apparently has not found much favour with local farmers. Efforts are being made to interest other West Indian colonies, using the Bahamas as a pilot plant to furnish mulberry cuttings and supervision service.

Large Area Set Aside for Oil Exploration Work

An area of 55,000 square miles, mostly under water, has been set aside by the Government for oil prospecting and exploration work. Six foreign companies, in addition to two local syndicates, have received allocations. Geological and graphysical surveys and general exploration

work are being carried on by these companies, and one is now engaged in drilling a well at Andros. Drilling machinery for another company reached the Colony from London some time ago, and it is expected they will commence operations shortly. The outcome is problematical, but operations are putting a good deal of new money into circulation.

Value of Trade Has Increased in Past Five Years

No itemized trade statistics have been published for the Bahamas since 1942, but the value totals for the four years, including 1945 (the last available), are as follows:

	1942	1943	1944	1945
Imports	£1,326,463	£1,525,624	£1,735,899	£1,806,019
Exports	228,351	372,315	299,682	376,657

Imports into the Bahamas consist chiefly of: wines; spirits; tobaccos; foodstuffs; boots and shoes; wearing apparel; oils; lumber; building supplies and hardware; while exports are comprised entirely of: tomatoes; fish, canned and fresh; lumber; coconut straw work; salt; sisal; bark and shell.

The principal countries of origin and destination during 1945 were:

Imports		Exports	
Country	Value	Country	Value
United States	£911,538	United States	£233,040
Canada	642,744	Canada	97,700
United Kingdom	156,565	United Kingdom	10,390
Other, foreign	33,192	Cuba	20,326

Radium and Relief Supplies for Poland And Czechoslovakia Being Shipped

China, the Ukraine and Yugoslavia will also benefit from purchase of radium and accessories valued at \$1,000,000—Nearly 2,000,000 pounds of canned horse meat being loaded next week.

CHINA, Czechoslovakia, Poland, the Ukraine and Yugoslavia will shortly receive radium produced in Canada, made available through contributions from this country to the United Nations Relief and Rehabilitation Administration. The Canadian Commercial Corporation recently purchased from the Eldorado Mining and Refining (1944), Limited, a few grams of this metal and its salts valued at \$1,000,000, and is forwarding the first consignment to Gdansk aboard the S.S. *Marchdale*, which is due to sail from Saint John, N.B., on April 8. The Madame Curie Cancer Institute, in Warsaw, will receive radium and accessories valued at \$90,000, while the quantity made available for distribution in Czechoslovakia is valued at \$223,100. Total exports of radium and salts in 1946 had a value of \$356,679, of which the larger proportion went to Great Britain, with smaller amounts being shipped to the United States, Jamaica, British India, Australia, Columbia and Newfoundland.

Horse Meat and Other Relief Supplies Shipped

The S.S. *Marchdale* will load additional relief supplies for Czechoslovakia and Poland, consisting of horse meat packed in gravy, agricultural implements, electric motors, lathes, linseed oil, a mine hoist, motor trucks and spare parts, penicillin equipment and pharmaceuticals. The fol-

lowing distribution will be made of these supplies, amounting to a total of 2,509,298 pounds:

	Czechoslovakia (Pounds)	Poland
Agricultural implements	2,900	86
Electric motors	12,000	42,000
Horse meat (canned)	1,500,000	323,856
Lathes .....	.....	31,440
Linseed oil	250,000	.....
Mine hoist .....	.....	45,000
Motor trucks and spares	70,000	55,000
Penicillin equipment	26,000	37,000
Pharmaceuticals .....	.....	114,016

Arrangements have not yet been completed for shipping the balance of the radium and accessories recently purchased by UNRRA, payment for which is being made from the contribution of \$154,000,000 by Canada to that organization for the relief and rehabilitation of stricken peoples within its sphere of operations.

New Zealand Salt Production May Meet Domestic Requirements

Operations at Lake Grassmere will soon result in commercial production on large scale—To evaporate sea water by use of settling, concentration and crystallizing ponds—Project, covering 1,300 acres when completed, will produce more than present domestic requirements.

By M. R. Dale, Assistant Commercial Secretary for Canada

WELLINGTON, March 12, 1947.—According to recent announcements, New Zealand may soon be in a position to produce sufficient salt to meet her domestic requirements. Operations began in 1943 at Lake Grassmere, near Blenheim in the South Island, and the company's reports indicate that it will soon be in a position to undertake commercial production on a large scale.

The salt is to be obtained by what is known as the solar method, which means that it is produced by the evaporation of sea water. Under this method, which is in use in various parts of the world, sea water is admitted into large ponds and is passed through a series of them until, by process of evaporation under the influence of wind and sun, deposits of salt remain.

Series of Ponds Involved in Process

The process begins with the large storage or "settling ponds". A certain amount of evaporation takes place here, but the purpose of these ponds is mainly to allow suspended material to settle out. From these ponds the water is pumped to a higher level, from which it flows through the rest of the system by gravity.

After the "settling ponds" come the "concentration ponds," where the brine is allowed to remain until it is practically a saturated solution of sodium chloride, or salt. In these ponds, also, most of the calcium sulphate in the sea water is deposited, hence they are sometimes known as the "lime ponds."

Next come the "crystallizing ponds," where the salt crystals separate as the evaporation continues, and finally five to eight inches of salt may remain on the bottom. From here it is harvested by hand or machinery and stacked in large piles, from which it is taken to storage piles for further purification.

One inch of sea water over an acre of ground contains 100 tons of fresh water and $3\frac{1}{2}$ tons of chemicals. Of these chemicals, common salt comprises $2\frac{3}{4}$ tons, Epsom and Glauber's salts about 12 cwt., and lime sulphate and carbonate of lime about 4 cwt. There is in addition, a small quantity of other chemicals such as iodine, bromide and other mineral salts.

Location Climatically Suitable

Lake Grassmere is climatically suitable for this enterprise because rainfall is low and evaporation, because of high winds and warm sunshine, is much above the average. The lake has an area of about 3,700 acres.

For the first complete year for which meteorological records were kept—up to February 12, 1947—rainfall was 23 inches, which was above normal, and evaporation was $51\frac{1}{2}$ inches, a net of $28\frac{1}{2}$ inches.

Estimated Annual Harvest

Net evaporation at Blenheim is 22 inches and, to be on the conservative side, the operating company has used this as a basis for some of its estimates. This would be equivalent to 61.6 tons of salt an acre and, as the company's ponds will in the beginning cover 1,300 acres, the annual harvest of salt should be approximately 80,000 tons. This, however, is a theoretical figure, and would be obtained only if the evaporation processes were perfectly timed. If a conservative 60 per cent of the possible production were obtained, the annual harvest of 48,000 tons from this area checks with figures for operations in other parts of the world.

On this basis it is estimated that salt from the works will in due course require 3,500 "L" railway wagons a year, or 14 a day, to transport it to its various destinations. Incidentally the South Island main trunk line skirts the lake.

Production Will Meet Domestic Requirements

The plans as first approved were for the development of 1,300 acres, this area being sufficient in a normal season to produce more than New Zealand's present requirements of salt. When the operations begin, it is proposed to enclose a much larger part of the lake's area for use as a settling pond before the salt water is transferred to the crystallizing ponds.

At present, however, the undertaking comprises two series of concentration ponds, each series covering about 500 acres. The first ponds cover 100 acres, and the size gradually reduces to about 20 acres as the brine moves toward the crystallizing ponds.

Construction of the ponds is carried out by building banks of clay to retain the water. The ponds have an inlet and an outlet gate and, except at one point where the brine has to be pumped to a higher series of ponds, the water flows from one to another by gravity.

With the lake-bed only a few inches below mean high-tide level, most of the great amount of sea water required for evaporation must be pumped into the ponds.

A large concrete cylinder, weighing 170 tons, has been sunk 20 feet below ground level at the edge of the beach, both to provide a silt chamber and to house the large pumps. A discharge pipe, 14 chains long, connects this with the ponds, and a specially designed intake culvert is being made to connect the chamber with the sea. Two electrically-driven pumps, together capable of pumping 500,000 gallons of water an hour, have been made in Christchurch, and the intake works have been designed to allow for expansion of the project by provision for doubling the pumping capacity.



Production of salt by the solar process in New Zealand is illustrated by this air photo. The various ponds used in this method are clearly shown. At the top of the picture can be seen the source of the salt water, the Pacific Ocean.

Progress Slow But Steady

Since work began in 1943, progress has been slow but steady. Wartime shortages of materials retarded operations, and weather in the first winter was exceptionally bad. However, part of the system is now nearing completion, and water will shortly be flowing into the first series of ponds.

Industry Will Have Impact on Salt Imports

The impact of this new industry on New Zealand imports of salt and on the chemical industry in New Zealand is noteworthy. New Zealand's normal annual imports of salt are about 50,000 tons, of which nearly 40,000 tons are of course grade supplied to meat works and other industrial concerns, with the balance used for human consumption. Salt imports come from Britain and Australia, with smaller amounts from Canada. Freight alone runs from two to three times as much as the f.o.b. cost of salt in Britain, Canada, or the United States. Thus, the company points out, by far the greatest cost of salt in New Zealand to-day is the freight cost.

Greatest industrial consumers of salt in New Zealand are meat works, fellmongeries, butchers, and the dairy industry. Large quantities are also required for salt licks for sheep and cattle. Two of the main by-products from salt are chlorine and caustic soda, which are obtained from the electrolytic decomposition of brine.

Canada Receives Shipments of Malayan Rubber in January

Singapore, February 28, 1947.—(FTS)—According to Malayan rubber statistics, 8,236 long tons of sheet and crepe rubber and 30 long tons of latex rubber were shipped to Canada in January.

Dutch Fish Canning Industry Re-established During War

Relatively unimportant until revived in 1940—Scarcity of foodstuffs, wartime demand and firm price enabled fish processors to re-establish on sound footing—Fish Inspection Board to improve quality of tinned fish for export markets—Producers rely on exports to absorb increasing production.

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

(One kilo equals 2·2 pounds; prior to May, 1940, one guilder or florin equalled approximately Can.\$0·67; the present rate of exchange is about \$0·38)

THE HAGUE, February 15, 1947.—Netherlanders have been engaged in fishing for many centuries.* But the fish-canning industry was relatively unimportant in Holland until a few years before the outbreak of the second world war. This does not mean that no attempts had been made previously to establish such an industry to take care of domestic demands and for exports. The first steps were taken shortly after 1919, in a period that was very favourable for such an undertaking, in view of the world food shortages existing at that time. However, foreign competition, both at home and abroad, could not be withstood; the industry began to decline and eventually ceased to operate almost completely.

Fish Canning Revived in 1940.

A few years prior to 1940 attempts were again made to re-establish this branch of industry, but again foreign competition, both in the domestic and foreign markets, made progress difficult, and it is probable the venture would have failed if war had not broken out, cutting off foreign supplies and removing competition from abroad. As it turned out, the scarcity of foodstuffs, wartime demand and price firmness enabled the fish processors to re-establish the fish-canning industry on a sound footing and maintain almost total plant production.

The fish-preserving industry—comprising some 45 factories, 14 of which handle mussels only—is connected largely with the sea fisheries, the plants being scattered along the coasts and in the western part of the country, where it is easy for sea-going fishermen to deliver their catches of cod, haddock, herrings and sealachs (a type of salmon). In addition, fresh-water fish, such as pike, carp, eels, as well as a small quantity of imported fish, largely salmon, are processed.

Production Increased in Wartime

Fish-preserving plants are largely under the control of old-established wholesale firms dealing in fresh and salted fish and of smoking plants, but recently the industry was invaded by firms processing meat and vegetables.

The value of merchandise marketed during the two prewar years, 1938 and 1939, and the first four years of the occupation, 1940 to 1943,

*In the 14th Century a method of preserving herring, through gutting and pickling, was invented by Willem Beukelszoon, of the town of Biervliet (The Netherlands), which was instrumental in the development of an important export trade with the Baltics, especially Russia.

the only periods for which complete returns are available, were as follows: 1938, 500,000 florins; 1939, 573,000; 1940, 1,474,000; 1941, 5,000,000; 1942, 4,954,000; and 1943, 4,788,000 florins.

Exports in 1946 Estimated at Million Florins

From the foregoing figures it is apparent that, in the period prior to the outbreak of war, sales were small and that they reached a high level during the war. Although later details are not available, it may be assumed that after September, 1944, when fishing was on a restricted scale, due to the destruction of scores of trawlers by the Germans, production declined, but that, when the fishing fleets in 1946 resumed their activities more or less on their former scale, the 1943 level of output was reached and possibly exceeded.

In 1938, exports amounted to 544,061 kilos valued at 222,423 florins, while in 1939 a quantity of 479,997 kilos valued at 129,468 florins was sent abroad. The principal countries of destination were the Netherlands East Indies, Switzerland, Belgian Congo, Curaçao and Belgium. During the war there were no exports, but the domestic wartime demand offered a maximum outlet. In 1946, however, foreign shipments were resumed and, although no definite figures are available as yet, it may be assumed that the total value of exports amounted to approximately 1,000,000 florins.

Producers Dependent on Foreign Markets

With respect to future prospects of the industry, it is obvious that the supply position in relation to the domestic demand will be modified by the country's improved food position, especially as, now that the fishing fleets have been rehabilitated and are putting to sea regularly, the Dutch people are able to purchase increasing quantities of fresh, smoked and pickled fish throughout most of the year, so that the need for canned fish is limited to the period during which the catches of fresh fish are not available.

This does not apply, of course, to the more expensive types of processed fish, for which there is a regular demand. The country's fishery resources are large, and the canning industry is well established, so it will, therefore, be necessary for producers to rely mainly upon external markets as outlets for their increasing production.

Fish Inspection Board Established

The Netherlands industry is not in a position to produce canned sardines or Canadian-type tinned salmon, but processing plants include in their products hermetically sealed tinned herrings in oil, mayonnaise or tomato sauce; herrings in different sauces; mackerel; sealachs; eels; and fish paste of various kinds.

In 1945 a Fish Inspection Board was established for the purpose of improving the quality of the products of the fish-preserving industry and preventing the export of inferior tinned fish. The Board has power to inspect all plants, and fish cannot be canned without the approval of this body. Export shipments are inspected and do not leave the country without the certificate of the Board.

Shipment of Canadian Grain for Britain

Close to 100,000 bushels of Canadian grain moved out of Saint John on March 20, bound for Britain, in the Canadian Pacific's cargo passenger liner *Beaverburn*. Included in the 10,248 tons of cargo were: eggs, 650 tons; onions, 300 tons, and flour, 100 tons.

Foreign Industrial Fairs in 1947

AUSTRALIA

Sydney—Royal Agricultural Society Easter Show (Industrial Exhibits)—March 31-April 9.

Victoria—Royal Agricultural Society Show—September 18-27.

Adelaide—Royal Agricultural and Horticultural Society of South Australia Inc.—September 4-11.

Perth—Royal Show of the Royal Agricultural Society of Western Australia—October 6-10.

BELGIAN CONGO

French Equatorial Africa, Brazzaville—An exhibition of French products. (Authorities glad to include Canadian exhibits.)—Date not set. Apply to: Service des Affaires Economiques, Brazzaville, French Equatorial Africa.

BELGIUM

Brussels—International Commercial Fair held in "Palais du Centenaire"—April 26-May 11. Apply to: Brussels International Fair, 200 rue Marie Christine, Brussels.

Brussels—Salons de l'Alimentation (foodstuffs fair), held in "Palais du Centenaire"—October 4-19. Apply to: 10 Place de Brouchere, Brussels.

FRANCE

Lyon—Foire de Lyon—April 12-21. Apply to: rue Menestrier, Lyon.

Paris—International Trade Fair—May 10-26. Apply to: 13 rue Notre Dame des Victoires, Paris (2).

Lille—Foire de Lille—June 7-21. Apply to: 69 rue Faidherbe, Lille.

Bordeaux—Foire de Bordeaux—June 15-30. Apply to: Palais de la Bourse, Bordeaux.

IRELAND

Dublin—Spring Show and Industries Fair—May 6-10. Apply to: Royal Dublin Society, Balls Bridge, Dublin.

ITALY

Milan—Milan Fair—April 12-27.

YUGOSLAVIA

Zagreb—International Fair—May 31-June 9.

NETHERLANDS

The Hague—Aviation Fair—April.

Utrecht—Royal Netherlands Industries Fair (Autumn Fair)—September 8-18. Apply to: Secretariat, Koninklijke Nederlandsche Jaarbeurs, Utrecht, Holland.

NEWFOUNDLAND

Corner Brook—The West Coast Agricultural and Industrial Fair—September 5-7.

PORTUGAL

Lisbon—International Trade and Samples Fair—May 1-September 30. Apply to: Miss R. E. Prince-Bishop, Rua Garrett 74, Lisbon.

SOUTH AFRICA

Johannesburg—Witwatersrand Agricultural Show (held at Milner Park)—March 31-April 7. Apply to: Secretary, Witwatersrand Agricultural Society, Johannesburg, South Africa.

Cape Town—Exhibition of Catering Equipment (International Tea Bureau, Johannesburg)—June. Subsequent shows at Johannesburg, Durban, Port Elizabeth and East London. Apply to: Commissioner, Tea Bureau, 703 S. A. Mutual Buildings, Commissioner St., Johannesburg.

SWITZERLAND

Basle—International Fur and Leather Fair—April 10-17. Apply to: Alltransport Incorporated, 6 State Street, New York City 4, N. Y.

SWEDEN

Stockholm—St. Erick's Fair—August 23-September 7.

UNITED STATES

Detroit—Michigan Aircraft Show—May 24-June 1.

UNITED KINGDOM

London—British Industries Fair—May 5-16. Apply to: British Trade Commissioner.

London—Industrial Wales—All Wales and Monmouthshire Exhibition—August 28-September 13. Apply to: Exhibition Manager, 3 Castle St., Cardiff.

Brighton—Sussex Industries Exhibition—September 12-27. Apply to: Sussex Engineers and Manufacturers Association, 3 Marlborough Place, Brighton 1.

Distribution of Italian Trade Fairly Extensive Last Year

Statistics indicate notable development—May replace Japan and Germany in colonial markets—Few products required by economy—Most bulk items supplied by UNRRA—Textile shipments almost half total value of exports—Essential goods obtained by compensation agreements.

By J. P. Manion, Canadian Commercial Representative in Italy

ROME, March 5, 1947.—The maximum possible dollar value of Italian foreign trade during the first ten months of 1946 may be arrived at if a value of 100 lire to the dollar is applied for conversion purposes. If this is done, value of imports is \$753,733,710 and value of exports, \$446,669,040. If a value of 225 lire is given to the dollar, imports and exports were 125 per cent lower in dollar value. UNRRA, in its statistical survey, claims that imports were \$753 million, but that exports were \$200 million, thereby applying a dual yardstick. Their comment, however, is: "Value figures must not be taken as exact; their purpose is to indicate the order of magnitude." This phrase applies to the present report.

The Central Statistical Institute of the Italian Government commenced to publish trade statistics as from June, 1946. Previously, records were maintained by the Allied Commission for Italy, and later by UNRRA, in collaboration with Italian authorities. There has, therefore, been little

continuity in statistical method, and it would be practically impossible to review 1946 trade in relation to the development of such trade since the complete liberation of Italy in 1945. For this reason, it is considered better not to attempt comparisons, and to limit the present review to the development of trade during the first 10 months of 1946, the only period for which statistics are presently available.

UNRRA Main Supplier of Bulk Commodities

Of total imports, UNRRA supplied the largest tonnage, amounting to about 7,000,000 tons out of a total of 8,244,000 tons. The main categories were: coal, 4,207,715 tons; petroleum products, 1,183,000 tons; and cereals, 960,000 tons. UNRRA, therefore, provided most of the bulk commodities, leading to private or government channels the purchase of many of the other essential commodities.

Distribution by countries of Italian trade is already fairly widespread, as may be seen from the following table. Countries are enumerated in the order of their total trade, both import and export.

Italian Imports and Exports, by Countries

	(January-October, 1946)			
	Imports into Italy		Exports from Italy	
	Metric tons	1,000 lire	Metric tons	1,000 lire
United States	6,336,231	43,394,050	65,138	8,669,408
Switzerland	116,602*			
United Kingdom	58,253	2,964,115	139,379	5,619,329
	247,262	2,098,122	104,553	6,342,198
	910*			
Egypt	36,734	3,140,652	10,785	2,106,501
Sweden	94,895	2,025,975	24,477	1,999,613
France	35,356	886,401	90,292	2,539,417
Union of South Africa	128,353	1,144,405	7,509	1,829,831
Brazil	37,947	2,494,362	9,766	437,924
Argentina	55,280	1,085,152	14,117	1,272,339
Belgium	13,945	514,335	47,237	1,762,914
Austria	53,797	617,989	41,101	1,413,473
Norway	21,669	320,240	53,168	1,170,267
Denmark	12,506	483,432	9,509	1,358,193
Czechoslovakia	23,247	816,545	35,093	632,648
British India	1,588	90,158	7,926	1,282,597
Germany	92,163	349,799	10,037	535,904
Palestine	938	106,019	7,594	711,832
Australia	5,830	470,656	1,127	250,108
Tunisia	283,706	704,957	2,050	5,515
Turkey	12,691	291,629	2,728	402,873
Netherlands	43,434	354,011	3,674	301,403
Spain	3,203	223,048	7,559	369,919
Yugoslavia	44,116	334,475	25,289	183,922
British West Africa	1,330	367,626	376	76,131
French Indo-China	46	12,217	499	314,644
Syria	274	20,652	558	275,103
Canada	5,650	66,418	5,891	178,475
	11,261*			
All other countries	101,469	1,699,013	36,261	2,607,199
Allied imports, surplus, etc.	464,534	7,796,918	726	17,224
Total	8,216,447	75,373,371	764,419	44,666,904
	128,773*			

* The value of the tonnages thus marked has not been determined, and hence does not form part of the total as shown in the values column. This only affects imports, presumably certain of those destined either for UNRRA or for the Allied forces in the area.

Methods of collecting import and export data have been exceedingly lax, and the above table can be no more than indicative. For instance, many imports from Canada seem to have been credited to the United States; if Canadian export values are used, Canada should be in ninth place in the above table in value of total trade, and in fifth or sixth place as regards imports into Italy.

Striking Development of Trade Indicated

Nevertheless, the table shows a striking development of trade. As far as imports are concerned, the major sources are: the United States, with about 57 per cent of total trade; Egypt (mostly for raw cotton), Switzerland, Brazil, the United Kingdom and Sweden. Exports, however, are much more revealing of the general recovery. There are 13 countries which received more than 1,000 million lire worth of Italian goods. All the Western European countries have taken large amounts of Italian goods, and trade with the Middle East—Egypt, Palestine, Turkey—has been very extensive.

May Replace Japan in Colonial Markets

There is evidence that Italy may be able to enter colonial markets in place of Japan. Trade with Syria, British West Africa, India, Tunisia, French Indo-China, is well developed. A reduction in Italian prices would do much to confirm Italy's dominant interest in colonial trade, mostly in cotton and rayon goods, and the cheaper type of knickknack or incentive goods which find a ready place in native bazaars.

Imports into Italy by Principal Commodities

	(January-October, 1946) ?	
	Metric tons	1,000 lire
Coal	4,720,092	14,138,301
Wheat	1,183,406	12,802,641
Cotton	139,526	10,711,558
Wool	53,682	5,711,111
Mineral oil	769,272	3,394,426
Milk, canned, etc.	58,378	2,167,758
Flour	159,118	2,094,908
Wood pulp for paper	92,690	1,801,817
Fish products	35,367	1,801,175
Motor vehicles or parts (number)	10,162	1,626,556
Sugar	59,789	1,244,492
Rubber and manufactures	11,395	1,199,538
Meats and meat products	21,931	1,156,814
Oils and fats	23,464	1,082,348
Coffee	12,691	1,061,352
Dried pulses	33,684	844,172
Phosphates	286,643	723,855
Other cereals	61,339	662,382
Wool manufactures	2,000	655,992
Potatoes	63,397	620,630
Live cattle (number)	10,384	565,900
Iron and steel	72,329	542,974
Paper	10,060	518,964
Fertilizers (other than phosphates)	69,187	501,418
Machines and machine tools	3,036	397,199
Copper and manufactures	24,343	317,561
Eggs, powdered	933	310,793
Lumber	42,727	292,456
All other products	314,295	6,424,280
Total imports	8,345,320	75,373,371

This table indicates the relatively small number of products required by the Italian economy. The three items of fuel (coal and mineral oils), cotton and cereals, represent 58.5 per cent of all Italian imports during the first 10 months of 1946. If wool is added, the four items combine to account for two-thirds of all imports. In volume, coal accounted for more than half the total tonnage.

Opportunities Exist for Increased Trade with Canada

A large proportion of Italy's import trade, therefore, is restricted to certain very specific sources of supply, such products as cotton, coal and mineral oils being available from only a few countries. Even in this period when trade is so much restricted by lack of foreign exchange, there is a

considerable diversity in the essential imports which Italy requires, and many opportunities exist for an extension of Italy's relations with Canada.

Although the table of imports by main commodities covers more than 90 per cent of imports, the "other products" not separately listed amount to a relatively important total which includes nearly all the manufactured goods imported into the country. The list is too varied to give any specific examples, but includes various types of machinery, instruments, utensils, apparatus, metal manufactures, carbon, graphite, tobacco, soap, pharmaceutical products, paints, colours and varnishes, rags, cinema films, etc.

From the point of view of Canada, it is important to note the position in Italian import trade of wheat and other cereals, dairy products, wood-pulps, fish products, rubber goods, potatoes, paper, machines and machine tools, copper products and lumber. For the moment, these products come from countries where credits are available or compensation agreements have been made. In a free market, Canada should be able to obtain a greater share of total imports than at present.

Exports from Italy, by Principal Commodities

	(January-October, 1946)	
	Metric tons	1,000 lire
Rayon textiles and manufactures	10,436	7,105,173
Raw silk	1,449	5,291,535
Dried fruit	26,571	2,811,916
Cotton textiles and manufactures	5,982	2,706,561
Wines and spirits (hectolitres)	267,459	2,216,952
Fresh fruit (other than citrus)	80,569	1,881,112
Rayon yarn and waste	5,428	1,839,569
Silk tissues and manufactures	843	1,746,802
Citrus fruit	55,644	1,645,380
Hemp, flax and manufactures	16,433	1,569,680
Wool and manufactures	2,809	1,114,013
Essential oils	665	1,080,269
Machines and tools	6,088	1,056,847
Cotton yarn	3,691	776,257
Vegetables, fresh and prepared (other than tomatoes) ..	32,720	760,363
Tomatoes and preparations	21,524	518,165
Seeds (excluding oil seeds)	2,342	529,155
Hats and berets (number)	3,540,447	500,211
Accordions (number)	29,113	491,285
Raw furs	1,477	478,785
Lumber	8,542	478,264
Iron and steel manufactures	11,375	409,455
Haberdashery, toys and dolls	1,045	372,280
Wood manufactures	13,400	335,259
Hair and skins for hair	2,687	332,373
Marble and alabaster	48,822	320,386
Organic chemicals	2,227	259,599
Mercury	725	224,268
Garths and stones	38,534	224,058
Iron and manganese ores	111,078	217,858
Olive oil	1,322	150,791
Tartaric acid, etc.	3,596	143,043
Motor vehicles (number)	1,394	142,064
Other metallic minerals	24,877	133,332
Inorganic chemicals	15,062	131,819
Feathers	468	125,750
Fruit juices and extracts	3,999	123,635
Locomotives and railway equipment	532	121,244
Porcelain ware	4,446	120,951
Sulphur	9,429	115,539
Zinc and manufactures	3,681	111,475
Calculating machines	97	107,629
Chestnuts	3,519	107,228
Matches	1,523	105,847
Buttons	230	105,295
Broom corn	3,112	103,069
All other products .....	....	3,424,363
Total exports .....	....	44,666,904

Textiles Main Export Group

The total of all textile items exported (including raw silk) equals almost half the total value of all exports. Fruit and vegetables are the next most important category, accounting for over 25 per cent of exports, if all derivatives (such as wines and essential oils) are included, and to about 15 per cent otherwise.

There are other products, however, which are of considerable and increasing importance. It is probable that the Italian chemical, glass and porcelain industries will develop very rapidly, due to the total absence of German competition and the diminishing importance of Czechoslovakian production. The iron and steel industries are suffering from material shortages, and consequently their exports are less than usual, but some increase in the export of electrical equipment, ships, precision instruments and certain types of machinery and tools may be anticipated. The textile industry itself is suffering not only from a shortage of fuel and raw materials, but from an almost total withdrawal of its natural market in the Balkan states.

Italian Products Have Penetrated World Markets

In view of the general situation of the country, the necessity of finding new outlets and new directions for export trade, the lack of fuel, and shortage of raw materials, the performance in export markets during 1946 is very creditable. This has partially been due to the shortages of certain materials, particularly textiles, on world markets, and was largely assisted by the Italian policy of compensation agreements with European countries. On the other hand, Italian products have penetrated world markets despite excessively high prices, and it seems apparent that stabilization of the internal economy will do much to counterbalance the bad effects of an ultimate withdrawal of artificial stimuli.

Future Prospects for Italian Exports

Italy is in a very good position to take over much of Japan's prewar trade in colonial goods, including cheaper textiles. It has a chemical, metallurgical and electrical industry, geared to assume some of the world demand which formerly existed for German products. Prospects for the expansion of Italian export trade should not be discounted because of immediate financial difficulties and internal dislocations.

Imports into Italy from Canada

	(January-October, 1946)	
	Metric tons	1,000 lire
Wheat	5,601	61,612
Oats .....	.....	.....
Nickel	11,261*	.....
Other products	35	4,160
	.....	646
Total .....	.....	66,418

*Value of this tonnage has not yet been determined.

Italian Trade with Canada

Preliminary Canadian exports statistics for the whole year 1946 show exports to Italy worth \$20,387,069. At the lowest exchange rate, exports would total 2,038,706,900 lire, exclusive of freight and insurance, which would normally be included in import value. Main items exported to Italy in 1946 were: oats, \$3,479,000; wheat, \$1,344,000; flour, \$4,130,000; canned fish, \$2,117,000; canned meats, \$2,297,000; donations and gifts, \$2,809,000; nickel, fine, \$877,000; aluminum bars, \$380,000; and crude rubber, \$539,000.

Canadian UNRRA Shipments Credited to United States

The only assumption which may be made is that all shipments for UNRRA account have been credited to the United States, with the exception of the few direct shipments mentioned. Since certificates of origin presumably are not required on UNRRA shipments, any vessels sailing from United States ports have necessarily been credited to the United States if UNRRA has not made the necessary rectifications in the records. Investigations are being carried on both with UNRRA and the Italian customs authorities, and it may be possible to include any required rectifications in the year-end figures which will not be published before April.

Exports from Italy to Canada

	(January-October, 1946)	
	Metric tons	1,000 lire
Dried fruit	1,374	67,819
Broom corn	839	19,358
Fresh fruit	495	17,835
Organic chemicals	65	9,332
Hemp, linen and manufactures	38	8,950
Marble and alabaster	1,035	8,576
Other earths and stones	1,577	5,897
Haberdashery, toys, dolls	10	5,773
Porcelain and earthenware	33	4,226
Tartaric acid, musts, etc.	200	3,688
Raw hair	13	3,227
Mercury	12	2,635
Hats and berets (number)	41,676	2,493
Accordions (number)	270	2,323
Rayon textiles	2	1,741
Braids of straws, bark, straw, etc.	4	1,708
Silk textiles .....	....	1,434
Prepared fruit and vegetables	11	1,397
Other products .....	....	10,063
Total .....	....	178,475

Some Italian specialties, such as leather gloves, other leather goods, glassware, wines and vermouths, essential oils and olive oil were imported in small quantities.

Compensation Agreements Necessary to Procure Essential Goods

Although clearing agreements according to the prewar formula are no longer tolerated, Italy, in common with many European nations, has been obliged to enter into a series of compensation agreements with other countries, in order to procure essential goods which would otherwise be unavailable because of a shortage of foreign exchange. For example, Italy requires a minimum of 12,000,000 tons of foreign coal per year. In order to obtain this coal, she will be obliged to arrange for imports of those quantities which the United States and Great Britain cannot supply. The natural tendency will be to do this by means of compensation agreements with such countries as South Africa, Belgium, Poland, and Czechoslovakia. For pulp and paper, Sweden may agree to accept textile materials. An exchange of tobacco against other goods might be possible with Turkey, cotton against other goods with Egypt. The effect of this policy may be judged by an examination of the agreements at present in force.

There are agreements in existence with Belgium, the Netherlands, France, Denmark, Sweden, Czechoslovakia, Poland and Hungary. The agreements generally attempt to establish lists of commodities required in each country from the other, and simplify procedure (generally eliminating import and export licences), in order to permit greater freedom of exchange within the quantitative limits set out in each agreement. It is to be noted

that the agreements are for maximum amounts of goods which are considered to balance in value, but there is nothing binding about the amounts involved.

Products Covered by Agreements of Interest to Canada

Taking at random certain products of interest to Canada, it is found that Italy is committed to buy a maximum of 1,000 tons of potatoes from Poland, 5,000 tons from Hungary, 500 tons from Sweden, 70,000,000 korunas from Czechoslovakia, 65,000 tons from the Netherlands. Engagements with respect to fish products cover imports valued at 50,000,000 francs from Belgium, 100,000,000 lire from France, 1,000,000 krona from Sweden, and 300 tons and 1,250,000 florins from the Netherlands. Agricultural implement imports are bound to the extent of 5,000,000 francs from Belgium, 50,000,000 lire from France, and 1,300,000 krona from Sweden (of which 1,200,000 krona are for cream separators). Copper is affected to the extent of a 25,000-ton commitment towards Belgium; woodpulp, 117,000 tons from Sweden; pharmaceutical products, 1,500,000 krona from the same country.

Restrictive to Free Interchange of Goods

These are given merely as examples, and by no means cover more than a fraction of the engagements entered into with various other European countries. It will be seen, however, that the cumulative effect of such accords is restrictive of free interchange on a competitive basis. The only way, however, in which the influence of such agreements on world trade may be reduced is by supplying the debtor countries of Europe with sufficient foreign exchange to deal on free markets. The two ways of doing this are by purchasing enough goods to provide them with means of payment, or by extending credits.

Five Separate Markets in Guatemala Territory

C. B. Birkett, Canadian Trade Commissioner at Guatemala City, directs the attention of exporters interested in Central America to the fact that there are five separate markets in his territory: Guatemala, Costa Rica, El Salvador, Honduras and Nicaragua, each supporting its own set of importers and agents. In acquainting these importers with inquiries received from Canada, it is very difficult to do so when only one set of pamphlets, or samples, is forwarded. Such material should be sent in quintuplicate.

In the matter of samples, it would be better if none were sent until some contact is made with a prospective importer. The practice of sending them to the trade commissioner means that he has to clear them through customs on a "franquicia". Apart from the trouble and time involved, this is not looked upon with favour by customs authorities, as all samples entering Guatemala for private individuals require duty to be paid at the same rate as ordinary merchandise.

Large Shipment of Potatoes for the United Kingdom

More than 2,600 tons of potatoes were shipped from Saint John aboard the *Beaverlake*, which sailed for London recently. The potatoes are consigned to the British Ministry of Food. Another large parcel of food aboard is 2,700 tons of bacon and 450 tons of lard. The liner is carrying 8,750 tons of cargo.

Trade Balance With United States And Great Britain Seen in Tables

New bulletins issued by Dominion Bureau of Statistics to illustrate more clearly postwar trends—Reference made to numerous “invisible” transactions—Table of imports reveals source by geographical areas.

CANADA'S balance of trade with the United States and Great Britain is the subject of two new tables prepared by the Dominion Bureau of Statistics, supplementing the single set of figures that formerly portrayed the overall picture. Prior to the war, when a surplus of one currency could be used to meet deficits of another, the single balance of trade table provided an indication of Canada's international position. At the present time, the bulk of Canadian surplus on commodity account in transactions with the United Kingdom, some European countries and with China is met from the proceeds of Canadian loans. This can no longer be used to offset the deficit arising from trade with the United States, Latin America and several other countries.

Increase in Monthly Average Balance with United States

The average monthly deficit in Canada's balance of trade with the United States between 1935 and 1939 was slightly in excess of \$7,000,000, though this figure rose to \$12,000,000 for the months of 1938. The heavy demands of war industry accounted for the high monthly deficit during the early part of 1942. While these demands continued fairly constant until 1945, the Hyde Park Agreement stimulated a flow of exports from Canada to the United States that reduced the deficit substantially. By 1945, imports and exports were approximately in balance, imports having declined materially from the previous year.

With the resurgence of Canadian consumer demand in 1946, the picture changed rapidly, however, and the monthly deficit showed an increasing upward trend throughout the year. The average monthly deficit for last November, December and January was \$58,000,000, which is slightly more than eight times the average during the 1935-39 period.

Great Britain and United States Furnish 85 Per Cent of Imports

These two new tables do not, of course, furnish all the information concerning the Canadian balance of international payments, although 85 per cent of Canada's imports flow in from the United States and Great Britain and 65 per cent of her exports are directed to those two countries. The balance with other lands must also be taken into consideration. Transactions, classed as “invisible”, on non-commodity account, are also of importance. These include transfers of gold, tourist expenditures, interest and dividend payments, freight and shipping charges, and miscellaneous receipts or payments for goods and services. These comprise magazine subscriptions, moving picture royalties, personal, immigrant and religious remittances, commercial and financial services, earnings of non-residents in Canada and Canadian residents abroad, etc. More detailed information concerning such transactions may be obtained from “The Canadian Balance of International Payments, 1926-1945”, recently published by the Dominion Bureau of Statistics.

Balance of Trade with the United Kingdom (excluding Gold)

	1935-39	1938	1942	1943	1944	1945	1946	1947
January.....	+ 17.7	+ 24.8	+ 32.4	+ 34.1	+ 88.2	+ 74.5	+ 31.2	+ 36.3
February.....	+ 14.6	+ 18.7	+ 46.7	+ 42.7	+ 72.0	+ 61.4	+ 24.9	.....
March.....	+ 15.6	+ 16.4	+ 50.9	+ 53.0	+100.7	+101.5	+ 36.2	.....
April.....	+ 9.1	+ 9.6	+ 43.3	+ 77.0	+ 93.0	+ 98.9	+ 19.8	.....
May.....	+ 17.7	+ 16.2	+ 81.0	+ 83.9	+127.3	+101.1	+ 36.2	.....
June.....	+ 18.3	+ 16.6	+ 57.1	+ 96.1	+118.6	+ 81.3	+ 7.3	.....
July.....	+ 19.4	+ 16.3	+ 47.5	+111.0	+ 99.3	+ 72.2	+ 18.6	.....
August.....	+ 20.0	+ 16.5	+ 44.2	+101.4	+ 85.7	+ 56.8	+ 57.5	.....
September.....	+ 20.3	+ 19.0	+ 38.4	+ 68.0	+ 87.7	+ 49.2	+ 42.4	.....
October.....	+ 27.5	+ 24.6	+ 42.9	+ 60.3	+ 94.9	+ 44.8	+ 32.1	.....
November.....	+ 28.4	+ 24.8	+ 58.3	+ 93.7	+ 91.3	+ 37.7	+ 43.3	.....
December.....	+ 22.1	+ 18.6	+ 44.0	+ 81.0	+ 68.7	+ 51.6	+ 47.8	.....
Total.....	+230.8	+222.1	+586.8	+902.3	+1,127.5	+830.9	+397.4	.....

Balance of Trade with the United States (excluding Gold)

	1935-39	1938	1942	1943	1944	1945	1946	1947
January.....	- 5.9	- 11.3	- 48.5	- 12.8	- 18.3	- 15.0	- 33.2	- 56.0
February.....	- 7.5	- 13.8	- 40.9	- 12.0	- 22.7	+ 1.9	- 27.1	.....
March.....	- 10.3	- 19.5	- 49.2	- 30.9	- 19.4	+ 1.7	- 32.4	.....
April.....	- 8.4	- 12.8	- 47.9	- 41.9	+ 9.0	+ 10.1	- 41.9	.....
May.....	- 11.0	- 19.5	- 46.7	- 33.8	+ 6.8	+ 15.0	- 39.9	.....
June.....	- 10.5	- 16.5	- 56.9	- 28.7	- 9.0	+ 3.8	- 38.5	.....
July.....	- 6.6	- 12.4	- 39.6	- 27.3	- 23.3	+ 1.5	- 35.9	.....
August.....	- 4.5	- 9.4	- 33.8	- 32.3	- 50.4	+ 18.2	- 45.6	.....
September.....	- 5.9	- 8.9	- 22.5	- 17.6	- 23.0	- 2.3	- 44.7	.....
October.....	- 8.0	- 9.7	- 30.3	- 20.4	+ 5.2	- 9.9	- 39.4	.....
November.....	- 7.7	- 8.6	- 22.5	- 20.4	+ 6.4	- 0.1	- 58.1	.....
December.....	- 0.7	- 3.7	+ 30.7	+ 21.2	+ 25.9	+ 0.1	- 60.1	.....
Total.....	- 87.0	-146.0	-408.1	-257.0	-112.7	+ 25.0	-496.7	.....

Revised Import Bulletin Makes Appearance

Reference was made in the March 15 issue of *Foreign Trade* to the revised trade bulletins issued by the Dominion Bureau of Statistics, and that pertaining to exports was reproduced in its entirety. The revised "import" bulletin and the summary bulletin of monthly trade data have now made their appearance. The latter, which has also undergone considerable revision, contains tables relating to imports, exports, total trade, gold shipments and duty collected, which have been expanded to show monthly totals for the 1935-39 average, 1938, and for 1942-47 inclusive. Additional historical material in these tables should assist readers to appreciate more readily fluctuations in Canadian trade over the last decade.

Canadian Imports, by Commodity Groups

MAIN GROUPS	January			January-December	
	1938	1946	1947	1945	1946
	(Millions of Dollars)				
Agricultural and Vegetable Products.....	8.2	25.0	24.0	235.6	310.8
Animals and Animal Products.....	1.9	5.5	6.5	46.6	64.2
Fibres, Textiles and Textile Products.....	8.0	20.7	32.9	196.8	264.1
Wood, Wood Products and Paper.....	2.5	4.8	6.5	49.8	69.6
Iron and Products.....	12.8	31.9	48.8	384.5	491.1
Non-Ferrous Metals and Products.....	3.3	8.6	9.7	99.1	120.3
Non-Metallic Minerals and Products.....	7.7	22.8	26.6	265.4	332.6
Chemicals and Allied Products.....	2.1	7.3	7.9	79.7	92.9
Miscellaneous Commodities.....	3.2	13.7	10.9	228.3	181.7
Total Imports.....	49.7	140.3	173.8	1,585.8	1,927.3

Canadian Imports, by Geographic Areas

GEOGRAPHIC AREAS	January			January-December	
	1938	1946	1947	1945	1946
	(Millions of Dollars)				
<i>British Countries</i>					
United Kingdom and Europe.....	8.9	20.1*	14.3*	140.5*	201.5*
America.....	0.8	1.7	1.9	45.6	43.7
Africa.....	0.4	1.2	0.8	20.4	21.8
Asia.....	1.9	4.8	2.1	36.7	38.2
Oceania.....	0.9	1.9	1.2	28.5	35.3
Total British Countries.....	12.9	29.7	20.3	271.7	340.5
<i>Foreign Countries</i>					
United States and Possessions.....	32.4	97.4	136.8	1,202.6	1,406.3
Latin America.....	0.8	9.4	9.1	86.6	125.6
Europe.....	2.8	2.2	3.7	18.5	39.6
Other Foreign.....	0.8	1.6	3.9	6.4	15.3
Total Foreign Countries.....	36.8	110.6	153.5	1,314.1	1,586.8
TOTAL IMPORTS FOR CONSUMPTION.....	49.7	140.3	173.8	1,585.8	1,927.3

Canadian Imports, by Countries

Countries	January			January-December	
	1938	1946	1947	1945	1946
	(Thousands of Dollars)				
BRITISH COUNTRIES					
Europe:					
United Kingdom.....	8,864	20,068*	14,257*	140,517*	201,433*
Ire.....			1	9	53
Gibraltar.....					
Malta.....		7	3	21	56
Total Europe.....	8,864	20,075	14,261	140,547	201,542
America:					
Newfoundland.....	158	333	209	16,600	9,268
Bermuda.....	1	3	2	94	122
Barbados.....	43	104	419	5,466	5,548
Jamaica.....	138	1,006	536	9,273	10,484
Trinidad and Tobago.....	34	73	569	3,101	4,136
Bahamas.....			121		
Leeward and Windward Islands.....	64	97	22	857	788
British Honduras.....	1	66	1	450	1,221
British Guiana.....	327	29	57	9,338	12,187
Falkland Islands.....				424	
Total America.....	766	1,711	1,936	45,603	43,754
Africa:					
Northern Rhodesia.....					
Union of South Africa.....	210	1,052	300	8,433	7,892
Other British South Africa.....					
Southern Rhodesia.....		7	5	542	93
Gambia.....					
Gold Coast.....		55	36	6,367	5,381
Nigeria.....	15	73		3,422	4,772
Sierra Leone.....			3	9	
Other British West Africa.....					
British Sudan.....	1			67	53
British East Africa.....	206	15	432	1,539	3,603
Total Africa.....	432	1,202	776	20,379	21,794

Canadian Imports, by Countries—Continued

Countries	January			January-December	
	1938	1946	1947	1945	1946
BRITISH COUNTRIES—Continued					
(Thousands of Dollars)					
Asia:					
India.....	807	4,339	1,775	30,568	27,877
Burma.....	9				1
Ceylon.....	247	434	194	5,683	3,745
Aden.....	1			2	
British Malaya.....	757		4		5,871
Other British East Indies.....	10				
Hong Kong.....	96		93		163
Palestine.....	4	53	1	415	500
Total Asia.....	1,931	4,826	2,067	36,668	38,157
Oceania:					
Australia.....	562	714	617	17,180	19,754
New Zealand.....	236	583	607	9,276	11,956
Fiji.....	162	638	2	1,607	3,123
Other Oceania.....				409	420
Total Oceania.....	960	1,935	1,226	28,472	35,253
TOTAL BRITISH COUNTRIES.....	12,956	29,748	20,268	271,668	340,500
FOREIGN COUNTRIES					
United States and Possessions:					
United States.....	32,330	97,404	136,606	1,202,418	1,405,297
Alaska.....	9	4	69	113	389
American Virgin Islands.....			2		32
Guam.....					50
Hawaii.....	7	1	166	7	346
Puerto Rico.....		3	9	51	198
Total United States and Possessions.....	32,346	97,412	136,851	1,202,589	1,406,312
Latin America:					
Argentina.....	175	542	2,253	7,333	14,372
Bolivia.....	2			25	32
Brazil.....	45	1,412	734	7,601	14,018
Chile.....		46	22	562	424
Colombia.....	75	1,198	788	11,678	9,708
Costa Rica.....		44	2	594	1,546
Cuba.....	23	1,211	934	7,512	13,228
Ecuador.....	1	8	13	1,964	157
Guatemala.....	6	107	71	1,779	2,928
Haiti.....		156	23	514	778
Honduras.....		710	857	8,017	15,573
Mexico.....	32	1,415	873	13,508	14,610
Nicaragua.....				1	29
Panama.....		1		34	38
Paraguay.....	9		52	241	264
Peru.....	442	2	84	149	847
Salvador.....		34		1,502	2,428
San Domingo.....		878	166	6,201	7,127
Uruguay.....		7	105	95	618
Venezuela.....		1,595	2,085	17,267	26,886
Total Latin America.....	810	9,366	9,062	86,577	125,611
Europe:					
Albania.....					
Austria.....	20				
Belgium.....	379	113	417	380	4,429
Bulgaria.....					
Czechoslovakia.....	222		391		964
Denmark.....	8	2	13	6	157
Estonia.....	4				
Finland.....	3		2		23
France.....	315	88	504	273	4,610
Germany.....	671	2		2	11
Greece.....	3	2	20	2	64
Hungary.....	17				
Iceland.....				31	8

Canadian Imports, by Countries—Concluded

Countries	January			January-December	
	1938	1946	1947	1945	1946
FOREIGN COUNTRIES—Continued					
(Thousands of Dollars)					
Europe—Con.					
Italy.....	193		379	1	2,704
Latvia.....					
Lithuania.....					
Netherlands.....	153	11	325	401	2,497
Norway.....	41	14	16	641	836
Poland.....	7				1
Portugal.....	10	108	168	1,658	2,188
Azores and Maderia.....	13	6	64	63	241
Roumania.....	2				1
Soviet Union.....	3	256	6	1,747	1,519
Spain.....	110	534	231	4,353	4,484
Sweden.....	211	259	306	1,093	3,681
Switzerland.....	369	838	845	7,863	11,149
Yugoslavia.....	4				2
Total Europe.....	2,758	2,233	3,687	18,514	39,571
Other Foreign Countries:					
Abyssinia.....		1	9	2	1
Afghanistan.....		341		2,079	1,587
Belgian Congo.....		44	112	333	664
China.....	147	18	268		2,321
Greenland.....		7		271	271
Egypt.....	58	33	16	213	252
French Africa.....		72	103	308	353
French East Indies.....	48				
French Guiana.....					
French Oceania.....		1		44	22
French West Indies.....		3		94	3
Madagascar.....		13		119	123
St. Pierre and Miquelon.....	5			11	7
Iraq.....	23	815	599	974	1,489
Tripoli.....					
Other Italian Africa.....				1	4
Japan.....	435				3
Korea.....					
Liberia.....				12	60
Morocco.....	3	3		111	18
Netherlands East Indies.....	22	2	2	18	57
Netherlands Guiana.....					59
Netherlands West Indies.....			11	830	3,186
Iran.....	2	44	12	406	274
Philippine Islands.....	82		975		2,058
Portuguese Africa.....		81	25	306	510
Portuguese Asia.....					
Siam.....					12
Canary Islands.....	1				
Spanish Africa.....					
Syria.....	4	2	4	19	71
Turkey.....	16	73	1,774	277	1,880
Total Other Foreign Countries.....	846	1,553	3,910	6,428	15,285
TOTAL FOREIGN COUNTRIES.....	36,764	110,561	153,514	1,314,107	1,586,779
TOTAL IMPORTS.....	49,720	140,309	173,782	1,585,775	1,927,279

* Canadian goods returned, mainly military equipment, formed a significant portion of imports from United Kingdom in 1945 and 1946. In January 1946 they amounted to \$7.2 millions, and for the calendar years 1945 and 1946 to \$18.8 and \$60.3 millions respectively. They are of negligible proportions in the month under review, and may be disregarded in future 1947 calculations.

Monthly Summary of Foreign Trade, January, 1947

Imports (excluding Gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	44.6	49.7	142.1	127.3	126.4	129.7	140.3	173.8
February.....	42.9	47.0	119.6	114.4	138.4	112.4	117.0	
March.....	59.1	65.1	144.9	146.1	150.8	132.5	139.9	
April.....	45.3	48.9	142.1	150.7	137.5	133.8	160.8	
May.....	66.1	67.1	147.5	154.4	159.0	143.8	164.2	
June.....	60.5	58.9	146.5	146.8	152.5	146.5	157.7	
July.....	57.6	55.8	139.3	150.9	148.5	138.7	161.6	
August.....	57.9	57.0	131.9	149.1	157.3	128.1	163.2	
September.....	59.6	56.4	126.3	137.3	159.7	122.3	156.1	
October.....	68.6	63.9	140.2	162.9	160.1	134.4	186.4	
November.....	70.1	63.3	126.2	160.3	141.6	142.4	198.2	
December.....	52.2	44.3	137.6	134.9	127.2	121.2	181.9	
Total.....	684.6	677.5	1,644.2	1,735.1	1,758.9	1,585.8	1,927.3	173.8

Domestic Exports (excluding Gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	62.8	70.3	150.5	177.3	242.0	230.5	189.1	208.6
February.....	57.4	59.6	166.5	167.7	227.2	236.4	153.1	
March.....	71.1	73.3	175.5	205.2	282.7	301.2	178.4	
April.....	48.5	50.9	168.3	227.7	282.9	312.3	178.5	
May.....	75.6	67.0	234.2	250.6	368.4	315.2	197.0	
June.....	73.3	66.0	203.0	249.2	343.2	322.8	166.7	
July.....	74.4	66.2	197.3	303.6	278.7	282.7	188.7	
August.....	77.1	69.1	176.5	292.9	257.0	295.0	242.7	
September.....	76.8	72.2	206.1	244.9	264.6	220.8	169.8	
October.....	91.3	88.2	211.9	259.8	314.0	227.9	204.2	
November.....	95.0	86.0	204.8	289.9	312.5	238.6	232.2	
December.....	81.3	68.9	269.2	302.6	266.9	234.8	211.9	
Total.....	884.5	837.6	2,363.8	2,971.5	3,440.0	3,218.3	2,312.2	208.6

Foreign Trade (excluding Gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	108.3	121.2	294.4	305.8	372.4	363.5	331.7	384.3
February.....	101.1	107.4	287.8	283.9	367.6	352.7	271.7	
March.....	131.1	139.3	321.8	352.7	440.7	439.5	319.9	
April.....	94.6	100.4	312.1	379.8	424.2	451.9	341.0	
May.....	142.8	135.0	383.2	407.7	529.9	462.6	363.0	
June.....	134.9	125.8	351.2	397.9	498.5	473.6	326.4	
July.....	133.1	123.1	338.5	457.4	430.2	424.7	352.9	
August.....	136.1	126.9	309.7	444.2	416.5	428.8	409.2	
September.....	137.4	129.5	333.9	384.6	427.1	347.2	328.0	
October.....	161.0	153.2	353.2	425.8	478.5	367.3	393.0	
November.....	166.4	150.1	335.2	453.7	459.1	383.7	433.3	
December.....	134.8	114.1	408.8	442.8	397.4	357.6	396.2	
Total.....	1,581.6	1,526.1	4,029.7	4,736.4	5,242.0	4,853.2	4,266.4	384.3

Monthly Summary of Foreign Trade, January, 1947—Continued

Balance of Trade with all Countries (excluding Gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	+ 19.0	+ 21.8	+ 10.2	+ 51.2	+ 119.6	+ 104.2	+ 51.0	+36.7
February.....	+ 15.3	+ 13.5	+ 48.6	+ 55.1	+ 90.9	+ 128.0	+ 37.7	.....
March.....	+ 13.0	+ 9.2	+ 32.1	+ 60.5	+ 139.2	+ 174.5	+ 40.0	.....
April.....	+ 4.0	+ 2.6	+ 27.9	+ 78.4	+ 149.2	+ 184.3	+ 19.5	.....
May.....	+ 10.6	+ .8	+ 88.2	+ 98.9	+ 211.8	+ 174.9	+ 34.6	.....
June.....	+ 13.8	+ 7.9	+ 58.2	+ 104.4	+ 193.5	+ 180.7	+ 11.1	.....
July.....	+ 17.9	+ 11.4	+ 59.8	+ 155.6	+ 133.3	+ 147.4	+ 29.6	.....
August.....	+ 20.3	+ 12.9	+ 45.9	+ 146.0	+ 101.9	+ 172.5	+ 82.8	.....
September.....	+ 18.3	+ 16.7	+ 81.2	+ 110.1	+ 107.6	+ 102.7	+ 15.8	.....
October.....	+ 23.8	+ 25.3	+ 72.8	+ 100.0	+ 158.4	+ 98.5	+ 20.2	.....
November.....	+ 26.2	+ 23.5	+ 82.8	+ 133.1	+ 175.9	+ 98.8	+ 37.0	.....
December.....	+ 30.3	+ 25.6	+ 133.7	+ 173.1	+ 142.9	+ 115.2	+ 32.4	.....
Total.....	+ 212.5	+ 171.2	+ 741.2	+1,266.3	+1,724.2	+1,681.6	+ 411.9	+36.7

Net Exports of Non-Monetary Gold

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	10.0	11.0	15.1	13.9	9.4	8.7	9.3	9.0
February.....	9.4	11.2	16.6	12.8	8.1	8.4	9.5	.....
March.....	11.6	17.6	16.1	12.8	12.9	10.2	10.0	.....
April.....	8.4	9.3	14.1	13.5	9.3	6.8	7.2	.....
May.....	9.8	14.3	15.5	12.5	9.4	10.2	10.0	.....
June.....	10.7	11.5	16.8	12.2	10.9	4.7	7.7	.....
July.....	9.2	11.5	16.3	10.0	6.6	8.0	6.6	.....
August.....	9.7	16.6	13.1	10.2	10.0	8.5	7.5	.....
September.....	10.9	15.1	15.0	11.8	8.7	6.8	6.8	.....
October.....	12.6	15.5	19.3	11.3	8.4	7.7	8.5	.....
November.....	11.2	15.3	12.6	8.8	10.1	9.8	6.0	.....
December.....	10.9	11.6	13.9	12.2	5.9	6.2	6.7	.....
Total.....	124.4	160.5	184.4	142.0	109.7	96.0	95.8	9.0

Duty Collected

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	6.5	7.0	14.4	10.0	14.0	13.2	16.2	22.5
February.....	6.4	6.7	11.8	9.4	15.1	12.2	13.2	.....
March.....	8.7	9.4	13.5	12.4	16.1	16.2	18.1	.....
April.....	6.5	6.6	13.3	14.5	14.3	14.2	17.6	.....
May.....	8.5	8.5	13.9	16.2	16.3	14.1	17.0	.....
June.....	7.8	7.8	13.2	16.0	14.8	14.5	17.8	.....
July.....	7.4	7.3	13.0	15.3	13.3	13.6	17.6	.....
August.....	7.6	7.6	12.2	16.3	16.0	12.8	18.5	.....
September.....	8.4	7.7	12.4	14.6	15.4	13.5	20.6	.....
October.....	9.4	8.5	12.8	18.2	15.5	14.3	22.3	.....
November.....	9.2	8.4	12.8	17.1	14.0	14.2	25.1	.....
December.....	8.1	6.7	10.8	13.6	13.1	15.5	25.1	.....
Total.....	94.5	92.3	154.0	173.5	177.9	168.2	229.2	22.5

Monthly Summary of Foreign Trade, January, 1947—Concluded

Trade of Canada, Month of January

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
	(Millions of Dollars)							
Imports.....	44.6	49.7	142.1	127.3	126.4	129.7	140.3	173.6
Domestic Exports....	62.8	70.3	150.5	177.3	242.0	230.5	189.1	208.8
Foreign Exports.....	0.9	1.2	1.8	1.2	4.0	3.4	2.3	1.8
Total Trade.....	108.3	121.2	294.4	305.8	372.4	363.5	331.7	384.3
Balance of Trade.....	+ 19.0	+ 21.8	+ 10.2	+ 51.2	+ 119.6	+ 104.2	+ 51.0	+36.7
Balance of Trade United Kingdom.....	+ 17.7	+ 24.8	+ 32.4	+ 34.1	+ 88.2	+ 74.5	+ 31.2	+ 36.3
Balance of Trade United States.....	- 5.9	- 11.3	- 48.5	- 12.8	- 18.3	- 15.0	- 33.2	-56.0
Net exports, Gold....	10.0	11.0	15.1	13.9	9.4	8.7	9.3	9.0
Duty Collected.....	6.5	7.0	14.4	10.0	14.0	13.2	16.2	22.5

External Trade Publications Issued

External trade publications, containing a wealth of detailed information of value to exporters and importers, are issued by the Dominion Bureau of Statistics. As some of the original bulletins have been revised, a list of those presently available is set forth below as a service to readers:

- Annual—Volume I—"Summary and Analytical Tables". Price, \$2.00.
- Volume II—"Exports of Commodities, by Countries", for three years. Price, \$2.00.
- Volume III—"Imports of Commodities, by Countries", for three years. Price, \$2.00.
- (Three reports above may be obtained for \$5.00.)

- Quarterly—"Exports—Countries by Commodity". Price, \$0.25.
- "Imports—Countries by Commodity". Price, \$0.25.

- Monthly—"Exports—Commodities by Country". Price, \$0.25.
- "Imports—Commodities by Country". Price, \$0.25.
- "Summary Tables of Foreign Trade". Price, \$0.10.
- "Export Bulletin"—Monthly totals by Countries and selected Commodities. Price, \$0.20.
- "Import Bulletin"—Monthly totals by Countries and selected Commodities. Price, \$0.20.

The complete set of publications listed above may be obtained, on application to the Dominion Statistician, for \$10.00.

"The Canadian Balance of International Payments, 1926-1945", which is issued annually, may be obtained for \$0.25.

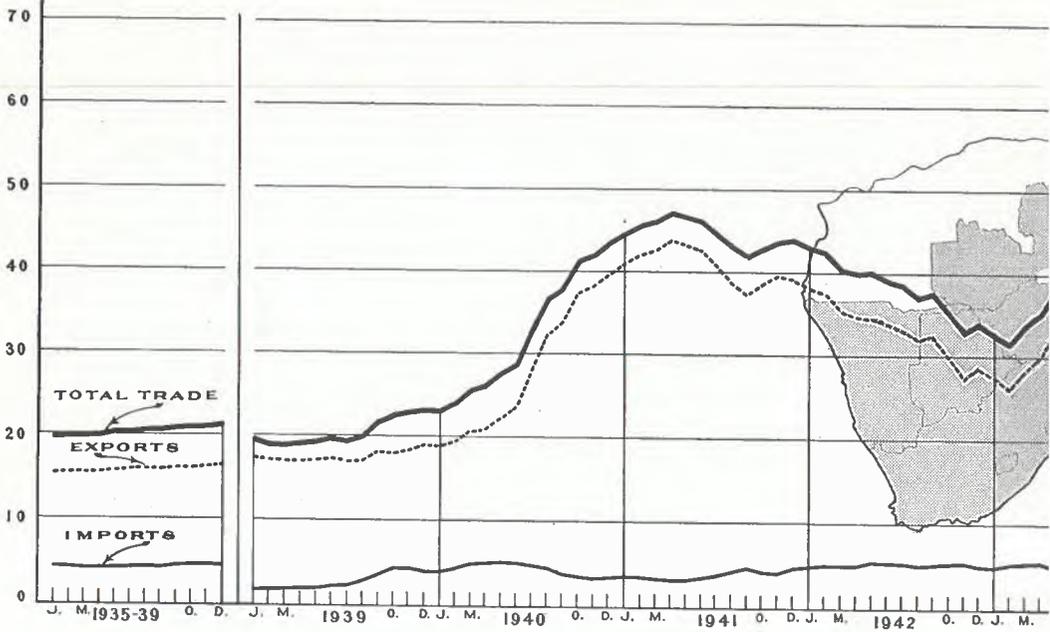
Two Heifers Shipped to Argentina by Air

Two Holstein-Friesian heifers, both first bred daughters of "Montvic Ragapple Marksman", have been purchased from two Ontario farms and are now en route to Alejandro Bustillo, their new owner, in Buenos Aires. Believed to be the first heifers ever to be flown from Canada to the Argentine, the animals were recently shipped by rail to Newark, New Jersey, from which city they will be loaded aboard a DC-3 transport plane for the remainder of the journey.

Purchased from J. J. E. McCague, Alliston, Ontario, and C. J. Cerswell, Beeton, Ontario, both heifers are now in calf. One was bred to the all-Canadian bull "Rowdale Ragapple Sovereign" and the other to "Ragapple Talisman", the high pedigree bull imported into Canada from the United States.

MILLION DOLLARS

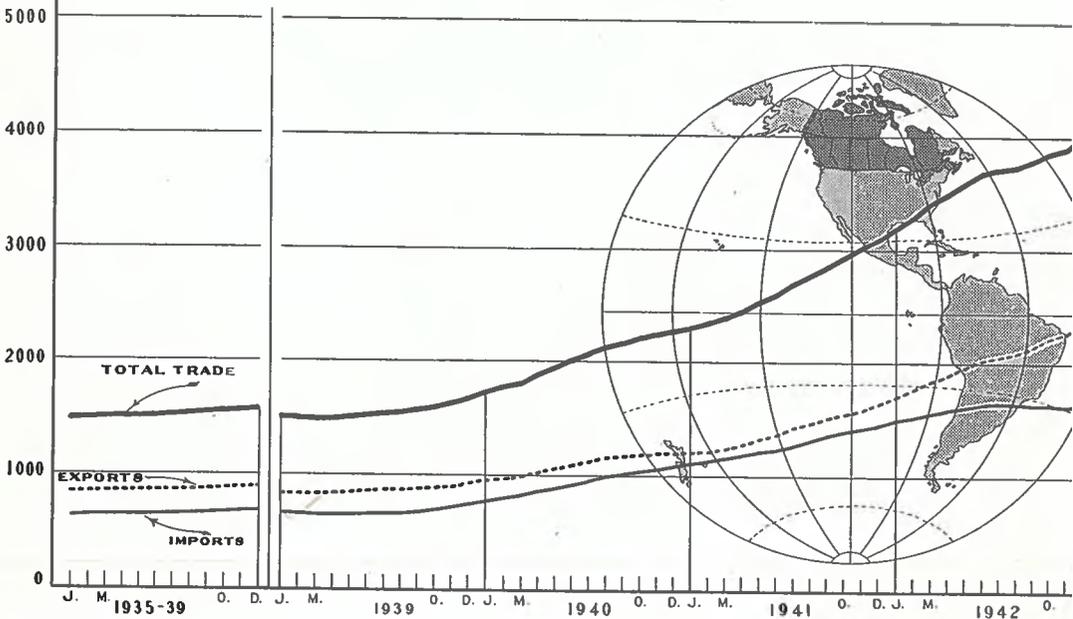
CANADIAN TRADE WITH BRITISH SOUTH AFRICA, 1939-46, WITH RUNNING TWELVE-MONTH T



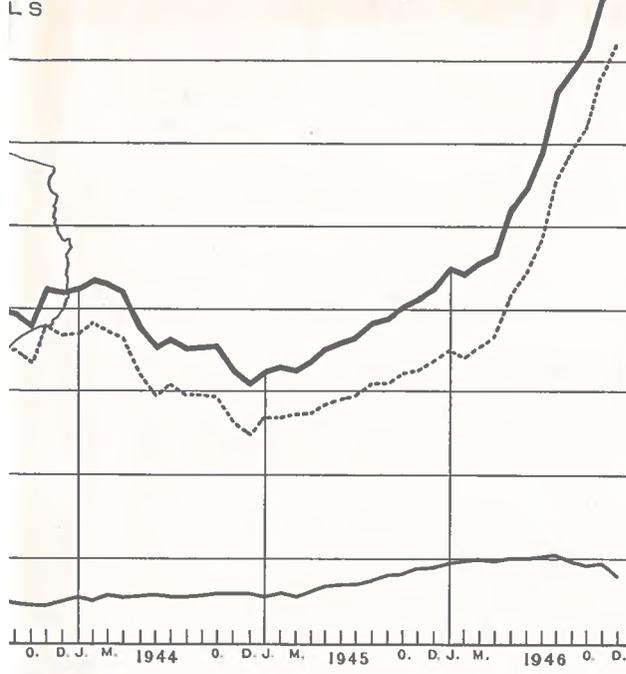
British South Africa, for trade statistical purposes, includes the Union of South Africa, Southw

MILLION DOLLARS

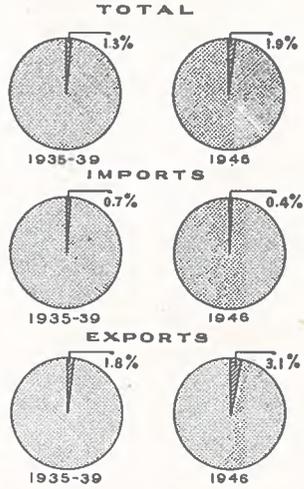
EXTERNAL COMMODITY TRADE OF CANADA (EXCLUSIVE OF GOLD) RUNNING TWELVE-MONTH



AVERAGE FOR THE BASE PERIOD, 1935-39



RELATIVE PROPORTIONS OF TRADE WITH BRITISH SOUTH AFRICA TO TOTAL CANADIAN TRADE AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR

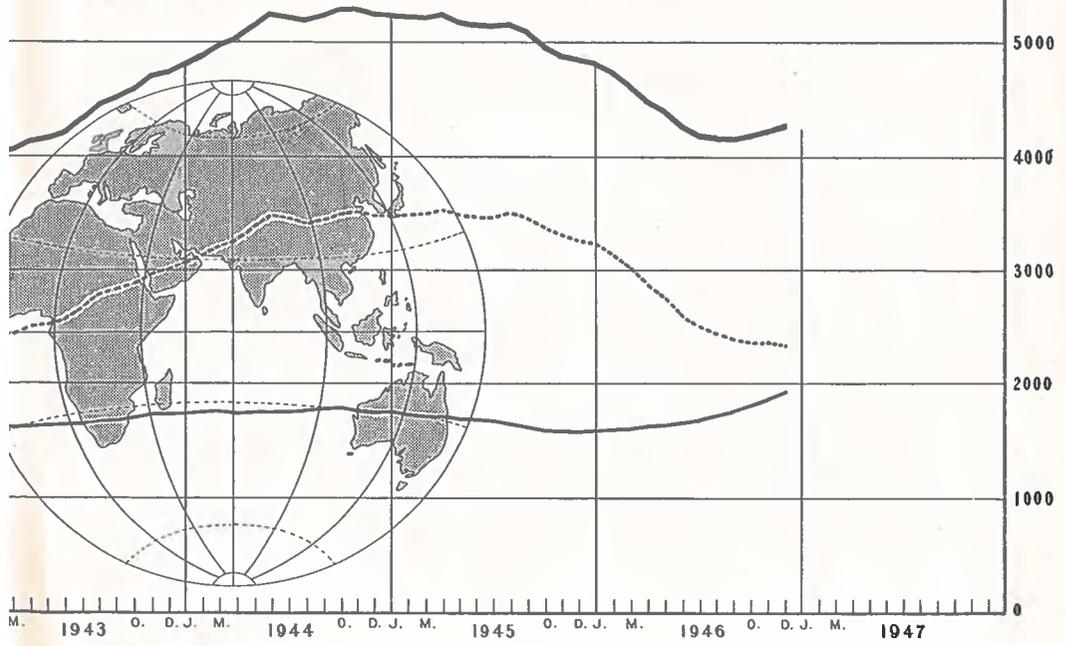


thern Rhodesia, Northern Rhodesia, Basutoland, Bechuanaland, Swaziland and Africa.

MILLION DOLLARS

1939-46 WITH AVERAGE FOR THE BASE PERIOD, 1935-39

MONTH TOTALS



French Transportation Facilities Improved During Past Year

Progress made in repair of the 130 billion franc war damage—Railways operating at 50 per cent prewar capacity, waterways at 60 per cent and roads at 50 per cent—Extensive plans made to improve and expand all phases of transport.

By Yves Lamontagne, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the fourth in a series of articles on economic conditions in France during 1946. The first three appeared in the February 15, March 8 and March 15 issues of *Foreign Trade*. Industrial production will be discussed next week.)

PARIS, March 10, 1947.—Special attention was given during 1946 to the repair of the extensive damage caused by the war to France's railways, roads, inland waterways, ports, transportation equipment and facilities. Considerable progress was made. At the beginning of 1946, the capacity of the transportation systems compared with 1938 was approximately 75 per cent for the railways, 60 per cent for the waterways, and 50 per cent for the roads. It has been estimated that, through destructions and levies on capital by the Germans during the war, the damage to France's transports and communications amounted to 130 billion francs on the basis of 1938 values. This represents about 13 per cent of the total capital losses suffered by France as estimated by the Commission on War Damages and Reparations.

Rail Transport Activity Exceeds Prewar Level

The effort accomplished in the re-establishment of railway communications since liberation is outstanding. By increasing by over one-third the average loads formerly carried by the freight cars, through longer hauls and speedier handling, it was possible to step up rail transport activity to such an extent that in November, 1946, the levels of the corresponding periods in 1938 were exceeded.

On the roads the number of motor cars in circulation has greatly increased, despite the fact that gasoline is expensive while tires and spare parts continue to be scarce.

Merchant Fleet Greatly Reduced

At the end of hostilities, France was left with only 30 per cent of its prewar merchant fleet tonnage. By the end of 1946 this percentage had risen to over 50. The ports which had been badly damaged have been cleared of most of the obstructions, and, thanks largely to Allied assistance, have been provided with handling facilities which, though still far from equalling those of 1938, have nevertheless greatly assisted in the loading and unloading of cargoes.

A Commission for the Modernization of Transport, which was set up at the beginning of 1946, drew up a five-year program of development for the railways, roads and inland waterways. This forms part of a general plan for the large-scale reconstruction of France's economy, aiming at stepping up production in 1950 to a level exceeding that of the peak year 1929 by 25 per cent.

Rehabilitation of Railways

France probably had the longest railway mileage in the world before the war, with 6.4 miles per 1,000 inhabitants. Of the 430,000 freight cars available in 1938, there remained only about 270,000 on liberation. The operating capacity, before the war, was 26 billion metric ton-kilometres. At the beginning of 1946, cars were loaded at 135 per cent of the prewar average, while the average haul per car was 237 kilometres compared with a normal of 200. It was hoped to reach, by the end of 1946, a volume of traffic equal to that of 1938 plus 20 per cent.

Railway car loadings increased steadily during 1946, with the exception of the seasonal slump in July, rising from 58 per cent of the 1938 average, in January, to a high of 92 per cent in October. Loadings decreased to 89 per cent in November and to 83 in December, reflecting the fall in industrial activity during the course of the last quarter of the year, due to the coal shortage. On December 31 last, the stocks of coal at the disposal of the National Railways were estimated to be sufficient for only 10 days operation.

The number of freight cars loaded in France during 1946, together with the cars arriving loaded from other countries, totalled 12,174,000 compared with 8,257,600 in 1945 and 15,530,000 in 1938. At the end of 1946 there were 276,000 freight cars in use, or 56 per cent of the 1938 average.

At the close of 1946 the French National Railways possessed 10,181 locomotives in operating condition (including 9,558 steam and 623 electric), compared with an average of 12,789 during the last nine months of 1938. Recovery from the German railroads have made possible the return to France of at least 1,710 locomotives out of 3,300 seized; 3,500 passenger cars out of 8,000; and 60,000 freight cars out of 275,000.

Place Large Orders for Rolling Stock

Orders placed in the United States include 1,200 locomotives, type 141-R, of which 960 had been delivered at the beginning of December, 1946, while 42 Diesel electric locomotives had been received out of 100 ordered. The program included 36,750 railway cars (10,000 open and 26,750 covered), to be shipped knocked down and assembled in France. It is expected that by March, 1947, about 200 of these imported cars will be assembled daily. The first of 140 locomotives ordered in Canada arrived in France in February, 1947. A number of these locomotives will be oil-burning. Other locomotives are to be converted from coal to oil and the French Railways hope by this means to save about 720,000 metric tons of coal during 1947. Incidentally, it is claimed that French locomotives burn 25 to 30 per cent less coal than American locomotives.

It was estimated early in 1946 that the reconstruction of France's railway system would require imports of 70,000 cars, the rebuilding in France of 10,000 damaged cars, and the construction of 20,000 new cars in France during 1946-47. This would provide for an increase of 100,000 cars to a total of 370,000 at the end of 1947. An increase to about 43,000 cars (the prewar figure) in 1950 would be possible provided 70,000 cars were recovered from Germany and Belgium, and if 20,000 cars were built annually in France. This program would provide by the end of 1948 a number of cars equal to 160 per cent of the number at the beginning of 1946 and the traffic could amount to 42 billion ton-kilometres. It should be possible by 1950 to reach 50 billion ton-kilometres, or 240 million metric tons of freight, which is 80 per cent more than in 1938, when 133 million tons were carried.

Modernization Measures Would Cost Over One Billion Dollars

The modernization measures planned include an increase in maximum speed to 90 miles per hour on the main lines, the reinforcing of track to carry loads of 20 to 30 metric tons per axle, and the electrification of 1,300 miles of line. These various objectives would require a total investment of 125 billion francs (over one billion dollars) during the period 1947 to 1950. For 1947 the cost of plant and public works would amount to 15 billion francs, and track material and equipment, 23 billions, a total of 38 billion francs of which 10 billions would consist of material purchased abroad because of the slow rate of delivery from the French factories. An increase in the personnel of the National Railways from 485,000 in 1947 to 510,000 in 1950 is envisaged.

Railways Operating at a Loss Since 1935

In October last it was stated that out of a total of 200 billion francs in Treasury charges during 1946, one-fifth or 40 billions went to the French National Railways (25 billions for reconstruction and 15 to fill the railway deficit). Since 1932 the deficit of the railways has been mainly in their operating costs. The total number of units of transport (passenger-kilometres plus ton-kilometres) fell from 70 billion in 1930 to 50 billion in 1935. Operations, which showed a profit of 1.9 billion francs in 1930, returned a loss of 0.4 billion francs in 1935. Although the number of units of transport rose to 58.5 billion in 1937, losses amounted to 2 billion francs. In 1938 the figures were respectively 49 billion and 2.2 billion.

During the war, the reduction in the number of automobiles in use caused an increase in railway traffic, the number of transport units rising to 73.5 billion in 1943. For that year the railways showed a profit of 0.7 billion francs. In 1944 railway transportation was severely crippled by bombing, and the number of transport units fell to 36.5 billion. Receipts fell from 33.1 billion francs in 1943 to only 16.6 billion in 1944, and in the latter year, although the railways received a grant of 9.7 billion francs from the Treasury, operations showed a deficit of 30.9 billion francs. In 1945 the number of transport units rose to 55 billion, and total receipts to 44.9 billion francs, to which the Treasury added 12 billions. Operating expenses and other charges, however, amounted to 80.9 billion francs leaving a deficit of 24 billion francs.

It has been estimated that in France operation costs are about the same for one passenger-kilometre as for one ton-kilometre, and that in the present state of the system, if the number of units of transport falls below about 60 billion, operations cannot be profitable unless rates are increased to a level which may be considered too high for the value of services rendered, the result being to drive the traffic into the hands of the motor-car services.

Freight and Passenger Rates Raised

At the beginning of August last, passenger rates were raised by 15 per cent and freight rates by 35 per cent. In December last the government subsidy on locally mined coal was removed, resulting in a 20 per cent increase in the price of coal at the mines, and during the closing week of 1946 an increase of 13 per cent in railway freight rates was announced as from the beginning of 1947. A general reduction of 5 per cent in prices of all goods and services, which came into effect throughout France on January 1, 1947, reduced the rail freight increase to 7.35 per cent. Owing to reduced imports of coal during the last quarter of 1946, a reduction of 21 per cent in passenger train mileage was put into effect on January 6, 1947.



Some of the transportation problems faced by France at liberation may be clearly seen in these two photographs. Ports were bottled up by sunken hulks of ships, while loading and unloading facilities were almost entirely destroyed. A large portion of France's rolling stock for the railways was destroyed or confiscated by the Germans.

Automotive Transport

France possesses about 400,000 miles of roads. Its automobile industry, before the war, employed 1,110,000 persons or about one-tenth of the working population. In 1938, there were 1,855,000 automobiles in circulation in France, and in that year 225,708 motor cars were produced locally; 2,238 were imported, and 23,785 were exported. Of the total number in use, 1,400,000 were private cars, and 420,000 were trucks, only 16 per cent of which were over 2-ton capacity.

During 1946, 95,784 motor vehicles were manufactured in France, including 30,117 private (passenger) cars and 65,667 trucks and other cars. Exports totalled 32,980 vehicles, of which 68 per cent were private cars, 30 per cent trucks and lorries, and 2 per cent tractors and special vehicles. Exports represented 34 per cent of total production.

It is considered that for distances under 60 miles, and on longer runs where railway facilities are insufficient, motor trucks can take an increasing share of the traffic. The use of gas oil instead of gasoline will be encouraged for trucks.

To Increase Production* of Trucks

In November last, plans drawn up by the Transport Commission, formed at the beginning of the year, were made public. Neglecting private passenger automobiles and trucks of less than 2 tons, the Commission proposed to put into circulation before the end of 1948 about 174,000 trucks and lorries of from 2 to 15 metric tons, of which 87,500 were to replace worn out vehicles. It was also proposed to build 10,950 automobiles during the same period, half of which would replace old vehicles. The plans call for a total investment up to 1950 of 78 billion francs (\$650,000,000) entirely for materials. Out of this total, 28 billion francs were to be spent during 1947, apart from 2 billion francs for imported equipment. The 1950 objective is a production of 472,000 motor vehicles of all kinds (350,000 private cars; 76,000 heavy trucks; 46,000 light trucks). It is proposed to effect economies in production by forming eight groups of producers: Renault, Peugeot, Citroen, Ford, Générale Française Automobile, Union Française Automobile, Berliet, and Chenard-Chausson.

Price of Gasoline Raised

At the end of August last, customs duties on gasoline were sharply raised to compensate for budget losses due to the subsidy on bread, and in September the price of gasoline to all users was increased from 11.58 francs per litre to 20.05 francs (about 75 cents per gallon). In January, 1947, a two-price system was instituted, a price of 19 francs per litre being set for certain priority users, on a quota basis, while on the free market the price was fixed at 49 francs per litre.

Merchant Shipping

Before the war, France possessed a merchant fleet of about 2,700,000 tons. At the time of liberation, France had lost 51 per cent of its passenger vessels, 78 per cent of its cargo ships, and 77 per cent of its oil tankers, and the total tonnage had fallen to about 821,000. As a result, payments for freight charges to foreign shipping have caused a heavy drain on foreign exchange.

At the beginning of October, 1946, France's merchant fleet totalled over 1,400,000 tons, including vessels under repairs. During the last two years, France was able to recover a tonnage of 124,000 from other countries.

Another 231,000 tons are under repair. A further 190,000 tons have been purchased from abroad, mainly from Great Britain, and 60,000 tons have been secured from Germany by way of reparations. In addition, 75 Liberty ships, totalling 540,000 gross tons, have been purchased from the United States, but these will be scrapped after four or five years' operation. Apart from the French ships, a number of foreign ships have been chartered. On October 19 last there were 152 foreign vessels under charter, totalling 778,200 tons.

The reconstruction program covers two five-year periods: 1945-50 and 1950-55. The first part of the program aims at raising the total tonnage of France's merchant fleet to 3,000,000 and provides for the building of 2,000,000 tons, half in France itself, besides the purchase of second-hand vessels. During the second period, the older ships will be replaced by modern vessels. The program involves a total expenditure of about 200 billion francs.

Entire Merchant Fleet Requisitioned by Government

The entire French fleet has been requisitioned by the Government. De-requisition may be effected at the latest by September 1, 1947, and a new system may then be instituted under which the Compagnie des Messageries Maritimes and the Services Contractuels des Messageries Maritimes would be amalgamated into a single company which, together with the Compagnie Générale Transatlantique (in which the Government controls the great majority of shares) would be nationalized. Stockholders would be compensated on the basis of the average market quotation of their shares during the period September 1, 1944, to August 31, 1945, or at the quotation on June 4, 1945, if this is higher. Companies operating a fleet of over 100,000 tons at the beginning of September, 1939, are likely to be closely supervised, in the national interest, by a Government commissioner. The principal company in this category is the Chargeurs Réunis. The other companies would operate freely. Conventions between the Government and the Sud-Atlantique and Fraissinet companies would be cancelled, and the Government would take over the S.S. *Pasteur* from the former. All the shipping companies may be required to enter into agreements with the object of eliminating competition on lines served by several companies. With the exception of ships under 500 tons, French shipping would be subject to orders from the Ministry of Transport, acting upon the advice of a Merchant Marine Council.

Reconstruction of Ports Proceeding Favourably

Considerable progress has been made in the rebuilding and re-equipment of the ports which were very heavily damaged during the war. There are at present only about 580 wrecks obstructing the ports and access channels, as against 1,096 on October 1, 1945, and it is expected that they will all be removed by the end of 1947. Dredging equipment has been built or imported and channels have been cleared. Ships of 8.8 metre draft can now reach Bordeaux, and Rouen can be reached by ships of 7.5 metre draft. As against a total of 345 cranes and lifting apparatus at the ports at the time of liberation there are now over 800. It is expected that in another four years the ports will have been completely rebuilt. Traffic, which totalled 1,700,000 metric tons in October, 1945, exceeded 2,700,000 tons in March, 1946, and is presently about 2,500,000 tons.

Air Transport Services

In August, 1944, French air transport services were entirely military and consisted of three systems, operating respectively from Algiers, Dakar and Damascus, but not linked with metropolitan France. After the liberation of France the re-establishment of this link and the operation of the other systems were placed in the care of Air-France, which was subsidized to the extent of one billion francs (\$84,000,000) in 1946.

Plan to Extend Air Services

Air-France plans to operate a daily service during 1947 from Paris to New York with "Constellations". Other regular long-distance flights being planned include Paris to Montreal and Chicago; Paris to Johannesburg; Paris to Hanoi and Shanghai; Paris to Tananarivo and Ile Maurice; Paris to Noumea via Saigon and Sydney; Paris to Fort de France and Mexico. Services inside France, to French North Africa and to various countries in Europe are to be further extended.

To Operate Modern Aircraft

Air-France aims at having nothing but modern planes in operation by the end of 1947, with *DC 3* and *Languedoc 161* planes on colonial routes, and *S.O.3 1* planes on the Paris-London and certain other European services. It is hoped that within two years *S.O. 2010* planes, which can carry 160 passenger, will be used on long flights, and that in four or five years the *S.O.5000*, carrying 224 passengers, will be in operation on flights of 4,000 miles and over, which would enable Rio de Janeiro to be reached in 15 hours from Paris, and Saigon in 20 hours.

Since June, 1946, a number of private companies have been authorized to operate air services on routes not served by Air-France. These companies use mainly *Junkers 52* planes, carrying passengers and freight; *Caudron Goeland* planes for passengers, and *Nord 1000* planes. A number of services between France and other countries are to be operated under bilateral agreements. These include T.W.A. (New York-Paris); Panair Do Brasil (Rio de Janeiro-Paris and London-Paris); B.E.A. (London-Paris); and Aer-Lingus (Dublin-Paris).

Canadian Dressed Poultry Well Received in United Kingdom

Canadian dressed poultry shipped to the United Kingdom is of a uniformly high standard of quality and pack, according to officials of the British Ministry of Food, who examine the quality of poultry shipments on their arrival overseas. Recent shipments compare favourably with prewar shipments and with the best packs from the United States. These officials further stated that these facts speak well for the high standard of packing and grading being undertaken in Canada to-day.

Nearly six hundred miles of pipeline were laid during 1943 over rugged ridges of the Mackenzie Mountains (top right) from the Mackenzie River to a new oil refinery at Whitehorse, in the Yukon Territory. From Norman Wells and pumping station number one (centre of lower air photo), a total of 975,764 barrels of crude oil flowed over some of the most desolate territory in Northwestern Canada. As explained in the March 22 issue of *Foreign Trade*, tenders are being called for the disposal of the pipeline, refinery and other facilities, and should be mailed to Washington, D.C., before April 21, 1947.

Photos by Royal Canadian Air Force

“Canol” Project for Sale



Commodity Comments

By Export Division, Foreign Trade Service

HEREUNDER are reproduced a series of comments on various commodities, furnished by specialists of the Export Division. Although a comprehensive report could be prepared on each item, limited space is available in *Foreign Trade* for the presentation of such a wealth of information. This summary is introduced, as a special feature, in the expectation that the data will assist producers and exporters. It is realized that many are already familiar with the conditions outlined, but their presentation in this form provides some conception of the assistance that may be rendered by the Foreign Trade Service to firms and individuals wishing to expand their commercial relations with other countries.

Foods and Related Commodities

Meat

A target of 350,000,000 pounds has been set under the 1947 United Kingdom contract for bacon and hams, with a minimum figure of 265,000,000 pounds. The price for the first nine months of the year will be \$27 per 100 pounds for Grade A, f.o.b. Canadian seaboard; while for the last quarter and for all of 1948 it will be \$29 per 100 pounds. The target for 1948 is 400,000,000 pounds.

With respect to beef, the United Kingdom has undertaken to purchase in 1947 a minimum of 120,000,000 pounds at a top price of \$24.25 per 100 pounds.

In view of these commitments, other exports of meat in the fresh, frozen, pickled and cured state are being confined almost entirely to Newfoundland, the British West Indies and St. Pierre and Miquelon, for which Canada has a supply responsibility. Canned meat is being permitted export to these countries against allocations established by the Food Requirements Committee. In addition, the various packers are granted special monthly export quotas against which shipments may be made to any desired destination except the United States and those countries for which definite allocations have been approved.

Horse Hair

As a result of recent domestic price adjustments, it has been found possible to remove horse hair (tails and manes) from export permit control.

Chemicals and Allied Products

Carboxy Methyl Cellulose

This is being produced in Canada for the first time by Standard Chemical Company, Limited, of Toronto, Ontario. Being a water soluble cellulose ether, it will produce viscous solutions and tough flexible films which are valuable in the textile, paint, paper, adhesive and other industries for sizing, finishing, suspending, thickening and coating. This product is intended to replace or extend starches, natural and synthetic gums.

Paints, Varnishes, Enamels and Lacquers

Export control of paint products, hitherto by country allocations, is now by export quotas, based on linseed oil content, established for individual firms. Paint manufacturers may now ship to markets of their choice under one blanket special export permit, valid for the whole of 1947.

Manufactured Products

Photographic Lenses

A company intends entering export markets with new precision photographic lenses. These lenses are believed to be 6.5-inch focus, designed to accommodate a 5- by 7-inch negative. The firm plans later production of two additional models of a smaller size.

Paper Clips

Supplies of the requisite wire remain extremely tight and most manufacturers are finding it difficult to meet domestic requirements, let alone develop export markets.

Rifles and Shotguns

A new Canadian company intends to produce .22 rifles at an early date.

Domestic Radio Receivers

The belief is prevalent in certain quarters of the industry that present productive capacity is substantially greater than that required to meet the normal demand for radios in Canada, and that if component parts flow freely, a surplus position at home is not far off.

Approximately 600,000 domestic radio receivers were produced in Canada in 1946; of this quantity, 15,625 sets or 2.5 per cent were exported. An easing materials supply position toward the end of the year saw production rates reaching levels unprecedented in the industry's history.

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.

19. **Argentina**—Argentine Institute of Trade Promotion, 333 N. Michigan Ave., Chicago, Illinois, invites tenders on behalf of the Argentine State Gas Service Commission for 15,000 gas ranges (2 burners and 1 oven, enamelled on the outside in white or ivory, inside gray and back black; to be used for manufactured gas of 4,500 calories) and 5,000 gas ranges (3 burners and 1 oven with the same colour and fuel specifications). The tender should indicate place of origin, price quotations as c.i.f. Buenos Aires, f.o.b. New York or New Orleans or f.o.b. Canadian ports where service is obtainable to Buenos Aires; also the shortest delivery time. Further details may be obtained from the Department of Trade and Commerce, Ottawa, or the Argentine Institute of Trade Promotion at Chicago.

Samoan Dried Banana Industry

Wellington, February 27, 1947.—(FTS)—The demand for dried bananas, which have now been on sale in the shops for several months, is steadily increasing. Within a few months, 350 acres of banana trees will be planted for the preparation of dried fruit.

The process originated when the manager of one of the New Zealand Reparations Estates at Samoa dried some bananas to send to New Zealand. There was a prompt demand for more, and the manager suggested using some copra driers, which were no longer needed since Samoan copra is desiccated. The bananas are allowed to ripen thoroughly on the stem, then sliced in half and dried in hot air. No preservatives are used. Wrapped in cellophane, 16 bananas to the pound, they are ready for shipment.

Trade and Tariff Regulations

Dutch Notice Affects Canadian Export of Hardware and Tools

The Hague, March 10, 1947.—(FTS)—No money will be available until May, 1947, for the purchase of hardware and tools in Canada, unless delivery is guaranteed before that date, according to a notice issued by the Netherlands Metal Control (Hardware and Tool Section) through the Central Bureau for Imports and Exports. The reason given for this action is that a large number of import permits have been granted, with very little possibility of the merchandise being obtained.

India Removes Control on Raw Wool and Castor Oil

M. R. Ahuja, India Government Trade Commissioner in Toronto, advises that due to the improved supply position, the control over the export of raw wool and castor oil has been removed by the Government of India, effective March 15.

Terminate Canadian Quotas on Silver Fox Furs Entering United States

Washington, March 21, 1947.—(FTS)—The President has issued a Proclamation terminating the absolute quota on imports of silver or black fox furs and certain silver or black foxes into the United States and restoring the duty on such furs from 35 per cent to the rate of 37.5 per cent ad valorem, fixed by the Trade Agreement with Canada, signed on November 17, 1938. These changes will go into effect on May 1, 1947.

The First Supplementary Trade Agreement between the United States and Canada on fox furs, effective January 1, 1940, established an absolute global quota of 100,000 units on the importation of silver or black fox furs and skins into the United States and reduced the duty from 37.5 per cent ad valorem to 35 per cent. The Canadian allocation was 58,300 units. A second Fox Fur Agreement, effective December 20, 1940, increased the Canadian allocation to 70,000 units and continued the 35 per cent rate of duty. It is this Agreement which is now terminated.

Canada acquiesced in the termination of this special supplementary agreement at the request of the United States. These agreements were designed to meet emergency conditions arising from the war, which at the time of the agreements threatened to swamp the United States market with fox fur pelts and skins. These conditions no longer exist. Accordingly, as on May 1, no limitation will be placed on the quantity of Canadian fox furs and skins entering the United States market, and the duty which was temporarily established under this special agreement at 35 per cent ad valorem will now revert to 37.5 per cent ad valorem, the rate fixed in the 1938 United States Agreement with Canada.

Postal Information

Special Delivery Mail Service to United Kingdom

Arrangements have been completed, effective April 1, whereby special delivery letters may be sent to the United Kingdom prepaid with Canadian postage. Such correspondence must bear a Canadian special delivery stamp or be prepaid 10 cents in Canadian postage, in addition to surface or air mail postage rate applicable.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, 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
Newfoundland—			
St. John's.....	April 1	<i>Baccalieu</i>	Montreal Shipping
St. John's.....	April 5	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	April 21	<i>Blue Peter II</i>	Montreal Shipping
Cornerbrook.....	Mar. 25-Apr. 1	<i>Cornerbrook</i>	Furness Withy
New Zealand—			
Auckland.....	March 21-31	<i>Lodestone</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
United Kingdom—			
Liverpool.....	April 2-5	<i>Jessmore</i>	Furness Withy
Liverpool.....	April 7-8	<i>Fort Ticonderoga</i>	Cunard White Star
Liverpool.....	April 7-13	<i>Kaipaki</i>	Cunard White Star
Southampton.....	April 13	<i>Aquitania</i>	Cunard White Star
West Indies			
Antigua.....	March 21-31	<i>Sea Nymph</i>	Alcoa Steamships
Antigua.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
Antigua.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
Bahamas.....	April 10	<i>Canadian Victor</i>	Canadian National
Barbados.....	March 21-31	<i>Sea Nymph</i>	Alcoa Steamships
Barbados.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
Barbados.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
Bermuda.....	March 21-31	<i>Sea Nymph</i>	Alcoa Steamships
Bermuda.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	April 1-4	<i>Fort Townshend</i>	Furness Withy
Bermuda.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
British Guiana.....	March 21-31	<i>Sea Nymph</i>	Alcoa Steamships
British Guiana.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
British Guiana.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
Dominica.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
Dominica.....	May 11-12	<i>Canadian Challenger</i>	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Grenada.....	March 21-31	<i>Sea Nymph</i>	Alcoa Steamships
Grenada.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
Grenada.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
Jamaica.....	April 2-5	<i>Oakmount Park</i>	Pickford and Black
Jamaica.....	April 4-10	<i>A Ship</i>	Drew, Brown Shipping
Jamaica.....	April 10	<i>Canadian Victor</i>	Canadian National
Jamaica.....	April 19-22	<i>Dufferin Bell</i>	Pickford and Black
Jamaica.....	May 16-19	<i>Oakmount Park</i>	Pickford and Black
Montserrat.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
Montserrat.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	March 21-31	<i>Sea Nymph</i>	Alcoa Steamships
St. Kitts.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
St. Kitts.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
St. Lucia.....	March 21-31	<i>Sea Nymph</i>	Alcoa Steamships
St. Lucia.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
St. Vincent.....	March 21-31	<i>Sea Nymph</i>	Alcoa Steamships
St. Vincent.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
St. Vincent.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
Trinidad.....	March 21-31	<i>Sea Nymph</i>	Alcoa Steamships
Trinidad.....	March 25-30	<i>Canadian Cruiser</i>	Canadian National
Trinidad.....	May 11-12	<i>Canadian Challenger</i>	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	April 1-10	<i>Cambray</i>	Elder Dempster
Lourenço Marques..	April 15-25	<i>Empire Torrent</i>	Elder Dempster
Africa-South—			
Cape Town.....	April 1-10 April 15-25	<i>Cambray</i> <i>Empire Torrent</i>	Elder Dempster Elder Dempster
Port Elizabeth.....			
East London.....			
Durban.....			
Australia—			
Brisbane.....	Mar. 23-Apr. 2	<i>City of Delhi</i>	Montreal Australia New Zealand Line
Sydney.....			
Newcastle.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	Mar. 22-Apr. 8	<i>Marchdale</i>	March Shipping
British Honduras—			
Belize.....	April 5-9	<i>Benny</i>	Saguenay Terminals
Ceylon—			
Colombo.....	April 10-15	<i>Catrine</i>	McLean Kennedy
China—			
Shanghai.....	April 5-15	<i>Lakeside</i>	March Shipping
Shanghai.....	Early April	<i>A Ship</i>	McLean Kennedy
Colombia—			
Barranquilla.....	April 5-9	<i>Benny</i>	Saguenay Terminals
Cuba—			
Havana.....	Mar. 31-Apr. 1	<i>Camco</i>	McLean Kennedy
France—			
Marseilles.....	April 6-15	<i>Mont Sorrel</i>	Montreal Shipping

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Germany— Hamburg.....	Mar. 22-Apr. 8	<i>Marchdale</i>	March Shipping
Guatemala— Puerto Barrios.....	April 5-9	<i>Benny</i>	Saguenay Terminals
Hong Kong	April 5-15 Early April	<i>Lakeside</i> <i>A Ship</i>	March Shipping McLean Kennedy
India— Karachi..... Madras..... Bombay..... Calcutta.....	April 10-15	<i>Catrine</i>	McLean Kennedy
Bombay.....	April 5-15	<i>Lakeside</i>	March Shipping
Iraq— Basra.....	April 5-15	<i>Lakeside</i>	March Shipping
Italy— Genoa..... Genoa..... Genoa..... Venice.....	March 18-31 April 6-15 April 15-30 March 20-30	<i>Fort Perrot</i> <i>Mont Sorrel</i> <i>Mont Clair</i> <i>Mont Gaspe</i>	Montreal Shipping Montreal Shipping Montreal Shipping Montreal Shipping
Mediterranean— Central and Western Areas.....	March 18-31 March 20-30 April 6-15 April 15-30	<i>Fort Perrot</i> <i>Mont Gaspe</i> <i>Mont Sorrel</i> <i>Mont Clair</i>	Montreal Shipping Montreal Shipping Montreal Shipping Montreal Shipping
Mexico— Vera Cruz..... Tampico.....	March 25-30	<i>Bell Park</i>	McLean Kennedy
Morocco— Casablanca.....	March 18-31	<i>Fort Perrot</i>	Montreal Shipping
Netherlands— Rotterdam.....	Mar. 22-Apr. 8	<i>Marchdale</i>	March Shipping
Panama— Cristobal.....	April 5-9	<i>Benny</i>	Saguenay Terminals
Philippines— Manila..... Manila.....	April 5-15 Early April	<i>Lakeside</i> <i>A Ship</i>	March Shipping McLean Kennedy
Poland— Gdansk.....	Mar. 22-Apr. 8	<i>Marchdale</i>	March Shipping
Portugal— Lisbon.....	March 18-31	<i>Fort Perrot</i>	Montreal Shipping
Singapore	April 5-15	<i>Lakeside</i>	March Shipping
Trieste	March 20-30	<i>Mont Gaspe</i>	Montreal Shipping
United Kingdom— Avonmouth..... Cardiff..... Glasgow..... Liverpool..... Liverpool..... Liverpool..... London..... London..... London..... Manchester..... Manchester.....	April 9-16 April 1-9 April 9-16 Mar. 30-Apr. 6 April 1-6 April 19 Mar. 25-Apr. 2 April 5-10 April 12-16 Mar. 31-Apr. 3 April 7-10	<i>Carmia</i> <i>Sannid</i> <i>Norwegian</i> <i>Fort Ticonderoga</i> <i>Beaverford</i> <i>Beaverburn</i> <i>Hillcrest Park</i> <i>Beaverdell</i> <i>Beaverglen</i> <i>Manchester Trader</i> <i>Manchester Port</i>	Cunard White Star Furness Withy Cunard White Star Cunard White Star Canadian Pacific Canadian Pacific Cunard White Star Canadian Pacific Canadian Pacific Furness Withy Furness Withy

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom —Con.			
Newcastle.....	March 26-30	<i>Cairvalona</i>	Furness Withy
Swansea.....	April 1-9	<i>Samnid</i>	Furness Withy
Venezuela —			
Maracaibo.....	April 5-9	<i>Benny</i>	Saguenay Terminals

Departures from Montreal

Destination	Loading Date	Vessel	Operator or Agent
Argentina —			
Buenos Aires.....	Apr. 30-May 3	<i>Bjarne a Lia</i>	Montreal Shipping
Belgium —			
Antwerp.....	Apr. 23-May 1	<i>Marchcape</i>	March Shipping
Antwerp.....	April 30	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	May 5-10	<i>Marchport</i>	March Shipping
China —			
Shanghai.....	April 25	<i>City of Chester</i>	McLean Kennedy
Shanghai.....	May 5-10	<i>Seaside</i>	March Shipping
Eire —			
Dublin.....	May 1	<i>Torr Head</i>	McLean Kennedy
France —			
LeHavre.....	Apr. 23-May 1	<i>Marchcape</i>	March Shipping
Germany —			
Hamburg.....	Apr. 23-May 1	<i>Marchcape</i>	March Shipping
Hamburg.....	May 5-10	<i>Marchport</i>	March Shipping
Greece —			
Piraeus.....	May 5-15	<i>Mont Sandra</i>	Montreal Shipping
Hong Kong	{ April 25	<i>City of Chester</i>	McLean Kennedy
	May 5-10	<i>Seaside</i>	March Shipping
Italy —			
Genoa.....	April 15-30	<i>Mont Alla</i>	Montreal Shipping
Genoa.....	May 5-15	<i>Mont Sandra</i>	Montreal Shipping
Mediterranean —			
Central and	{ April 15-30	<i>Mont Alla</i>	Montreal Shipping
Western Areas...	May 5-15	<i>Mont Sandra</i>	Montreal Shipping
Netherlands —			
Rotterdam.....	Apr. 23-May 1	<i>Marchcape</i>	March Shipping
Rotterdam.....	May 5-10	<i>Marchport</i>	March Shipping
Rotterdam.....	April 30	<i>Twickenham</i>	Cunard Donaldson
Amsterdam.....			
Newfoundland —			
St. John's.....	May 7	<i>Blue Peter II</i>	Montreal Shipping
Philippines —			
Manila.....	April 25	<i>City of Chester</i>	McLean Kennedy
Poland —			
Gdansk.....	Apr. 23-May 1	<i>Marchcape</i>	March Shipping
Gdansk.....	May 5-10	<i>Marchport</i>	March Shipping
Singapore	May 5-10	<i>Seaside</i>	March Shipping
Trieste	May 5-15	<i>Mont Sandra</i>	Montreal Shipping

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool.....	May 1	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	May 14	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	May 24	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	May 24	<i>Beaverburn</i>	Canadian Pacific
London.....	April 27	<i>Beaverlake</i>	Canadian Pacific
London.....	May 23	<i>Beaverdell</i>	Canadian Pacific
Uruguay—			
Montevideo.....	Apr. 30–May 3	<i>Bjarne a Lia</i>	Montreal Shipping
West Indies—			
Antigua.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Antigua.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
Bahamas.....	May 4	<i>Canadian Highlander</i>	Canadian National
Barbados.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Barbados.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
Bermuda.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Bermuda.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
British Guiana.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
British Guiana.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
Dominica.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Dominica.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
Grenada.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Grenada.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
Jamaica.....	May 4	<i>Canadian Highlander</i>	Canadian National
Montserrat.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Montserrat.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
St. Kitts.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
St. Lucia.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
St. Lucia.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
St. Vincent.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
St. Vincent.....	May 2–8	<i>Canadian Challenger</i>	Canadian National
Trinidad.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Trinidad.....	May 2–8	<i>Canadian Challenger</i>	Canadian National

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-East—			
Lourenço Marques..	Mar. 26–Apr. 10	<i>Lake Kamloops</i>	North Pacific Shipping
Africa-South—			
Cape Town.....	Mar. 26–Apr. 10 April 20–30	<i>Lake Kamloops</i> <i>Lake Chilco</i>	North Pacific Shipping North Pacific Shipping
Port Elizabeth.....			
East London.....			
Durban.....			
Argentina—			
Buenos Aires.....	April 3	<i>Hardanger</i>	Empire Shipping

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Australia—			
Sydney.....	April	<i>A Ship</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
Melbourne.....	April 18	<i>Waitemata</i>	Canadian Australasian
Sydney.....			
Sydney.....	Mid-April	<i>Suva</i>	W. R. Carpenter
Sydney.....	May	<i>Rabaul</i>	W. R. Carpenter
Melbourne.....	Early May	<i>Lautoka</i>	W. R. Carpenter
Chile—			
Arica.....	April 15-17	<i>Santa Rita</i>	C. Gardner Johnson
Antofogasta.....			
Valparaiso.....	April 3	<i>Hardanger</i>	Empire Shipping
China—			
Shanghai.....	April 18	<i>Kookaburra</i> <i>Vingnes</i>	Empire Shipping
Tsingtao.....	Early May		Empire Shipping
Taku Bar.....			
Ecuador—			
Guayaquil.....	April 15-17	<i>Santa Rita</i> <i>Don Anselmo</i>	C. Gardner Johnson
Guayaquil.....	April 18		Empire Shipping
Egypt—			
Alexandria.....	April 2	<i>Papachristidies</i> <i>Vassilios</i>	Empire Shipping
Greece—			
Piraeus.....	April 2	<i>Papachristidies</i> <i>Vassilios</i>	Empire Shipping
Italy—			
Genoa.....	Mar. 27-Apr. 11	<i>Lake Pennask</i>	Anglo Canadian Shipping
Genoa.....	April 2	<i>Papachristidies</i> <i>Vassilios.</i>	Empire Shipping
New Zealand—			
Auckland.....	Mid-April	<i>Suva</i> <i>Waitemata</i>	W. R. Carpenter
Wellington.....	April 18		Canadian Australasian
Palestine—			
Haifa.....	April 2	<i>Papachristidies</i> <i>Vassilios</i>	Empire Shipping
Peru—			
Callao.....	April 15-17	<i>Santa Rita</i>	C. Gardner Johnson
Pisco.....			
Philippines—			
Manila.....	Early May	<i>Vingnes</i>	Empire Shipping
Salvador—			
La Libertad.....	April 18	<i>Don Anselmo</i>	Empire Shipping
South Sea Islands—			
Papeete.....	April 18	<i>Waitemata</i>	Canadian Australasian
Rarotonga.....			
United Kingdom—			
Avonmouth.....	April 7-21	<i>Lake Minnewanka</i>	Empire Shipping
Bristol.....	April 7-21	<i>Lake Minnewanka</i>	Empire Shipping
Cardiff.....	April 7-21	<i>Lake Minnewanka</i>	Empire Shipping
Swansea.....	April 7-21	<i>Lake Minnewanka</i>	Empire Shipping
U.S.S.R.—			
Odessa.....	Mar. 27-Apr. 11	<i>Lake Pennask</i>	Anglo Canadian Shipping

Foreign Commercial Representatives in Canada

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is introduced as a special service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Foreign Trade*.

- Argentina**—Carlos M Braceras, Representative of the Argentine Institute of Trade Promotion, 1111 Beaver Hall Hill, Montreal. Telephone—MARquette 2811.
- Australia**—Clifton J. Carne, Commercial Attaché, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.
- Belgium**—Jean Querton, Consul-General, Room 709, Sun Life Building, Montreal. Telephone—PLateau 8375.
- Brazil**—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 400 Wilbrod Street, Ottawa. Telephone—5-1485.
- A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, 662A Rideau Street, Ottawa. Telephone—5-1486.
- British West Indies and British Guiana**—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.
- Chile**—Carlos Crocharé, Second Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.
- China**—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.
- Cuba**—His Excellency Dr. Mariano Brull, Minister, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.
- Czechoslovakia**—K. Bala, Commercial Attaché, 171 Clemow Avenue, Ottawa. Telephone—2-1545.
- Denmark**—Viggo Theis-Nielson, Vice-Consul, Danish Consulate General, Room 812, Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.
- Dominican Republic**—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.
- France**—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
- Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
- Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HARbour 2271.
- Greece**—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.
- Haiti**—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.
- India**—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.
- Ireland**—John M. Conway, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.
- Italy**—Pietro Migone, Second Assistant to the Representative of Italy (Personal rank of Vice-Consul), 384 Laurier Avenue East, Ottawa. Telephone—2-8761.
- Mexico**—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LANcaster 2502.
- Netherlands**—E. L. Hechtermans, Commercial Secretary, Netherlands Legation, 8 Range Road, Ottawa. Telephone—4-3312.
- Dr. A. S. Tuinman, Agricultural Attaché, Netherlands Legation, 8 Range Road, Ottawa. Telephone—2-4142.
- New Zealand**—J. A. Malcolm, Trade Commissioner, Room 609, Sun Life Building, Montreal. Telephone—LANcaster 4104.
- A. W. Broadbent, Assistant to the Trade Commissioner, Room 609, Sun Life Building, Montreal. Telephone—LANcaster 4104.

Foreign Commercial Representatives in Canada

Norway—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.

Peru—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.

Poland—T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076.

Sweden—B. G. Järndstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

Switzerland—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 252, Chateau Laurier, Ottawa. Telephone—2-5455.

E. R. Zuerrer, Swiss Office for the Development of Trade, 159 Bay Street, Toronto. Telephone—ELgin 2959.

Turkey—Rifki Zorlu, Counsellor, Turkish Legation, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.

Union of South Africa—Herbert Neethling, Secretary, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.

Union of Soviet Socialist Republics—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.

United Kingdom of Great Britain and Northern Ireland—A. M. Wiseman, C.M.G., M.C., United Kingdom Senior Trade Commissioner and Economic Adviser to the High Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.

A. R. Bruce, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.

R. K. Jopson, O.B.E., Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.

W. D. Lambie, Trade Commissioner for the Maritime Provinces, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.

J. Paterson, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.

A. P. Timms, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.

D. Broad, Trade Commissioner, 703 Royal Bank Building, Winnipeg. Telephone—9-2956.

H. Oldham, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PACific 4644.

United States of America—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Joseph L. Dougherty, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Terry B. Sanders, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Yugoslavia—Pero Cabrić, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

Head Office Telephone Changes

Telephone numbers of the following Area Officers, in the Trade Commissioner Service, have been changed:

Europe—R. W. Rosenthal and K. Nyenhuis (5605)

Latin America—R. W. Rosenthal (5605)

These changes appear in the Head Office Directory, at the end of this issue of *Foreign Trade*, and should be made on the reprint of this directory.

Foreign Trade Service

Head Office Directory

The work of the Service is co-ordinated by an executive committee, of which the undernoted directors are members, and the Deputy Minister of the Department of Trade and Commerce is chairman.

Head office personnel, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers in parentheses, are as follows:

Trade Commissioner Service

Director, G. R. Heasman (2530)

Recruiting, training and posting of trade commissioners; direction and supervision of overseas officers; trade inquiries concerning countries and areas.

Assistant Director, H. W. Cheney (3058)

Area Officers—

Asia, G. S. Hall (5249)

British Commonwealth, V. A. White (4404)

Europe, R. T. Young (4404); R. W. Rosenthal, K. Nyenhuis (5605)

Latin America (5605)

Area Traffic Officer, W. J. Fisher (6236)

Export Division

Director, W. F. Bull (6748)

General liaison with Canadian export industries; trade inquiries concerning commodities; maintenance of Exporters' Directory; administration of Export Permit Branch.

Assistant Director, G. A. Newman (5983)

Assistant to Director, A. E. Fortington (5670)

Commodity Officers—

Foods Section—Chief, H. A. Gilbert (2380)

Live stock and products, fish and products, H. A. Gilbert (2380)

Plants and products, G. F. Clingan (7523)

Food allocations, K. L. Melvin (3172)

Machinery, Metals and Chemicals Section—Chief, C. J. Gardner (4082)

Machinery and industrial equipment, C. J. Gardner (4082)

Iron and steel products, E. L. Smith (4082)

Non-ferrous metals and non-metallic minerals, A. M. Tedford (4863)

Chemicals and allied products, S. G. Barkley (7601)

Electrical machinery and equipment, A. S. MacRae (7601)

Automotive equipment and vehicles, B. R. Hayden (7886)

Textiles, Leather and Rubber Section—Chief, G. R. Poley (3004)

Textiles and apparel, G. R. Poley, J. U. Curtis (3004)

Leather, rubber and products, Miss M. A. Wood (3004)

Wood and Paper Section—Chief, G. H. Rochester (4863)

Wood and products, G. H. Rochester (4863)

Paper and products, E. Clarke and N. R. Chappell (6974)

General Products Section—Chief, W. H. Grant (3209)

General products, W. H. Grant (3209)

Miscellaneous products, P. G. Jones (4160)

Durable consumer-goods, W. H. Grant (3209)

Exporters' Directory—E. B. H. Wright (6681)

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills. (3640)

Token Shipments to U.K.—A. E. Fortington (5670).
W. H. Black (5670)

Foreign Trade Service

Head Office Directory—Continued

Import Division

Director, Denis Harvey (5417)

Assistance to importers in locating and procuring desirable imports; general import trade inquiries; maintenance of Importers' Directory.

Assistant Director, C. F. McGinnis (7163)

Raw Materials Section—Chief, C. F. McGinnis (7163)

Supply Research, A. C. Fairweather (6905), F. T. Carten, P. E. Jensen,
M. C. Hughes (6958)

Trade Controls, W. G. Hopkins (6552)

Manufactured Goods Section—Chief, H. B. Scully (6519)

G. C. Clarke, G. W. Rahm (3873)

Trade Services Directory—A. J. Langdon (6905)

Canadian Importers' Directory—Miss M. E. Adams (6552)

Commercial Relations and Foreign Tariffs Division

Director, H. R. Kemp (5151)

Preparation of data pertaining to the negotiation of trade treaties; general economic and commercial policy; maintains complete records of foreign tariffs and trading regulations.

Treaty Research Section—Acting Chief, A. L. Neal (7696)

L. E. Couillard (7594)

Foreign Tariffs Section—Chief, G. C. Cowper (2250)

United States, G. C. Cowper (2250)

British Commonwealth, Miss H. K. Potter (2250)

Europe, E. J. McMeekin (2250)

Latin America, H. V. Jarrett (5642)

Industrial Development Division

Director, G. D. Mallory (3819)

Liaison with other agencies connected with the establishment of new industries; special problems connected with the development of new export business.

Trade Publicity Division

Director, B. C. Butler (2479)

Publication of *Foreign Trade*, weekly journal of the Foreign Trade Service, and preparation of brochures, news letters and press releases; advertising programs in Canada and abroad.

Assistant Director, J. Fergus Grant (2186)

News Service—Chief, S. L. Tilley (6588)

Foreign Trade Service

Head Office Directory

Associated Agencies Concerned With Development of Foreign Trade

Canadian Government Exhibition Commission

479 Bank Street, Ottawa

Director, Glen Bannerman (3558)

Responsible for arrangements concerning participation by Canada in all exhibitions, display promotions and trade fairs outside Canada, and for international trade fairs held in Canada; advises individual firms in the display of their commodities in foreign countries.

Assistant Director, F. P. Cosgrove (7818)

Wheat and Grain Division

Director, C. F. Wilson (5648)

Serves as the medium through which wheat, flour, and other cereal products are procured for other countries. It maintains a constant survey of Canada's grain position, respecting supply, transportation, domestic and export demand. The Director is secretary to the Wheat Committee of the Cabinet, and liaison officer between the Department of Trade and Commerce and the Canadian Wheat Board.

Assistant to Director, J. B. Lawrie (5830)

Canadian Commercial Corporation

No. 2 Temporary Building, 70 Lyon Street, Ottawa

Managing Director, W. D. Low (3736)

Serves as a purchasing agent in Canada for governments of other countries, and for international bodies. Assists private enterprise in obtaining from ex-enemy territories essential supplies that cannot be obtained through ordinary commercial channels. Facilities of the Corporation are utilized in the purchase of supplies for the Department of National Defence and Supplies required for defence projects. Cable address—*Cancomco*.

Secretary, J. D. McCarthy (4955)

Comptroller, G. F. Wevill (5316)

General Purchasing Agent, W. J. Atkinson (5767)

Foreign Purchasing Section, A. E. Annetts (5092)

Export Credits Insurance Corporation

17 O'Connor Street, Ottawa

General Manager, H. T. Aitken (2-4828)

Provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—*Excredcorp*.

Chief Credit Officer, A. W. Thomas (2-4828)

Secretary, T. Chase-Casgrain (2-4828)

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, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Belfast—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 36 Victoria Square.

Italy

Rome—J. P. MANION, Canadian Commercial Representative, Room 055, Via Umbria 2. Address for letters: 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, Sophia-laan 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, Commercial Counsellor, 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, Canfrucum.

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, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

Glasgow—G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

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. 17	Nominal Quotations Mar. 24
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2435	.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