

FOREIGN TRADE

OTTAWA, APRIL 5, 1947

Published Weekly
By
Foreign Trade Service
Department of Trade and Commerce

In This Issue

Canada expanded Merchant Fleet to meet Demands of Wartime	598
Basic Italian Requirements Estimate at over Billion Dollars . . .	606
Increased Mexican Trade in 1946 reflects Business Conditions . .	608
Rising Volume of Imports from United States Under Review	610
Canadian Imports, by Commodities (January-December, 1946.) . .	613
Rapid Development shown by Netherlands Paint Industry	615
Canadian Companies construct Locomotives for France	617
Lack of Fuel in France reduces Industrial Output Last Year	619
Scotland has Acute Shortage of Domestic Electrical Appliances . .	623
Mahogany Lumbering Important in Economy of British Honduras .	625

Regular Features

Foreign Exchange Quotations	640
Foreign Trade Enquiries	627
Foreign Trade Service Abroad	638
Trade and Tariff Regulations	628
Transportation	631
Departures from Montreal	631
Departures from Halifax	633
Departures from Saint John	634
Departures from Vancouver-New Westminster	636

COVER SUBJECT—M.V. *Canadian Constructor*, one of three Diesel-driven ships built by direction of Wartime Shipbuilding, Limited, for the transportation of passengers and freight between Canada, Bermuda and the British West Indies. Built by the Burrard Dry Dock Company, Limited, at North Vancouver, the *Canadian Constructor* has a deadweight tonnage of 7,500, a displacement at the designed draft of 11,400 tons and a speed of 16 knots.

Photo by Canadian National Steamships

Canada Expanded Merchant Fleet To Meet Demands of Wartime

Total of 321 ships of 10,000 tons deadweight built in four years, in addition to smaller vessels—History of mercantile marine traced from 1919, when contracts for ocean-going tonnage were let—Substantial contribution to war effort made by shipyards.

By Captain E. S. Brand, R.N. Retd., Department of Reconstruction and Supply (former Director of "Trade" Division, Naval Service Headquarters)

SEA transportation is an essential factor in the development of foreign trade. Canada's ocean-going merchant fleet, the creation of which was made possible through the expansion of her shipyards, made a substantial contribution to the war effort of the United Nations, having carried a vast tonnage of munitions and other supplies required in waging the conflict that eventually brought victory to these powers. During a period of four years, a total of 321 ships of 10,000 tons deadweight were delivered, in addition to 42 made available to the British Admiralty as "issuing" or "maintenance" vessels, and 46 smaller ships.

The story of Canada's merchant fleet virtually begins with formation of the Canadian Government Merchant Marine, known as the "C.G.M.M.," whose charter was dated January 4, 1919. Operations of this company were frequently associated with losses incurred during the next seventeen years, and until it ceased active operations in 1936. As such a broad generalization is not fair to those intimately connected with the company, and does not furnish a proper background against which to consider the Canadian fleet of to-day, an outline of the C.G.M.M., as summarized from reports of the Department of Transport for 1942 and 1944, is set forth.

During the parliamentary session of 1917, the then Minister of Marine, Fisheries and Naval Affairs gave, on May 22, a short résumé of the government's shipbuilding policy. Since the beginning of the war in 1914, a number of ships had been constructed in Canada for the British Government through the agency of the Imperial Munitions Board. But, except for the purchase between 1914 and 1917 of three ocean-going freighters by the government railways for use in coastal trade, no thought had been given to the creation of a nationally owned merchant fleet. The desirability of creating a Canadian-owned mercantile marine was stressed at that time.

Merchant Shipping Policy Set Forth in 1918

It was not until a year later, on April 4, 1918, that a government policy on merchant shipping was set forth. As soon as current contracts for the Imperial Munitions Board were completed, it was decided that Canadian shipyards should build freighters to the order of the Canadian Government. Roughly, three types of ships were proposed: (a) 8,100 tons deadweight, with a speed of 10-11 knots; (b) 4,300-5,000 tons deadweight, with a speed of 8-9 knots; (c) 3,000 tons deadweight, with a speed of 8 knots, these being small enough to reach the sea from the Great Lakes yards in which some were built. Two 10,000-ton ships of 13 knots were included in the program.

The Canadian Government Merchant Marine, Limited, was incorporated in January, 1919, to operate and manage the new government-



Canadian Vickers, Limited, Montreal, whose yards contributed substantially to the naval and merchant shipbuilding program of Canada during the war. This firm built five "North Sands" type cargo vessels, of 10,000 deadweight tons, and one "North Sands" tanker. Twenty-six frigates, eight corvettes, six minesweepers and six transport ferries were also launched. Postwar construction includes the M.V. *Canadian Cruiser*, seen at the dock in this air view, four vessels for the Lloyd Brasileiro and two for the Royal Netherlands Steamship Company. Six others are being built for the former operators.

Photo by Royal Canadian Air Force

owned ships as they were delivered, but at this time none of the ships was ready for service and the war had ceased. Therefore, one reason for which they were built, the carriage of munitions, had already become invalid. Separate owning companies under the C.G.M.M. were to be formed for each ship, and these companies were to reimburse the Dominion Government for its expenditure on the vessel concerned by 5½ per cent notes. The net earnings of the vessels were to be applied to the reduction of these notes and the payment of interest. The notes were to be secured by the issue of a mortgage on the ship, in each case, to the Minister of Finance.

Forty-five Ships Ordered in 1919

It was reported on May 8, 1919, that 45 ships had been ordered, of which three were in service and a further 25 were to be delivered by the end of the year. The ships, which had been ordered at the peak of building prices, cost between \$180 and \$215 per deadweight ton, which compared with \$115 per ton in Britain. Only 19 ships were delivered during 1919, 25 more became available in 1920 and, during the same year, the three original "railway" ships were turned over to the C.G.M.M. to

operate. In the meantime, a further 18 ships had been ordered, 17 of which were ready for service during 1921 and one in January, 1922.

During 1919 and 1920, the C.G.M.M. earned operating profits of over one million dollars each year, but, by the time the last ship was delivered, the immediate postwar shipping demands had fallen off. Old-established British and foreign companies had succeeded in getting their older ships de-requisitioned and reconditioned, and had added modern postwar vessels to their fleets. Freight rates had dropped more than 50 per cent in many cases and, whilst a fair amount of outward bound cargoes from Canada were still obtainable at low rates, it was almost impossible for the C.G.M.M. ships to get homeward cargoes and thus show any profit on their voyages. The additional 18 ships delivered to the company in 1921 had further complicated conditions which were already difficult. It was recommended that 27 of the smaller types of 5,000 deadweight tons and under should be disposed of and that the capital cost of the remaining ships be written down to what might be considered the then replacement value.

Canadian National Steamships Formed in 1928

By the end of 1926, only 16 vessels had been disposed of and one had been lost. During the year 1929, seven of the C.G.M.M. vessels were transferred to the Canadian National (West Indies) Steamships, Limited, a new company formed in 1928 as a result of the negotiation of a trade treaty between Canada and the British West Indies. Of these seven ships, three were of the 8,000-ton type, two of 5,000 tons, one of 4,000 tons and one of 2,700 tons. It is of interest to note that these ships continued in service throughout the Second World War, one being torpedoed and sunk early in 1945. By the end of 1931, 10 ships remained in the C.G.M.M. fleet. A committee recommended that the Government consider the abolition of the C.G.M.M., which had not shown any operating profit for the past ten years. It was not, however, till April, 1936, that authority was given to sell the remaining ten ships to a joint syndicate, which agreed to maintain a regular service between Canada, Australia and New Zealand. This transfer ended the physical operation of the C.G.M.M., though the company took charge of certain vessels seized in prize during the Second World War.

From this brief summary, it is possible to draw certain conclusions of interest in the present postwar period. The ships were originally projected mainly to serve a war requirement but, as it turned out, they were delivered too late to perform that primary purpose. They did, however, prove most useful in the immediate postwar years, when they served Canadian exporters and importers in filling a gap caused by the great shortage of tonnage in the reconstruction period. They were able to open up and pioneer many new trades to the advantage of Canada and, by granting favourable freight rates, enabled Canadian manufacturers to compete for business in a manner that would not have been possible by indirect shipment. Unfortunately, there was never enough of this business to make the operation profitable to the steamship company. In addition, a large proportion of the money disbursed in the operation of these ships was spent in Canada in salaries, wages, purchases, repairs and commissions, which would not otherwise have remained in the country.

On paper, operations of the C.G.M.M. showed a total loss of over \$100,000,000. This was due largely to the fact that the ships were not completed in time to take advantage of the earnings which war cargoes would have brought them, and were saddled throughout their existence with the capital charges of their very high cost of construction in a peak building period.

Situation at Start of Last War

At the outbreak of the Second World War, in 1939, there were some 38 ocean-going ships of over 2,000 tons on the Canadian registry. These were principally owned by the Canadian National Steamships, Limited, and the Imperial Oil Company, Limited, and included two passenger liners owned by the Canadian Pacific Steamships, Limited. The Government, therefore, had very little Canadian-flag tonnage that could be directed into essential war services. By 1941, in spite of the addition to the list of several vessels taken in prize, the total number of ocean-going ships under purely Canadian control had fallen to nineteen, owing to transfers of registry, sinkings, and capture by the enemy. Consequently, the Canadian Shipping Board, which was set up in December, 1939, to regulate and provide tonnage for essential overseas requirements, had to acquire most of its shipping space by arrangement with the British Ministry of War Transport and other allied shipping organizations. Transportation of the Canadian Army and R.C.A.F. overseas was almost entirely dependent upon the provision of ships from British and Allied sources.

Soon after the war began, existing Canadian shipyards, which had built few ships for fifteen years, came to life again with the receipt of orders for British and Canadian naval escort vessels, which kept them occupied during 1940. By the fall of that year, it had become apparent that the building of merchant ships was a vital need, and in December the British Government ordered 26 merchant ships of what was known as the "North Sands" type, of 10,000 tons deadweight and with a sea speed of 11-11½ knots. In March, 1941, the Canadian Shipping Board recommended that merchant ships should be built in Canada for Canadian ownership in order that the Board might have more tonnage under its control to carry vital Canadian cargoes. Meanwhile, the Department of Munitions and Supply, in allocating the British order, decided that shipbuilding should be handled by a special organization.

Wartime Merchant Shipping Formed

Accordingly, in April, 1941, Wartime Merchant Shipping, a Crown company, was set up to deal with all merchant shipbuilding and to develop the full shipbuilding resources of the country. The company immediately went to work to get merchant ships built in every berth which was available or could be constructed. When they started, there were only eight building berths in the country in which 10,000-ton ships could be built. By June, 1942, fourteen months later, this number had been raised to forty, of which thirty-five were used for merchant ships. In addition, eleven more berths were built or enlarged to take smaller merchant ships of 4,700 tons deadweight.

By May, 1941, Wartime Merchant Shipping had scheduled the production of 63 ships, in addition to the original 26 ordered by the British. It had also commenced negotiations with the United States Maritime Commission for Canada to build merchant ships to their order in exchange for direct payments covering the actual building costs of the ships. Agreement was reached in July, 1941, for the U.S.M.C. to purchase all ships then scheduled on the shipbuilding program and to "lease-lend" them to Britain. As a result, the British Government only bought two of the ships they had originally ordered; ninety ships built in Canada and paid for by the United States were turned over to Britain under the "lease-lend" agreement. These ships were all of the "North Sands" type, slightly modified to suit local building conditions and United States requirements, and were named for historic North American forts.

Contracts for Coal-Burners Let in 1941

In May, 1941, Wartime Merchant Shipping let a contract for the construction of the first of a new class of 4,700-ton deadweight coal-burning ship with a speed of 9-10 knots, suitable for carrying bulk cargoes where depths of water precluded the use of the larger ships. On December 1, 1941, the S.S. *Fort Ville Marie* was delivered to the British at Montreal and 32 more were in varying stages of construction. From this time on, deliveries progressively increased, and in November, 1943, less than two years later, the 200th Canadian-built 10,000-ton ship was delivered.

Park Steamship Company Formed in 1942

In January, 1942, the Canadian Shipping Board asked for the allocation of ten ships for Canadian ownership, as a start, and discussions took place as to how such ships should be operated for the government account. In March, it was decided to set up a Crown company—the Park Steamship Company—to handle these ships, which were named for Canadian parks. The company would hold title to the ships in the name of the Canadian Government, and allocate them to suitable shipping companies to manage, under the general supervision of Park Steamships, for a fixed management fee. All revenue obtained from their operation would then return to the Government through the Park Steamship Company. By this means, not only could the cost of the ships be amortized but, at the same time, private Canadian operators could be given considerable additional experience in ship management. The “Park” set-up was, therefore, on a different basis from that of the old C.G.M.M., which managed its own ships. While the war was in progress, the Canadian-owned ships sailed by direction of the Canadian Shipping Board and were assisted in finding crews by the Director of Merchant Seamen, operating under the Department of Transport.

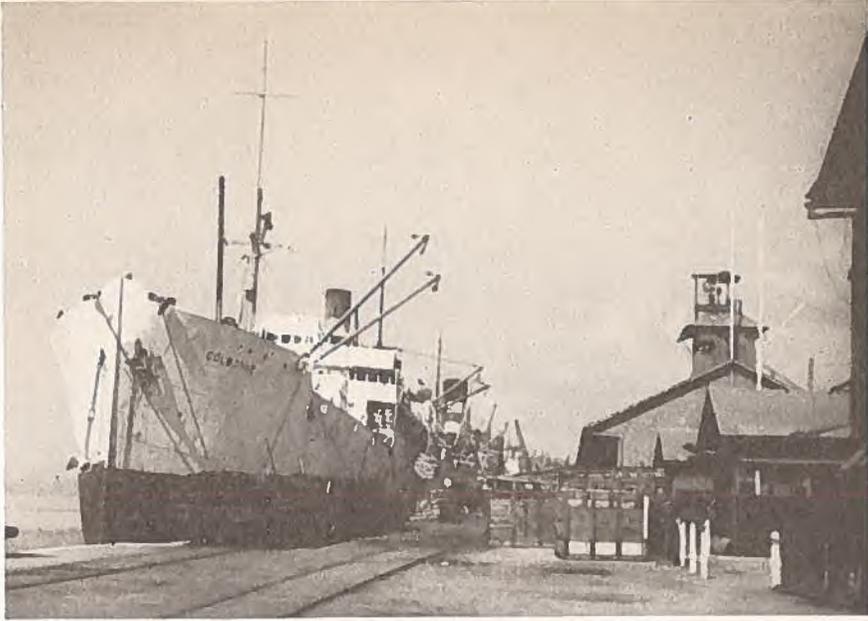
During 1942, the original “North Sands” design of 10,000-tonners was modified so that the ships could burn oil fuel. The first of these modifications produced what were known as the “Victory” type, fitted with water tube boilers, while the second produced the “Canadian” type, with Scotch boilers, which could be readily adapted to burn either oil or coal. All these ships, with certain slight differences, corresponded to the “Liberty” type of ship, built in large numbers by the United States, which also derived its basic design from the original British “North Sands”.

Policies in Two Wars Contrasted

In sharp contrast with the story of Canadian shipbuilding in World War I, when the first ship was delivered to the C.G.M.M. on February 22, 1919, three months after the Armistice, the first “Park” ship was delivered to the Park Steamship Company on June 1, 1942, over three years before V-J Day. From then on, the Park fleet was steadily augmented by deliveries of ships, concurrently with those constructed for the British through “lease-lend” and later through Mutual Aid.

Shipyards Employed 35,000 Workers

By November, 1942, some 35,000 men were employed in Canadian shipyards, and sufficient experience had been gained by Wartime Merchant Shipping for the costs of shipbuilding in Canada to be gauged with some accuracy. As a result, all building contracts were renegotiated to ensure that building firms did not make excessive profits from this war necessity and on a basis which provided a strong incentive to keep costs down. According to a report of the Special Committee on War Expenditures, published on January 26, 1944, the final costs of the 10,000-ton ships



S.S. Colborne, of the Canadian National Steamships, unloading Canadian products at King's Wharf, Port-of-Spain, Trinidad, last December, on her 100th voyage out of Canadian ports. Built by the Wallace Shipbuilding and Dry Dock Company, Limited, Vancouver, in 1921, this passenger and cargo liner was named the *Canadian Skirmisher*, and is one of the original units of the Canadian Government Merchant Marine.

were between \$140 and \$190 a deadweight ton. The costs of the 4,700-ton ships were between \$226 and a maximum of \$394 for the first ship delivered by one particular yard.

During the year, excessive losses in tankers sustained by the Allies made the provision of new tanker tonnage imperative. Arrangements were accordingly made to convert one "North Sands" type and twelve "Victory" type vessels. Although they were not as efficient oil carriers as tankers, they could be rapidly produced and had the advantage of looking like ordinary freighters. Incidentally, none of the thirteen was lost by enemy action during the war.

In March, 1943, the original United States Maritime Commission contract for ninety ships was completed, and it was decided that deliveries not required by the Park Steamship Company should be "bareboat" chartered direct to the British Ministry of War Transport for a nominal charter hire. The cost of the ships was charged against Mutual Aid appropriations and the title of ownership remained in Canada.

Ship Built in Forty-five Days

By this time, shipbuilding yards were running almost up to their schedule of deliveries, and on April 29 a ship was launched 45 days after its keel had been laid. The Canadian building rate was not comparable with production records of the United States, where prefabrication involved heavy outlays for handling equipment and a large shipyard area. It was not considered that the extra cost of equipping Canadian yards for extensive prefabrication of parts was justified, in view of the set-up and the number of ships to be produced.

On October 1, 1943, the brake on merchant ship production was applied, and the early schedule for 1944 was spread over the whole year instead of the first six months, as had originally been intended. This enabled manpower to be diverted for the construction of specialized naval vessels, planned for war on the Pacific. As a result, deliveries were reduced, and only three 10,000-ton vessels were delivered to the Park Steamship Company after V-E Day, the last of these going into service on July 22, 1945. This may be contrasted with the last delivery to the C.G.M.M., which took place on February 29, 1922, over three years after the Armistice.

A great demand for 4,700-tonners arose to assist in the European invasion, and the original schedule of 36 was increased to 43. The later ships were slightly modified, some being fitted with 'tween decks for general cargo purposes. As a result, ten were delivered after V-E Day, and the last vessel went into service in September, 1945.

Wartime Shipbuilding, Limited, Takes Control

In January, 1944, Wartime Merchant Shipping was extended to take charge of all shipbuilding in Canadian yards, naval as well as merchant, with the new title of Wartime Shipbuilding, Limited. During the year a number of "Victory" and Canadian-type hulls were modified whilst building, in order that they might serve as store-issuing ships or maintenance ships for British naval forces in the Pacific.

The "North Sands" and modified types proved efficient and economical carriers, easy to build, maintain and to operate. As an experiment, however, Wartime Shipbuilding, Limited, laid down three Diesel-driven 7,500-ton deadweight ships with a sea speed of 16 knots. These vessels were later sold to the Canadian National Steamships for their West Indies service. They are the *Canadian Cruiser*, *Canadian Constructor* and *Canadian Challenger*.

On August 24, 1945, a statement by Wartime Shipbuilding, Limited, showed that the following ocean-going merchant ships had been built and delivered in just over four years, of which 321 were over 10,000 tons deadweight, as follows:

10,000 tons—		
North Sands	199 dry cargo	1 tanker
Victory	81 dry cargo	12 tankers
Canadian	28 dry cargo	..
	308	13

In addition to these, sixteen ships had gone to the British Admiralty as issuing ships and another 26 were either delivered or were under construction as maintenance ships. Of the 4,700-ton type, forty had been delivered. Six small tankers of 3,600-tons deadweight were also produced for Canadian operation.

On September 2, 1945, Mutual Aid ceased and, in due course, the nominal charter fees which the British were paying on Canadian-built ships supplied by Mutual Aid were renegotiated to regular "bareboat" charters at reasonable rates of hire. The 4,700-ton ships operating in United Kingdom waters for the British Ministry of War Transport were no longer required by them and thus soon became available for disposal.

Disposal Made of Warbuilt Vessels

Negotiations had begun by the end of 1945 for the disposal to private interests of Canadian warbuilt ships. Eleven of the large tankers and some of the 4,700-tonners were not required by Canada and were sold by War Assets Corporation, acting through Park Steamship Company,

to various foreign interests. The dry-cargo "Park" fleet of 10,000-ton ships and 22 of the 4,700-tonners were offered to Canadian registered companies at prices on a standard formula between \$50 and \$60 per deadweight ton for the large vessels, and between \$90 and \$100 per deadweight ton for the 4,700-tonners. These prices took into account the amount which this fleet had already earned to offset its cost of construction. Allowance was then made for depreciation, according to the time that each ship had been in service, and a discount was arranged for companies buying more than one ship. Canadian purchasers were given seven years in which to make full payment for the ships and were allowed a special rate of depreciation by which the vessels might be written down annually, if desired. There was an immediate response to this offer. Since oil-burning ships were in demand, arrangements were made to exchange 28 of this type on charter to the British for coal-burning ships under Canadian operation.

By the end of February, 1947, the "Park" fleet of 109 10,000-ton ships and 19 4,700-ton ships had been sold, and three 4,700-ton ships were on long-term "bareboat" charter to interests comprising 27 different private companies registered in Canada. Under the terms of sale, these ships could not be transferred to any foreign flag registry without special permission from the Canadian Government. In addition to the ninety 10,000-ton ships, which were "lease-lent" to Britain by the United States, there were, at the end of 1946, ninety others that had been delivered to Britain by Canada under Mutual Aid, and subsequently taken on long-term "bareboat" charters by the British Ministry of Transport. Of these, Britain has bought ten. The remaining eighty are scheduled to return to Canada during the next three years as their present charters expire. In 1946, largely as a result of this wartime enterprise, Canada was officially credited with the possession of 1,948,000 gross registered tons of shipping, which placed her fourth on the list of countries having merchant shipping at their disposal.

Total of 436 Ships Built and Delivered

Ships constructed by direction of Wartime Shipbuilding, Limited, some of which were delivered after the conclusion of hostilities, totalled 436, as follows:

	Tons dw.	Dry cargo	Main- Tankers	tenance	Stores	Total
North Sands	10,000	199	1	..	..	200
Victory	10,000	81	12	16	9	118
Canadian	10,000	28	..	..	3	31
Grey and Dominion	4,700	43	..	..	..	43
"Lake" Tankers	3,600	..	6	..	..	6
Diesel-driven	7,500	3	..	..	..	3
China Coasters "B"	1,200	15	..	..	..	15
China Coasters "C"	300	20	..	..	..	20
		389	19	16	12	436

Canadian Exports of Frozen Mutton to the U.K.

Shipments in 1946 of frozen mutton and lamb from Canada to the United Kingdom amounted to 9,268,000 pounds. Total shipments of mutton and lamb from July, 1945, when the contract began, up to the end of December, 1946, amounted to 18.5 million pounds, according to the *Current Review of Agricultural Conditions in Canada*.

Basic Italian Requirements for 1947 Estimated at Over Billion Dollars

Plans prepared by Italian Government and UNRRA estimate imports at \$1,200,000,000 and exports at \$500,000,000, with invisible exports valued at \$125,000,000—Probable adverse balance totals \$600,000,000.

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

ROME, March 18, 1947.—Based on experience in 1946 and on estimated shortages in foodstuffs, requirements in raw materials and the resulting industrial production of the country, both the Italian Government and UNRRA have prepared plans as to basic requirements and estimated exports, with a view to ascertaining the probable Italian balance of payments for the present year. Estimated imports are valued at slightly over \$1,200,000,000, and estimated exports at just over \$500,000,000. Invisible exports, in the form of receipts from shipping, remittances, and the tourist trade add an additional \$125,000,000 to the total, so that the estimated deficit in balance of payments comes to about \$600,000,000.

Since these figures refer to calendar year expectations, there are a number of attenuating circumstances which must be taken into consideration. Shipments due from UNRRA are still considerable, and may be valued as high as \$200,000,000. Such shipments are largely coal, wheat and mineral oils, deliveries of which have been seriously delayed due to shipping difficulties. In addition, the United States has recently released \$50,000,000 from troop-pay account, all of which will be applied against 1947 purchases. There may be as much as a \$50,000,000 balance in favour of Italy in the numerous compensation accounts she had with other European countries. If the expected loan of \$100,000,000 from the Export-Import Bank materializes, the total deficit would be reduced to about \$200,000,000. Provision is also made in the American budget for outright relief grants to certain nations. The amount mentioned for Italy varies between \$150 and \$175 million. This, plus certain grants, credits and adjustments which may be expected from other sources, would just about balance Italian payments for the present year. And if this does occur, the state of industrial reconstruction by the end of the year and any improvements in the agricultural situation would do much to stabilize the foreign payments situation of Italy in future years.

Estimated Imports during 1947

A breakdown of the UNRRA estimate of requirements being available, the following table follows the UNRRA plan, and not that of the Italian Government, which has not been published.

UNRRA Estimate of Italian Import Requirements, 1947

	Metric tons	\$1,000
Cereals	2,129,000	225,400
Pulses	136,000	24,400
Meat and fish	108,000	46,200
Fats and oils	129,000	51,150
Coffee	30,000	14,500
Miscellaneous	10,000	5,300
Total	2,542,000	396,950
Industrial raw materials:		
Solid fuels	10,013,000	202,156
Mineral oils	2,771,000	67,575
Iron, steel	700,000	38,600
Non-ferrous metals	71,000	29,040
Minerals	732,150	12,312
Ceramic-refractories	105,700	3,716

UNRRA Estimate of Italian Import Requirements, 1947—Concluded

	Metric tons	\$1,000
Industrial Raw Materials— <i>Cont.</i>		
Textile, raw material	366,000	155,260
Hides	18,000	9,100
Paper	163,000	16,300
Lumber	1,250,000	81,300
Rubber and allied products	38,824	19,990
Chemicals	81,750	23,002
Fats and oils	200,000	27,060
Miscellaneous items .....	.....	33,000
Total	16,510,424	718,411
Agricultural requirements:		
Fertilizers	162,500	7,100
Miscellaneous	60,000	10,300
Total	222,500	17,400
Miscellaneous:	.....	80,000
Grand total	19,274,924*	1,212,761

*Plus the Miscellaneous Items.

It will be noted that the tonnage of imports is far higher than the actual imports during the first 10 months of 1946. They are about double what can be presumed to be tonnage figures for the whole of 1946. The main differences are in coal, which is estimated at almost double the 1946 figure, but which is nevertheless at only 85 per cent of the prewar rate. Cereal imports are considerably higher, and about equal prewar averages. Mineral oil imports are about three times higher than 1946 imports.

In all other categories, the plan has been assumed to be on the basis of an almost normal economy and estimates are far higher than 1946 imports. These figures are based on what is considered to be a desirable level of import trade, and take no account of possible world shortages which may prevent the realization of the program. This will naturally affect the programmed exports, since shortages of fuel and raw materials will have an immediate effect on Italian industrial production. On the assumption that Italy will receive all the raw materials listed, the computation as to Italian exports is as follows:

Estimated Italian Exports in 1947

Industrial exports:	\$1,000
Cotton yarn and fabrics	130,000
Wool yarn and fabrics	71,000
Artificial fibres	57,000
Silk	35,000
Hemp	12,000
Hats and miscellaneous articles	8,000
Non-ferrous metal products	12,000
Mechanical industries	20,000
Electro-mechanical industries	15,000
Automotive products	8,000
Rolling stock	5,000
Rubber industry	7,000
Leather tanning industry	3,000
Paper industry	4,000
Glass industry	3,000
Marble, alabaster	2,000
Chemicals	14,000
Food processing	50,000
Total industrial exports	456,000
Agricultural exports	44,000
Miscellaneous	5,000
Total exports	505,000

An increase in exports is predicated on continued expansion of the textile industry, which is expected to account for about 62 per cent of total exports, as against about 50 per cent in 1946.

Estimated Balance of Payments

Value of imports		\$1,232,761,000
Value of exports	\$ 505,000,000	
Shipping revenue	45,000,000	
Remittances	50,000,000	
Tourist trade	30,000,000	
Total receipts		630,000,000
Deficit in balance of payments		\$ 602,761,000

This balance, as pointed out in the early part of this report, may be almost eliminated by various favourable factors.

Increased Mexican Trade in 1946 Reflects Business Conditions

Prospects for 1947 considered good—Total trade, valued at 4,463,574,404 pesos, largest in history—Canadian-Mexican Trade Agreement enlarges the flow of goods between countries last year.

By D. S. Cole, Commercial Counsellor, Canadian Embassy

(Editor's Note—This report is the first in a series of three on economic conditions in Mexico during 1946.)

MEXICO CITY, March 18, 1947.—The past year was an excellent one for Mexican business, high prices having compensated for shortage of supplies of almost all classes of raw materials and manufactured goods. Prospects for 1947 are considered to be good. There is a large unsatisfied demand for all types of commodities. Supplies will be more abundant. Prices should be lower and deliveries prompt. The financial position of private enterprise and the Government is quite strong. Transportation, especially by sea, will improve considerably. Mexico's numerous new industries will need an increasing volume of imported semi-finished and raw materials.

Value of Foreign Trade Establishes Record

Mexico's foreign trade, valued at 4,463,574,404 pesos or \$892,714,881, reached an all-time high in 1946. The unfavourable balance also increased to the record figure of approximately \$159,000,000 as compared with \$54,347,625 in 1945. Imports increased from 1,603,400,000 pesos in 1945 to 2,631,074,585 pesos last year, while exports increased from 1,333,500,000 pesos to 1,832,499,819 pesos in the same period. Canada's share of the total trade is approximately 155,000,000 pesos, composed of 95,000,000 pesos of imports from Mexico and 60,000,000 pesos of exports to Mexico.

Comparative Figures of Mexican Trade

	Imports Pesos	Exports Pesos
1943	909,583,302	1,130,228,780
1944	1,895,198,265	1,046,984,709
1945	1,604,404,468	1,332,666,344
1946	2,631,074,585	1,832,499,810

Reserves of Foreign Exchange Reduced

The constant drain on the exchange reserves of the Bank of Mexico indicates that both trade and international balance of payments were unfavourable to Mexico throughout the year. Mexican foreign exchange reserves, which totalled \$372,000,000 in February, fell by more than \$100,000,000 between February and November.

The share of the United States in Mexican trade was maintained at about 75 per cent of the imports and 66 per cent of the exports. Total United States exports to Mexico during 1946 have been estimated at 1,988,203,971 pesos, or \$397,640,776, and imports from Mexico estimated at 1,226,768,452 pesos or \$245,353,690.

Results of Canada-Mexico Agreement Reflected in Increased Trade

The results of the Canadian-Mexican Trade Agreement were evident last year. According to the Dominion Bureau of Statistics, Mexico advanced from 41st position in 1939 to 5th position in the first six months of 1946 in Canadian imports. Mexican Government figures likewise indicate that Canada is now in fourth position as a supplier to the Mexican market. Canadian exports to Mexico during 1945 were valued at \$8,165,058, and from January to October, 1946, they amounted to \$8,374,062. Canadian imports from Mexico during 1945 were valued at \$13,508,165, and during the nine months ending September, 1946, they totalled \$12,270,520.

Canada's chief imports from Mexico during 1945 were: peanuts, \$1,412,851; raw cotton, \$2,524,943; sisal, ixtle and tampico fibre, \$4,526,620; nuts, \$1,596,260; fresh vegetables, \$2,054,124; cotton and cotton manufactures, \$2,583,004; and other textile products, \$4,630,631. Imports from Mexico during last year covered the same range of products almost identically, in larger quantities. During the month of October, for instance, imports of Mexican raw cotton were valued at \$90,042; sisal, ixtle and tampico fibre at \$207,000; glucose, syrup and corn syrups at \$70,048; yarns, cottons and twine at \$22,393.

The chief Canadian exports to Mexico during 1945 were: wood pulp, \$5,518,816; newsprint, \$924,141; soda and sodium compounds, \$531,614; upper leather, \$299,540; pure-bred cattle, \$267,115; asbestos, milled fibres, \$315,661; copper wire and cable, \$359,944; bars of iron and steel, \$313,367.

In the month of October, 1946, Canada exported to Mexico: hops, \$125,849; upper leather, \$37,588; newsprint, \$46,277; gas engines and parts, \$50,925; sewing machines, \$51,329; machinery and parts n.o.p., \$86,418; wax mineral, \$33,214; a total export trade for the month of \$736,514.

It is likely that complete trade returns for the year 1946 would show Mexico to have retained her favourable balance of trade with Canada, which amounted in 1945 to \$5,343,107.

Establish Canada-Mexico Steamship Services

Steamship services on both the Atlantic and Pacific were established in 1946, the Pacific coast service operating between Vancouver and Manzanillo and the Atlantic service between Montreal-Halifax and Tampico-Veracruz. The Atlantic service has proven most successful and has now passed into private hands. In addition to the *Lansdowne Park*, which has previously been operating in this service, an additional boat, the *Bell Park*, will commence operating in 1947.

Rising Volume of Imports From United States Under Review

Statistics, considered on a quarterly basis, display significant trend—Increases in prices affect total values—Imports of coal, cotton, fruits and farm machinery higher.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

ATTENTION has been focussed during the past few months on the Canadian balance of payments with the United States, and particularly on the rising volume of imports. Exports to the United States have receded from wartime levels, due mainly to the decline in shipments of war materials. The balance of commodity trade between the two countries, which in 1945 showed a slight surplus in favour of Canada, changed by 1946 to a Canadian deficit of approximately \$500,000,000.

The annual commodity deficit with the United States approximated \$100,000,000 prior to the outbreak of hostilities in 1939. Foreign exchange arising from the surplus of exports to other countries was available at that time for conversion into United States dollars to meet this deficit. With the net credits from trade with Great Britain and similar "soft currency" countries now financed mainly by Canadian loans, the deficit on United States account must be met in large part from dollar reserves accumulated over the last few years. Canadian trade with "hard currency" countries, other than the United States, also shows an excess of imports, which increases the deficit of United States dollars.

"Non-Commodity" Transactions Important

Commodity transactions are not the only element in the Canadian balance of payments with the United States, as indicated in the March 29 issue of *Foreign Trade*, but they are the most important items. Invisible or non-commodity transactions were close to a balance before the war and in 1945. Detailed information on these "invisible" transactions is not yet available for 1946, but there is no reason to suppose that they will provide credits to offset the commodity deficit.

The growth in volume of imports from the United States cannot be ascribed to any one single cause, although the most significant contributing factor is the traditionally close relationship between the volume of imports and the level of domestic prosperity. With national income not far from the wartime peak, and with the wartime restraints on spending largely removed, consumer expenditure in Canada reached a record height in 1946. This accumulated demand stimulated the importation of consumer goods. Furthermore, the demand for goods produced in Canada resulted in increasing requirements for imported fuels, materials and capital equipment.

Associated with this demand was the increasing availability of goods from the United States in the latter part of the year, and the inability of other countries to supply the materials needed to satisfy Canadian wants. The growing integration of Canadian and United States industry, the conditioning of Canadian tastes to United States' styles, the proximity of the two countries, the relative absence of foreign exchange problems, and the use of similar business methods contribute much to the development of trade between Canada and the United States. The steady rise in prices of United States goods throughout the past year is undoubtedly

responsible for part of the increase in the value of imports. Finally, part of the imports in 1946 represents repairs and the replacement of capital equipment, which had been necessarily deferred, and the refilling of inventory pipe lines that had been emptied during the war.

Quarterly Statistics Significant

The principal import items, in Canada's trade with the United States, are listed in the table below, with the averages for each quarter of 1946 compared with corresponding figures for 1945 and 1939. The quarterly statistics are more significant than the annual totals, as they indicate the trend during the year. In interpreting quarterly changes, the seasonal factors cannot be dismissed completely, but most of the items are not greatly affected by seasonal changes in demand and supply or shipping.

Imports of agricultural products in 1946 were valued at nearly four times the average for 1939. Fruits dominated the list, with the last quarter average 50 per cent higher than that for the first quarter of the year. This increase is not attributed to price changes, as citrus fruits and juices, which account for over 60 per cent of total fruit shipments, registered a price level in the last quarter below the average for the full year.

Imports of Cotton and Cotton Fabrics Higher

Raw cotton and cotton fabrics showed one of the largest increases in the list of commodities. The value of imports of raw cotton in 1946 was more than double that for 1939, whereas the figure for the fourth quarter of 1946 was treble that for the quarterly average in 1939. Cotton fabrics increased from \$4,400,000 in 1939 to \$32,000,000 in 1945, and to \$51,900,000 in 1946, with approximately 40 per cent of the 1946 imports occurring in the last quarter. Part of the increase is explained by the very substantial price rise that took place. The United States wholesale price indexes for raw cotton for 1939, December, 1945, and December, 1946, are, respectively, 73, 184 and 242 (1926=100). Indexes for cotton goods for the same periods are 67.2, 125.5 and 181.6. The rise in dollar value of imports of other textile products was relatively almost as great, and the total value of textile imports from the United States, at \$140,000,000, was three and one-half times as large as the dollar value in 1939.

Imports of farm implements and machinery showed a steady rise during the year, with the value of imports in the last quarter being nearly double that for the first quarter, and four times the average for 1939. Other machinery showed a similar large increase over 1939. The 1946 quarterly figures for automobiles, trucks and parts reflected increased automotive production in the United States during the year, as well as the price increases that occurred in that period. Fourth quarter imports were double those for the first quarter in value, and over three times as great as the 1939 quarterly average.

Coal Imports Increased

Imports of coal increased steadily, reflecting the continuing high level of industrial activity in Canada during the past year. With the exception of the second quarter, when the coal strike in the United States slowed shipments, the value of coal imported was well above 1945 and three and one-half times as great as in 1939. In weighing this change, it should be noted that the price of bituminous coal in 1946 was approximately double that of 1939. Large as these coal figures are, they underestimate the total United States dollar cost, as freight on United States railroads from pithead to the Canadian border is not included in the value shown, but appears as a debit in the non-commodity section of the balance of payments account. Imports of crude petroleum from the United States were nearly double the 1939 value, with 1946 prices one-third higher than 1939.

The "miscellaneous items" shown in the last section comprise in the main a wide selection of consumer goods, such as toys, films, refrigerators and parts, musical instruments, jewellery, as well as small-value postal-parcels.

Imports from the United States

Principal Commodity Groups

	(\$ millions)					
	Average quarter		1946			
	1939	1945	First Quarter	Second Quarter	Third Quarter	Fourth Quarter
Total imports	124.2	300.6	283.6	334.8	351.3	435.6
Fruits	4.1	12.6	12.4	15.4	15.9	19.3
Nuts	0.2	1.5	3.0	1.6	0.9	4.7
Vegetables	1.4	4.9	7.6	11.0	2.3	3.1
Grains	1.2	3.1	3.5	2.9	3.1	6.9
Vegetable oils	0.9	1.1	1.7	1.5	1.4	1.9
Rubber and manufactures	1.2	3.5	2.4	2.9	4.2	5.3
Other agricultural and vegetable products	2.3	3.9	5.0	4.7	4.1	6.8
Group total	11.3	30.6	35.6	40.0	31.9	48.0
Furs and manufactures	1.1	2.3	5.7	2.4	2.9	3.8
Leather	0.7	1.1	1.3	1.4	1.1	1.8
Animals and other animal products	2.4	1.8	3.2	2.7	2.7	4.9
Group total	4.2	5.2	10.2	6.5	6.7	10.5
Raw cotton	4.1	8.8	9.4	7.3	7.4	12.1
Cotton fabrics	1.1	8.0	9.9	11.3	10.8	19.9
Cotton manufactures, other	0.6	2.0	2.6	2.7	2.4	5.0
Raw silk	1.6	.....	.....	.....	0.1	0.1
Artificial silk manufactures	0.5	3.0	2.1	2.3	2.7	4.3
Manufactures of mixed textiles	1.5	3.1	3.1	3.2	3.2	5.8
Other fibres and textile manufactures	1.0	2.4	1.8	2.1	3.3	5.3
Group total	10.4	27.3	28.9	28.9	29.8	52.6
Wood and manufactures	2.3	3.3	3.5	4.2	4.1	5.4
Paper	1.7	3.2	4.3	4.5	4.1	4.9
Books and printed matter	3.2	5.1	7.0	7.7	6.7	7.8
Group total	7.2	11.7	14.8	16.4	14.9	18.1
Iron ore	1.0	1.8	.....	0.3	2.0	2.1
Rolling mill products	5.8	13.7	9.0	14.0	13.3	15.9
Engines	1.4	6.8	4.5	6.6	5.9	7.7
Farm implements and machinery	5.0	12.5	11.8	15.1	20.4	20.4
Machinery, other than farm	9.6	22.7	24.7	31.5	31.7	36.4
Tools	0.4	1.9	2.1	4.4	0.3	2.5
Automotive and other vehicles and parts	10.3	19.2	16.6	28.4	26.9	34.1
Other iron and steel products	6.0	15.1	14.6	18.0	22.0	23.8
Group total	39.5	93.7	83.3	118.3	122.5	142.9
Aluminum and products	0.6	1.2	1.2	1.7	1.4	1.9
Brass and copper products	0.8	1.4	1.6	1.8	2.5	3.1
Electrical apparatus	3.0	10.2	9.4	11.8	10.6	13.8
Other non-ferrous metals and products	2.9	3.7	5.2	5.6	6.1	6.4
Group total	7.3	16.5	17.4	20.9	20.6	25.2
Clay and products	1.0	2.0	2.2	2.6	2.3	3.0
Coal and products	9.4	28.7	32.0	21.0	38.4	40.7
Glass and glassware	1.2	3.6	4.2	4.8	4.9	5.8
Crude petroleum for refining	8.2	11.5	7.8	15.4	17.3	17.8
Gasoline	1.8	2.3	1.0	3.4	4.9	4.4
Petroleum products, other	1.9	2.9	3.4	3.7	4.3	4.7
Stone and stone products	1.7	2.0	1.8	2.5	3.3	3.8
Other non-metallic minerals and products	1.3	3.0	2.1	3.5	4.1	3.7
Group total	26.5	56.0	54.5	56.9	79.5	83.9
Drugs	0.6	2.0	2.0	2.3	1.7	1.8
Dyes	0.8	1.4	1.6	1.8	1.5	1.7
Paints	0.7	1.9	2.2	2.5	1.6	2.1
Other chemical and allied products	5.6	12.5	14.0	16.0	14.2	16.6
Group total	7.7	17.8	19.8	22.6	19.0	22.2
Scientific and educational items	0.9	2.2	2.6	3.4	3.1	3.8
Aircraft (excluding engines)	0.7	4.0	2.0	2.6	2.0	2.4
Canadian tourist purchases	2.3	0.5	1.1	2.1	2.7	3.2
Miscellaneous items	5.1	7.1	8.6	11.2	15.0	19.7
Settlers' effects	0.6	0.8	0.8	1.7	1.8	1.5
Canadian goods returned	0.4	1.6	1.6	1.4	1.2	1.0
Goods to remain property of British military forces	0.1	3.6	0.1	1.5	0.4	0.6
War material, Order in Council .....	.....	22.0	2.3	0.3	0.3	.....
Group total	10.1	41.8	19.1	24.2	26.5	32.2

Canadian Imports, by Commodities

Commodity	January			January-December	
	1938	1946	1947	1945	1946
(Thousands of Dollars)					
Agricultural and Vegetable Products—					
Fruits.....	1,254	6,703	7,709	71,489	95,496
Nuts.....	177	1,558	2,650	14,322	22,591
Vegetables.....	496	2,518	1,563	22,032	27,243
Grains and products.....	1,220	1,216	2,250	12,507	20,197
Sugar and products.....	704	3,303	1,857	32,104	39,879
Cocoa and chocolate.....	109	61	465	3,891	5,626
Coffee and chicory.....	425	2,017	447	9,156	16,162
Tea.....	771	2,717	542	17,729	10,208
Beverages, alcoholic.....	452	1,142	1,016	8,292	12,911
Gums and resins.....	97	372	343	3,931	5,635
Oils, vegetable.....	876	1,320	2,487	11,479	15,062
Rubber and products.....	825	765	1,034	15,098	20,079
Tobacco.....	57	195	210	2,621	3,364
Vegetable products, other.....	710	1,147	1,386	10,907	16,300
Total.....	8,173	25,034	23,959	235,558	310,753
Animals and Animal Products—					
Fish and fishery products.....	176	241	322	3,108	4,599
Furs and products.....	559	3,635	1,862	21,205	27,292
Hides and skins, raw.....	319	99	1,488	3,059	3,651
Leather, unmanufactured.....	210	307	615	3,510	4,182
Leather, manufactured.....	143	336	561	3,053	5,062
Animal oils, fats, greases and wax.....	73	119	163	3,801	4,685
Animals and animal products, other.....	403	778	1,466	8,889	14,766
Total.....	1,883	5,515	6,477	46,625	64,237
Fibres, Textiles and Textile Products—					
Cotton, raw and linters.....	1,165	3,330	5,316	40,195	44,397
Cotton products.....	1,480	6,095	12,000	49,210	74,761
Flax, hemp and jute and products.....	803	2,270	1,796	17,829	23,142
Silk and products.....	653	244	694	2,089	4,041
Wool, raw and unmanufactured.....	820	1,824	1,641	19,202	29,824
Wool products.....	1,786	3,221	4,487	24,517	34,744
Artificial silk and products.....	306	1,513	3,169	20,849	22,103
Fibres and textile products, other.....	1,030	2,193	3,785	22,870	31,108
Total.....	8,043	20,690	32,888	196,761	264,121
Wood, Wood Products and Paper—					
Wood, unmanufactured.....	428	556	958	6,457	8,586
Wood, manufactured.....	360	699	1,551	8,483	11,467
Paper.....	543	1,359	1,668	13,376	18,834
Books and printed matter.....	1,139	2,223	2,337	21,445	30,737
Total.....	2,470	4,837	6,514	49,761	69,623
Iron and its Products—					
Iron ore.....	95	7	85	8,596	6,467
Scrap.....	62	50	193	818	2,163
Castings and forgings.....	164	595	652	8,186	7,445
Rolling mill products.....	1,642	4,463	5,282	55,049	53,376
Pipes, tubes and fittings.....	153	681	831	5,641	8,411
Wire and chain.....	235	555	477	6,201	5,564
Farm implements and machinery.....	1,442	4,376	7,164	50,435	68,352
Hardware and cutlery.....	172	538	777	4,673	7,431
Household machinery.....	124	325	804	2,207	6,361
Mining and metallurgical machinery.....	223	627	598	6,420	6,432
Business and printing machinery.....	428	828	1,561	6,254	12,851
Other non-farm machinery.....	2,205	7,673	10,243	77,900	104,643
Tools.....	163	786	972	7,945	10,135
Automobiles, freight and passenger.....	1,061	651	3,902	4,876	31,702
Automobile parts.....	2,560	4,379	6,294	67,855	66,453
Other vehicles, chiefly of iron.....	106	234	669	4,330	9,510
Engines and boilers.....	664	1,725	2,796	28,040	29,462
Cooking and heating apparatus.....	57	577	924	2,996	10,462
Iron products, other.....	1,252	2,811	4,589	35,988	43,849
Total.....	12,808	31,881	48,813	384,460	491,069

Canadian Imports, by Commodities—Concluded

Commodity	January			January-December	
	1938	1946	1947	1945	1946
	(Thousands of Dollars)				
Non-Ferrous Metals and Products—					
Aluminium and products.....	257	460	653	9,611	14,693
Brass, copper, and products.....	295	600	1,052	5,656	9,454
Tin.....	190	1,701	31	5,122	6,109
Precious metals (except gold).....	369	231	905	5,281	13,897
Clocks and watches.....	129	688	592	7,333	7,808
Electrical apparatus, n.o.p.....	1,077	3,278	4,792	43,052	47,788
Non-ferrous metal products, other.....	955	1,601	1,700	23,065	20,532
Total.....	3,272	8,559	9,725	99,120	120,231
Non-Metallic Minerals and Products—					
Clay and products.....	593	1,477	1,676	13,681	17,824
Coal.....	2,864	10,151	9,317	102,432	120,354
Coal products.....	303	1,126	1,005	12,762	12,729
Glass and glassware.....	437	1,527	2,145	16,098	23,258
Petroleum, crude.....	1,700	4,868	7,070	72,412	89,471
Petroleum products, n.o.p.....	653	1,912	2,679	22,644	34,272
Stone and products.....	752	731	1,434	9,888	14,676
Non-metallic mineral products, other.....	379	1,035	1,278	15,488	20,027
Total.....	7,681	22,827	26,604	265,405	332,611
Chemicals and Allied Products—					
Acids.....	97	207	261	3,303	3,228
Cellulose products.....	131	413	469	5,330	6,554
Drugs and medicines.....	354	857	861	9,440	9,371
Dyeing and tanning materials.....	287	789	742	8,297	9,209
Fertilizers.....	91	486	293	3,707	4,561
Paints and varnishes.....	266	854	920	8,060	9,437
Inorganic chemicals, n.o.p.....	433	957	839	11,270	12,564
Synthetic resins and products.....	70	875	1,333	7,632	13,681
Chemical products, other.....	415	1,891	2,183	22,120	24,269
Total.....	2,144	7,329	7,907	79,759	92,874
Miscellaneous Commodities—					
Films.....	120	167	204	1,884	2,418
Toys and sporting goods.....	86	125	352	1,210	4,885
Refrigerators and parts.....	49	348	535	603	5,201
Musical instruments.....	66	116	372	953	3,361
Scientific and educational equipment.....	281	964	1,195	10,193	13,582
Aircraft and parts (except engines).....	208	498	1,177	16,001	9,448
Works of art.....	131	216	115	1,164	1,693
Canadian tourists' purchases.....	287	272	603	2,015	9,125
Parcels of small value.....	334	275	2,106	2,737	14,460
Wax, mineral and vegetable.....	38	109	149	2,075	3,188
Miscellaneous consumer goods.....	361	765	966	7,241	14,694
Miscellaneous, other.....	818	1,079	1,317	105,209	17,337
Canadian goods returned.....	187	7,669	572	36,587	68,145
Non-commercial articles.....	281	1,036	1,231	40,395	14,173
Total.....	3,246	13,639	10,894	228,327	181,710

Exports of Beef and Bacon to Britain Last Year

During the calendar year 1946, a total of 191,518,000 pounds of beef was exported from Canada to Britain, the equivalent of 410,150 head of cattle. There was also an additional export of 77,000 pounds of veal.

Exports of bacon in 1946 amounted to 274 million pounds. An analysis of bacon exports for the period 1938 to 1946 shows a steady increase in the percentage of A-1 sizeable Wiltshire sides shipped. In 1938, bacon exports graded 29.7 per cent A-1 sizeable and the percentage increased each succeeding year until in 1946 the percentage of top-grade bacon was 53.9 per cent. Wiltshire sides made up 84.8 per cent of the total bacon exported last year.

Rapid Development Shown by Netherlands Paint Industry

Result of high domestic consumption—Chemical paints one of the country's main exports—Paint Export Office established to increase exports of prepared paints—Exports of printing inks four times prewar figure.

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

THE HAGUE, March 12, 1947.—The manufacture of paint in the Netherlands dates back approximately 150 years, when painters and drug merchants made paints of various kinds for domestic purposes. However, it was not until after the first world war that the manufacture of paints became an important industry, the maintenance of high quality being credited to the Netherlands Research Laboratories' collaboration with the industry.

Paint manufacture has shown rapid development, partly as a result of a high domestic consumption attributable to some extent to the proverbial Dutch tidiness but mainly to the moist sea climate, which has a decidedly adverse effect on unprotected wood and panels.

At present the Netherlands paint and lacquer industry comprises approximately 275 large and small factories. Coloured paints and lacquers, consisting chiefly of dry materials or pigments, are manufactured in some 16 plants, employing about 900 workmen. Some 240 others, employing about 2,100 people, are producing prepared paints, and there are 19 factories with some 275 workers engaged in the manufacture of printing inks.

Dry Paint Products Diversified

The manufacture of dry paints in the Netherlands was started in 1778, when a white lead factory was established at Schoonhoven. Trends were towards a greater diversification of the commodities produced, and now white lead, zinc white, lithopone, titanium oxide, red lead, hydrate of alumina, Berlin and ultramarine blue and other colours are being manufactured. One factory is producing lithopone, two make zinc white, five manufacture white lead, and eight produce other colours. During the last war, one zinc-white factory was destroyed, and a plant producing other colours was seriously damaged.

The principal domestic consumers of the above products are the paint, lacquer, printing ink, linoleum, balatum, paper and tinplate industries, while smaller quantities are purchased by the ceramic and roofing-tile manufacturers.

Canada Listed Among Markets

During the last war production declined, owing mainly to the lack of raw materials. The last year for which complete details of output are available is 1938, when production amounted to 29,000 metric tons with a value of more than 5,000,000 florins.

In that year, over 21,000 tons of dry paints valued at 4,600,000 florins were exported, against imports valued at 3,500,000 florins. The principal foreign markets were Great Britain (4,363 tons), United States (3,743 tons), Sweden (2,534 tons), Canada (2,300 tons), Belgium and Luxembourg (1,712 tons), and Germany (1,166 tons). A considerable part of the raw materials had to be imported, such as lead, in blocks, lead litharge,

chromates, sulphate of alumina, sulphur, barytes, and porcelain clay. The total value of these imports was about 1,000,000 florins, representing 50 per cent of the total cost of the materials consumed by the industry.

One of the principal exports from the Netherlands is chemical paints, of which shipments abroad in 1946 aggregated 3,500 tons, with a value of approximately 4,000,000 florins. Exports went mainly to Sweden, Belgium and Luxembourg, Switzerland, and Finland.

Six Groups of Prepared Paints Produced

Six main groups of products are manufactured by that branch of the industry producing prepared paints: semi-manufactures; putty; paints ready for use; japan lacquers; varnishes; cellulose nitrate; and synthetic lacquers. In 1938 it consumed 12,000 tons of white zinc, 4,500 tons of lead pigments (white and red lead) and more than 6,000 tons of other dry paint materials. In addition, 2,000 tons of turpentine and some 6,000 tons of artificial organic liquids were used as solvents for paints and lacquers.

Binding material requirements comprised 15,000 tons of oils, 1,700 tons of natural resins and about 1,200 tons of synthetic resins, cellulose nitrate and other artificially produced materials. During the years 1938 to 1943 the production value of paints and lacquers was as follows: 1938, 21,676,000 florins; 1939, 25,242,000 florins; 1940, 28,798,000 florins; 1941, 38,572,000 florins; 1942, 25,317,000 florins; 1943, 23,675,000 florins.

Exports of Paint Products 20,375 Tons in 1938

Exports of various paint products (exclusive of dry paints, white lead and zinc white) in 1938 weighed 20,375 tons and had a value of 3,014,000 florins; the comparative figures for 1939 being 21,100 tons and 3,385,000 florins.

Exports of prepared paints in 1938 amounted to 5,400 tons, of which 1,266 tons went to the Netherlands East Indies, 540 tons to South Africa, 497 tons to Belgium and Luxembourg, 412 tons to South America, 376 tons to Surinam and Curaçao, 235 tons to the United Kingdom, 227 tons to Germany, 211 tons to Finland, 142 tons to Egypt, and 135 tons to Sweden.

Raw Material Shortages Hamper Production

Compared with other branches of industry, the Netherlands paint industry has not been greatly affected by the war. A more serious factor, however, was the looting of machinery and raw materials (particularly linseed oil). Currently, the greatest handicaps are the shortages of raw materials and packing materials. Since the greater part of the former have to be imported, it is hard to obtain supplies.

During the first half of 1946, the linseed-oil position was not unsatisfactory, but white pigments were very scarce. During the last six months of 1946, pigment supplies showed an improvement but, on the other hand, the oil position became so unfavourable that allocations to the paint manufacturers had to be drastically curtailed. In November, 1946, a large quantity of linseed oil arrived from South America, so that some deliveries could be made to the paint industry. A considerable percentage of this oil had to be reserved, however, for the soap and linoleum producers. The oil allocations granted for 1947 are not unsatisfactory, although it is not yet assured that these will be forthcoming.

Export Markets Required

In December, 1945, the Paint Export Office was established for the purpose of increasing foreign shipments of prepared paints (not of the dry

products). The capacity of the Netherlands paint industry is such that, once the domestic requirements have been satisfied, production will be more than sufficient to meet the domestic demand. It will therefore be necessary to export on a large scale. In 1946, approximately 3,500 tons of prepared paints were exported, chiefly to Belgium and Luxembourg, Norway, Switzerland, Sweden, Finland, and South Africa.

Prospects for Printing Inks Favourable

Production of printing inks in the Netherlands was started around 1900. During the first world war, domestic production was strongly stimulated by reduced imports. At present, inks for all types of printing processes (including offset, rotary and embossing inks) can be made in this country. During the years 1940-45, the output of printing inks was handicapped by a shortage of various raw materials. By using synthetic resins as a substitute for linseed oil, it was possible to keep up production to some extent.

In 1938, about 1,500 tons of printing inks valued at 1,500,000 florins were produced, of which 85 tons, with a value of 110,000 florins, were sent abroad, mainly to the Netherlands East Indies (26 tons), Belgium and Luxembourg (12 tons) and Portugal (10 tons). Based on 1938 figures, the quantities now being sent abroad are twice as large and the value even four times as much. There are no imports.

Potential prospects for the Netherlands printing-ink industry are regarded as satisfactory. New types of products, which were developed in the United States during the last war, will also be made in this country as soon as the necessary machinery is available.

Canadian Companies Construct Locomotives for France

Canadian Commercial Corporation order of 140 locomotives for France from Montreal Locomotive Works Limited, Montreal, and Canadian Locomotive Company, Limited, Kingston, well under way—First locomotives built in Canada for France to cost \$18,193,000.

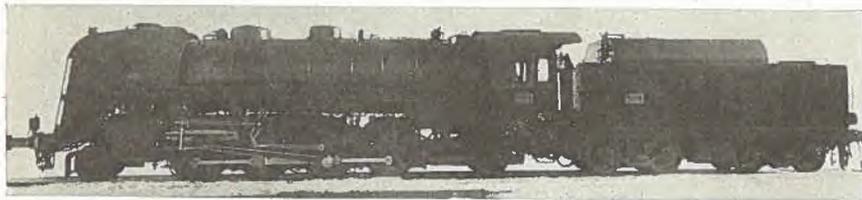
CONSTRUCTION of 140 steam locomotives for the French National Railways is now underway in Canada. Contracts placed by the Canadian Export Board, now the Canadian Commercial Corporation, fix the cost at \$18,193,000 and stipulate that all of the engines must be completed by the end of May, 1947. The necessary funds to cover payment of these locomotives will be taken out of Canada's \$242,500,000 loan to France.

Original negotiations were commenced in the autumn of 1944, but it was not until December, 1945, that the official signal was given to proceed. The first four locomotives were completed in Montreal in August, 1946, the delay having been caused by shortage of materials and by the steel strike in Canada.

The Montreal Locomotive Works Limited has been awarded a contract for the construction of 100 of these locomotives, with the remaining 40 to be built by the Canadian Locomotive Company, Limited, Kingston, Ontario. Recently, the Montreal company completed its 60th engine, and all of these have now been sent across the United States border for shipment to France from an American port. The Kingston company turned out its first engine on January 23.

Material Shortage Reduces Output of Montreal Company

Under the present plans, the Montreal and Kingston companies hope to complete construction of the 140 locomotives by the end of May, 1947. Owing to the delay caused by shortage of materials, Montreal Locomotive Works Limited has been building these French engines at the rate of 14 per month. Under normal conditions, this company could have turned out a total of 18 per month.



Different from Average French Engine

These are the first locomotives ever to be built in Canada for France and they are very different from the average French engine. Except for a few mechanical details peculiar to the French railways, they are similar to the "6060" class engines now in service in Canada. The main differences are in the coupling devices and bumpers. There are no bells or headlights, familiar objects on Canadian trains. They are equipped with the "peanut" whistle, usually heard on French trains.

Oil and Coal Burning Types Ordered

Of the 140 locomotives now being constructed for France, 80 per cent will burn oil and 20 per cent will be coal burners, which will be fired by mechanical stokers. This precaution was taken so that shortages of either fuel in France would not put too many engines out of commission at one time.

It is also interesting to note that the demand for Canadian railway cars and locomotives, a negligible one before the war, became so great in 1946 that they are now listed among Canada's principal exports.

Mexico Will Make Newsprint from Sugar Cane Waste

Mexico City, February 27, 1947.—(FTS)—Sugar cane waste, bagasse as it is called, will be used to manufacture newsprint in Latin America's biggest paper plant, which will begin operations within six months at Zacatepec, Mexico.

The owner of the plant, which is reported by a columnist in the daily *Excelsior* to be nearing completion, is Neguib Simon, a prominent industrialist. He has stated that within six months of starting operation the production of his factory will compete, very successfully, he believes, with foreign, mainly Canadian, newsprint now used here.

Machinery for the plant was purchased in the United States. Use of sugar cane waste to manufacture newsprint will obviate recurring shortages of pulp wood. This plant will be the first in Mexico to use this raw material and it is anticipated that the total production will be sold in Mexico, where daily newspapers are being published only six days weekly at present because of newsprint shortage.

Lack of Fuel in France Reduces Industrial Output Last Year

Shortage of hydro-electrical energy also factor in preventing return to prewar production levels—Overall effect indicated in declining production of paper, building materials, chemical, and leather industries.

By Yves Lamontagne, Commercial Secretary, Canadian Embassy

(Editor's Note.—This is the fifth in a series of articles on economic conditions in France during 1946. The first four appeared in the February 15, March 8, March 15 and March 29 issues of *Foreign Trade*.)

PARIS, March 25, 1947.—While industrial production increased steadily during the first half of 1946, a certain levelling off became apparent during the third quarter, and the rate of activity was definitely reversed during the last few months of the year as a result of decreased imports of coal. A reduction in the supply of hydro-electrical energy after the end of October acted as a further brake to progress, shattering French hopes of stepping up national output at the end of 1946 to a level equal to that of 1938.

In certain branches of industry, nevertheless, production in December exceeded the average monthly output during 1938. For instance, the index of production for cement reached 127 per cent (1938=100), while for window glass the index rose to as much as 248 and for flat building glass to 152.

Iron and Steel Production Below Prewar Average

In the basic iron and steel industry, however, the December output of pig iron was only 75 per cent of the 1938 monthly average, and that of raw steel only 86 per cent. During 1946 production of pig iron totalled 3,454,000 metric tons compared with 1,183,000 in 1945 and 6,012,000 in 1938. Production of raw steel in 1946 reached 4,421,000 tons as against 1,662,000 in 1945, 6,200,000 in 1938 and 9,700,000 tons in 1929. After rising from 231,000 tons in January, 1946, to 476,000 tons in October, output of raw steel decreased to 451,000 tons in November, and to 448,000 tons in December, owing to reduced allocations of coal and coke. The total output for the year included 2,295,000 tons of Thomas steel, 1,617,000 tons of Martin, and 409,000 tons of electrolytic steel. At the end of the year there were 109,100 workers in the siderurgical industries compared with 139,000 in 1939.

Possess Large Deposits of Iron Ore

France possesses large deposits of iron ore, particularly in the Moselle area, where 31 million metric tons were mined in 1938, half of which was exported to Belgium, Luxemburg and Germany. In western France (Normandy, Brittany and Anjou), where the ore is richer, two million tons were mined in 1938, of which two-thirds were exported. In the Pyrenees about 500,000 tons can be mined annually. In French North Africa there are considerable deposits, from which 3,700,000 tons were mined in 1938. The combined output in 1938 amounted to 37 million tons, of which half was exported.

In 1938 the steel works consumed 2,200,000 metric tons of scrap iron and steel, while 643,000 tons were fed to the blast furnaces. Another 420,000 tons were exported, mainly to Italy, making a total of 3,200,000 tons. This scrap is important for the manufacture of steel by the Martin process.

France's siderurgical industry consumed 2,217,000 metric tons of various fuels in 1938 besides 7,000,000 tons of coke, of which latter 63 per cent was imported, over half from Germany, mainly the Ruhr area. In 1929 about 11,700,000 tons of coke were consumed by the steel industry.

Plans for Increased Production of Steel

The Siderurgical Commission aims at stepping up France's output of raw steel to 11 million metric tons in 1950, apart from 2.7 million metric tons of pig iron for various purposes other than steel making. This objective can be reached with France's present installations, and the immediate program calls for modernization rather than extension of plant. France at present possesses 177 steel plants and 190 blast furnaces (of which 59 are in operation).

The principal modernization measures call for concentration in the steel industry, and include, among other plans, the installation of important new rolling mill equipment; the construction of nine coking plants with a consumption of 15,000 metric tons daily; 18 agglomeration plants; the replacement of blast furnaces of under 300 tons capacity by 24 new units with a capacity 50 to 100 per cent greater. Special attention will be given to the production of iron and steel sheets, bars and wire, and rolling mill equipment will be imported from the United States.

Large Capital Investment Required

The total investment required over a period of seven years amounts to 70 billion francs (\$585,000,000), on the basis of May, 1946, values, which were about 30 per cent lower than those in January, 1947. This total is broken up as follows (figures in billions of francs): coke ovens, 5.5; agglomeration plants, 3.6; blast furnaces, 12; Thomas steel, 1; Martin ovens, 1.6; rolling mills, 21.2; electrical equipment, 11.1; miscellaneous installations, 8; workmen's housing, 6. About 33 billion francs is to be invested up to 1950, of which 9 billions will be required for buildings and public works and 24 billions for material and installations. Imported materials will cost about 12 billion francs over a period of 4 years.

Amortization of plant and equipment represents about 1,250 francs per metric ton of steel, which means about 9 billion francs per annum for a capacity of 12 million tons, on the basis of 15,000 francs per ton of liquid steel, over a period of 20 years. A part of the capital required will be found by the steel industry through higher prices and the remainder secured by loans.

It is hoped to increase the annual output per worker from 44 metric tons of steel in 1938 to 72 tons by the end of 1948 and 80 tons in 1950. Consumption of fuel per unit is to be reduced by 20 per cent. The Commission estimates that production costs should be lowered by 1,000 francs per ton on medium sheets, by 1,200 francs for thin sheets and by 2,000 francs for tinned sheets.

It is planned to provide for exports of 2,300,000 metric tons of siderurgical products by 1950, including 400,000 tons for the French colonies. This does not include exports of machinery and tools.

Output of Automobile Industry Mainly Exported

In December, 1946, the output of automobiles of all kinds was 9,494 units, compared with an average monthly output of 18,930 in 1938. These figures are broken down as follows (1938 in parentheses): private cars, 3,921 (15,200); trucks and lorries, 5,237 (3,260); other vehicles, 336 (470). During the year 1946 the total number of motor cars manufactured was 96,122, including 62,571 trucks and lorries, 30,429 private automobiles

and 3,121 other cars, tractors and special vehicles. About 84 per cent of the private automobiles produced were exported, while approximately 25 per cent of the freight automobiles produced were shipped abroad.

Production of Rubber Goods Near Prewar Level

On the basis of actual gum and synthetic rubber incorporated in the finished product, 3,800 metric tons of rubber tires were manufactured in December, 1946, compared with a monthly average of 3,500 metric tons in 1938. On the same basis, the output of industrial rubber in December last amounted to 1,700 metric tons as against a monthly average for 1938 of 1,850 tons. December, 1946, production of finished industrial rubber products was distributed as follows, in metric tons (1938 monthly averages in parentheses): tubing, 760 (560); belting, 540 (349); shoes, 570 (805); heels and soles, 1,400 (1,020); hygienic and surgical, 160 (188); ebonite and linings, 210 (275); rubberized fabrics, 670 (810); mechanical rubber, 1,125 (1,490); other rubber goods, 230 (1,700). The rubber industry is heavily handicapped by the difficulties being met in respect to the supply of fuel.

In November, 1946, production of paper pulp was 27,609 metric tons compared with 29,374 in October and an average monthly output of 28,900 tons in 1938. Monthly imports of paper pulp in 1938 averaged 30,800 tons. The November, 1946, output included 17,037 tons of mechanical and semi-chemical pulp; 4,041 tons of bisulphite; 4,636 tons of kraft pulp and 1,895 tons of other chemical pulp.

Decreased Coal Allocations Reduces Paper Output

During October a peak production of 75,591 metric tons of paper and board was reached, followed by a drop of about 7 per cent in November to 70,039 tons, compared with a monthly average for 1938 of 97,600 tons. In December, output fell to about 60,000 tons, owing to decreased allocations of coal. Production in November included 21,907 tons of wrapping paper, 17,458 tons of printing and writing paper, 13,597 tons of newsprint, 15,513 tons of cardboard and 3,565 tons of thin and special papers.

After reaching a peak in October, 1946, the output of cement and hydraulic lime decreased during the last two months of the year owing to the scarcity of coal and electricity. In December, the production of cement was 337,700 metric tons, compared with a 296,000-ton monthly average during 1938. Production of hydraulic lime in December was 142,100 tons, as against a monthly average of 140,300 tons in 1938. The output of refractory products in the same month totalled 36,000 tons, compared with a monthly average of 47,900 tons in 1938.

New Plant to Produce Plaster Board

While France has considerable deposits of gypsum, the plaster industry requires an abundance of labour, and to effect economies it is planned to develop the manufacture of plaster board. A new plant is expected to begin production during the first quarter of 1947. In October the production of plaster and gypsum exceeded the 1938 monthly averages by 30 per cent. Efforts are being made to develop production of bituminous felt for roofing purposes. Asbestos-cement production last October was about 90 per cent of the 1938 monthly average.

The year-end restrictions on the use of electricity and the lack of coal were not too severely felt in the glass industry, which is resorting to a larger extent to fuel oil. Compared with the 1938 monthly average, the production index in December was 248 for window glass and 152 for flat building glass. The following figures show the output in tons during December, compared with average monthly production in 1938 (in parentheses): window glass, 7,881 (3,187); flat glass, 8,065 (5,318).

Activity of Chemical Industries Declines at Year's End

Production in the chemical industries increased during 1946, but activity was reduced toward the end of the year. The following figures establish a comparison between the output in November, 1946, and the monthly average for 1938 (in metric tons, 1938 figures in parentheses): sulphuric acid, 81,445 (106,000); calcium carbide, 5,300 (13,000); chlorine, 3,816 (3,924); solid sodium, 10,594 (9,583); sodium carbonate, 52,616 (40,283); hydrochloric acid, 9,617 (10,000); fat lime, 88,097 (125,000); carbon sulphide, 1,421 (805); tar utilized for distillation, 34,000 (47,600); superphosphates, 99,756 (114,000).

The following figures show the production during December, 1946, in metric tons, of certain products: tri-chlorethylene, 694; tri-sodium phosphate, 780; lead oxide, 1,088; sodium cyanide, 181; tartaric acid, 155; colouring materials, 1,242; cellulose acetate, 116; benzoic acid, 19; pyrazoles, 15; tanning extracts, 1,761.

Production in the soap and stearine industries dropped from a total of 16,181 metric tons in September, 1946, to 13,865 in November. In the latter month, the production of toilet and household soap were respectively 45 and 18 per cent of the 1938 monthly average. The following figures, in metric tons, refer to November, 1946, the quantities shown in parentheses being the average monthly output in 1938: toilet soap, 619 (1,365); household soap, 3,489 (19,100); deteratives, 8,475 (7,550); industrial soap, 1,165 (3,000); miscellaneous, 117 (4,735).

Small Supply of Green Salted Hides and Skins

The supply of green salted hides and skins collected locally during 1946 was a little more than half the total collected in 1938. November, 1946, collections of cattle hides amounted to 4,498 tons against a monthly average of 9,698 tons in 1938, and calf hides totalled 1,231 tons against 3,152. The number of horse hides collected last November was 19,865 compared with a monthly average of 19,222 in 1938. Although farmers have held back their animals in the hope of getting higher prices, the prices paid for the hides were too low to be attractive. Imports of raw hides and skins last November totalled 2,313 tons.

The lack of tanning extracts and other raw materials has also handicapped the leather industries. In October last, 3,054 metric tons of sole leather and 669 tons of upper leather were produced, compared with an average monthly production in 1938 of 3,807 and 721 tons respectively. In November, 2,386,348 pairs of men's and women's shoes were manufactured, besides 950,968 pairs of children's shoes, 423,398 pairs of kneipps, 734,446 pairs of goloshes and 11,029 pairs of fancy shoes; a total of 4,506,189 pairs. Total output in 1946 was about 50 to 60 per cent of production in 1938. Production last November of leather belting totalled 137 metric tons, and of industrial leather goods, 167 tons. These figures are respectively 111 and 75 per cent of the 1938 monthly averages.

Remarkable Progress in Rehabilitation of Textile Industries

During the war production in France's textile industries was sharply curtailed because of the lack of imported raw materials, while a number of factories were destroyed or damaged. A considerable number of textile workers were forced into other jobs, and many have not returned. Since the liberation of the country, however, progress has been remarkable, although in many branches of the industry production is still far below capacity. The following figures in metric tons establish a comparison between production in October, 1946, and the average monthly output during 1938, the latter being shown in parentheses: cotton yarn, 17,664 (20,810);

cotton piece-goods, 11,005 (12,083); woollen yarn, 9,895 (9,840); woollen fabrics, 5,760 (6,950). It may be pointed out that the cotton yarns now produced are not of as fine count as in 1938, and that piece-goods are therefore heavier for the same yardage.

Textile Production Lowered by Lack of Modern Equipment

France possessed about 10,000,000 cotton spindles at the beginning of 1944, including 1,040,000 for torsion, besides 260,000 loom spindles and 143,400 looms. About 12 per cent of the total value of this material was destroyed by the war, and about 65 per cent is presently utilized. This machinery and material is from 20 to 30 years old on the average, and annual productive capacity is 290,000 metric tons of cotton yarn and 158,000 tons of cotton fabric. The index of production fell from 100 in 1938 to 24 in 1943, and 16 in June, 1944.

In the men's clothing industries, production has been mainly concentrated on overalls and other indispensable suits or overcoats. The total number of persons employed in this branch on October 1, 1946, was 52,530 (including 43,580 women), representing about 89 per cent of the number employed in 1938.

Scotland Has Acute Shortage of Domestic Electrical Appliances

Scarcity of refrigerators, washing machines, ironers, toasters and other labour-saving equipment—Space-heaters and irons plentiful but quality inferior—Prices generally double those before the war—Domestic production increased.

By G. F. Hughes, Assistant Canadian Trade Commissioner

GLASGOW, March 17, 1947.—At the present time there is an acute shortage in Scotland of most types of domestic electrical appliances of quality manufacture. Space-heaters and irons, however, have been plentiful for some months, but the quality is generally inferior to the comparable prewar article. An increasing number of vacuum cleaners have appeared on the market, and the smaller radios, although not in good supply, are available. Particular scarcity is noticed in refrigerators, washing machines, ironers, electric kettles, toasters and other labour-saving devices. The electric mixer is almost unknown. It is estimated that the present acute shortage will continue for at least a year. Prices for most available appliances are about double those of prewar. In radios, the price increase is approximately 50 per cent.

The chief electrical items imported from Canada before the war were cooking and heating apparatus, refrigerators, vacuum cleaners and washing machines. Imports for 1938 were valued at slightly over £300,000, about 60 per cent of which was listed as washing machines and parts. In 1946, imports of the same items for the first nine months total approximately £160,000.

Sample Survey Indicates Extent of Market

With regard to the prevalence of electrical domestic appliances and market possibilities in the United Kingdom, some interesting data as reported in *Electrical and Radio Trading*, was obtained in a recent survey by the Electrical Research Association. A sample survey was made in the city of Enfield, situated northwest of London. Enfield is an interesting

area for such a survey, as it falls into two areas that are sharply defined economically and geographically. In the west live "city businessmen", mostly in detached and semi-detached houses, and in the east "working-class" conditions prevail, most people living in terraced houses or flats with rents and taxes considerably less. There are varying factors and inaccuracies in a sample survey, but the figures are indicative of the average urban community. "Saturation factor" is the percentage of customers owning a particular form of appliance.

Sample Survey of Domestic Electrical Equipment in Enfield

Appliance or use	ENFIELD WEST	Saturation factor Per cent
Cookers	15.0
Water-heating	4.5
Space-heating	72.0
Refrigerators	4.5
Wash boilers	3.0
Washing machines	3.0
Irons (of which 11.2 per cent are thermostatically controlled)	84.5
Vacuum cleaners (of which 66.4 per cent are stick-type)....	59.5
Kettles	21.0
Toasters	11.5
Clocks	25.0
Hairdryers	8.5
Soldering irons	1.0
Radios—mains	93.0
Radios—battery	3.5
Lamps—average number	11.5
Average annual consumption	1,220 kwh.
Average total installed load	4.9 kw.

Appliance or use	ENFIELD EAST	Saturation factor Per cent
Cookers	14.0
Water-heating	5.4
Space-heating	62.3
Refrigerators	0.3
Wash boilers	3.7
Washing machines	1.3
Irons (of which 2.2 per cent are thermostatically controlled)	80.4
Vacuum cleaners (of which 44.4 per cent are stick-type)....	33.0
Kettles	15.0
Toasters	5.3
Clocks	13.0
Hairdryers	2.0
Soldering irons	5.7
Radios—mains	90.3
Radios—battery	4.7
Lamps—average number	7.9
Average annual consumption	775 kwh.
Average total installed load	3.2 kw.

If the results of the Enfield sample survey are extended to cover all the 23,000 consumers, then of the bulk:

Not less than	Not more than	Have
11.9 per cent	17.3 per cent	Cookers
62.7 " "	69.6 " "	Space-heaters
2.1 " "	4.8 " "	Refrigerators
79.1 " "	84.7 " "	Irons
40.0 " "	47.2 " "	Vacuum cleaners
15.4 " "	21.1 " "	Kettles
6.0 " "	9.8 " "	Toasters
15.1 " "	20.6 " "	Clocks
3.2 " "	6.2 " "	Hairdryers
2.5 " "	7.7 " "	Soldering irons
89.3 " "	93.3 " "	Mains radio sets
2.8 " "	5.7 " "	Battery radio sets

The average number of lamps installed is 9.0 to 9.6.
 The average annual consumption is 860 to 1,050 kwh.
 The average total installed load is 3.5 to 4.1 kw.

Considerable controversy is now taking place over the Government's plan to nationalize the electricity supply organizations. Regardless of the outcome, there is expected to be an increasing demand for labour-saving devices in the home. The prevalence of refrigerators, washing machines, ironers and other appliances in United Kingdom homes is well behind Canadian figures.

Number of Manufacturers of Electrical Appliances Increase

Prior to the war, manufacturers of electrical appliances in Scotland were confined principally to space-heaters, immersion heaters and similar products. Since the war, with increased activity on the part of the Government to locate new light industries in the Scottish Development Areas, there have been a number of companies who have established and are in production or are in the course of building factories. In the latest Board of Trade list of Scottish firms in a position to export, three firms are offering electric space-heaters; three firms, electric irons; two firms, electric toasters; and one company is producing an electric bed-warmer. A number of larger companies from the London area have moved part of their production facilities to Scotland. One of the principal vacuum cleaner manufacturers has taken over a factory of 200,000 square feet, while a new one of 600,000 square feet is being built. Washing machines will also be manufactured.

Mahogany Lumbering Industry Important In Economy of British Honduras

*Exports of logs and lumber amounted to U.S.\$1,625,198 in 1946—
Total exports valued at U.S.\$5,222,028—Best crop of chicle in history
of colony.*

By M. B. Palmer, Canadian Trade Commissioner

KINGSTON, March 5, 1947.—Mahogany logs and lumber are the main items in the economy of British Honduras. Heavy rains during the past couple of months have hampered inland operations somewhat, while work at the sawmill was held up for two weeks by a strike of the workers for higher wages. Contract prices may have to be increased to meet present costs of production. Local dealers are now paying \$160 per thousand feet in the log, an increase of \$20 over a year ago. There is a continuing demand for mahogany as well as for secondary woods. Difficulty is being experienced in finding substantial supplies of cedar required by Jamaica for cigar boxes.

Record Crop of Chicle

The chicle season extends from July to June and according to reports the current crop is the best the Colony has ever had, chiefly due to favourable weather conditions. The output as estimated will be more than 100,000 pounds over previous crops. The local price of 80-90 cents per pound is 10 cents above last year's quotation. Sugar production last year, owing to a late start, only amounted to 808 tons from 8,962 tons of cane, but this year, with increased plantings, the estimate is 1,100 tons of sugar. The Colony's annual consumption is about 1,600 tons. Citrus activity is

chiefly in the form of canned grapefruit juice and the Pomona plant expects to produce 140,000 cases this year as compared to 100,000 cases in 1946.

Increased Imports of Foodstuffs

Itemized trade statistics have not been published since 1943, but totals for the past four years were as follows:

	1943	1944	1945	1946
Imports	U.S.\$5,686,070	U.S.\$7,364,519	U.S.\$7,836,776	U.S.\$6,782,516
Exports	3,745,326	6,086,916	4,921,932	5,222,028

Main Import Items

	1944	1945	1946
	(U.S. Dollars)		
Animals for food (cattle, etc.).....	65,962	65,385	75,983
Beer, ale, stout and cider	21,934	34,615	63,213
Butter and substitutes	71,497	140,477	132,518
Cheese	34,404	43,761	39,373
Rice	163,526	196,009	292,764
Flour, biscuits, etc.	353,921	357,097	447,812
Beans and peas	83,562	108,081	149,472
Lard and substitutes	154,974	142,170	143,129
Pickled beef, pork, bacon and hams	178,550	143,528	231,143
Milk, condensed and unsweetened	164,826	449,457	355,574
Tobacco leaf and cigarettes	60,175	79,406	53,975
Vegetables (potatoes, etc.)	49,796	72,716	94,010
Chicle	456,244	253,920	352,768
Wood and timber	2,351,276	1,886,956	*48,778
Apparel, boots and shoes	227,851	216,183	241,023
Cars, trucks, tractors and parts	597,006	476,044	662,036
Cotton piece-goods and other cotton goods	289,917	326,949	388,699
Machinery and accessories	121,363	222,227	163,419
Medicines and drugs	70,677	124,464	86,926
Oils, diesel, gasoline, lubricating, etc.	225,116	387,246	408,102
Soap	23,605	21,569	95,050
All other kinds	1,598,337	2,088,516	2,255,749
Total	7,364,519	7,836,776	6,782,516

*Note.—Last year no wood was received from Mexico and very little from Guatemala.

Main Export Items

	1944	1945	1946
	(U.S. Dollars)		
Fish .....	.....	3,394	2,794
Fruits, bananas, citrus, etc.	93,928	71,055	55,962
Grapefruit juice .....	.....	.....	339,812
Chicle	677,929	590,005	1,014,161
Nuts and kernels	140,690	293,821	205,725
Woods, mahogany, logs	236,557	342,944	351,412
Woods, mahogany, lumber	562,289	539,087	1,201,056
Other logs and lumber	9,756	57,390	72,730
Hides and skins	7,169	11,281	32,238
All other kinds	552,269	276,694	639,994
Re-exports	3,806,329	2,736,261	1,306,144
Total	6,086,916	4,921,932	5,222,028

Packaging Exposition and Conference in April

The sixteenth annual Packaging Exposition and Conference on packaging and shipping will be held in the Convention Hall, Philadelphia, Pennsylvania, from April 8 to 11 inclusive. The exposition is the only national display of new and recent developments in the field of packaging materials, machinery, design and accessory devices and methods. Canadian exporters who may be interested are requested to communicate with Alvin E. Dodd, American Management Association, 330 W. 42nd Street, New York 18, N.Y., who can provide additional information.

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.

20. **Belgian Congo**—Etablissements A. De Geyter & Fils, B.P. 673, Elisabethville, Belgian Congo, is interested in receiving c.i.f. quotations on any of the following items: small oxy-acetylene welding equipment; welding rods in copper-coated metal, tobis bronze, aluminium, etc.; welding fluxes (powder) for welding, brazing, tempering, etc., for wrought and cast iron, steel, copper, bronze, etc.; small electric welding sets with small amperage for welding thin sheets, using electrodes of 2, 3 and 4 mm., to be furnished with transformers for current of 380 volts, 3 phase, 50 cycle; safety glasses for welding, grinding and milling and sawmill work. File: 24844.
21. **Singapore and Malayan Union**—The Sure-Lite Match Company, Limited, Szehaitong Bank Building, Singapore, wish to contact exporters of paperboard, wrapping paper, corrugated cardboard and white pine match blocks for the manufacture of match boxes and matches. File: 15940.

Mexican Crops Below Expectations

Mexico City, March 5, 1947.—(FTS)—The 1946 corn crop was expected to be less than the minimum of 2,460,000 tons predicted in the fall of the year. Because of drought in the central states, it may not have reached more than 2,000,000 tons. The bean crop, which is planted at the same time, also was expected to fall below expectations, at about 174,000 tons. The crops of rice and peppers increased slightly, but the wheat harvest continued to decline.

Agricultural Production in Recent Years

	(In millions of tons)						
	1940	1941	1942	1943	1944	1945	1946
Corn	1,699.6	2,124.0	2,350.2	1,575.2	2,399.8	2,107.8	2,037.0
Beans	96.7	160.0	185.5	157.3	179.7	172.7	174.0
Peppers (green) ..	26.8	30.9	33.8	31.4	35.2	37.6	....
Peppers (dried) ..	12.4	15.8	14.2	11.7	12.9	12.7	....
Rice	107.7	109.3	108.1	144.4	118.4	118.3	....
Wheat	463.9	434.2	489.1	364.2	396.4	368.6	....

The 1946 price per ton of corn was \$72 as compared with \$35 in 1940; \$42 in 1941; \$53 in 1942; \$58 in 1943; and \$68 in 1944.

Belgian Congo Purchases Railway Equipment

Leopoldville, March 1, 1947.—(FTS)—Recent complaints by Belgian industrialists that Congo requirements of many types of commodities are being sought from foreign sources when they might well be supplied from Belgium have recently been met by one important colonial organization. La Compagnie du Chemin de Fer du Bas Congo au Katanga has adopted as a policy the practice of placing as much of their business with Belgian industries as possible. In a recent statement, the local administrator of the company gave the following figures of orders placed in Belgium: 100 miles of a new type of rail, weighing 40 kilograms to the metre, the heaviest in use in the Congo; new rolling stock includes 8 locomotives of the "Mountain" type, one of "Santa Fe" and two diesel locomotives; 100 metal box cars and 100 flat cars.

The total value of the orders placed in Belgium is nearly 200,000,000 francs and the equipment is expected to be put in service during 1947.

Trade and Tariff Regulations

Increased Australian Duties on Tinned Plates Deferred

Deferred duties under Australian customs tariff item No. 147, "iron and steel plates and sheets, plain tinned", that were to have gone into effect on January 1, 1947, have been further deferred until January 1, 1948. Present rates are free of duty under the British preferential tariff and 15 per cent ad valorem under the general tariff. Deferred rates are 76s. per ton (2,240 pounds) under the British preferential tariff and 115s. per ton under the general tariff. The British preferential tariff applies to imports from Canada, and the general tariff to those from all countries outside the British Empire.

Belgian Congo Import Regulations Modified

Leopoldville, March 11, 1947.—(FTS)—Effective April 1, the sole basis for the issuance of import licences by the Belgian Congo authorities will be the availability of the necessary foreign exchange. Since adequate Canadian dollar exchange is available to Belgian Congo importers, there should be no difficulty in securing import permits for Canadian products of all types.

Indian Import Licence Regulations Changed

Bombay, March 15, 1947.—(FTS)—Effective March 31, 1947, Open General Licence No. VIII, under which a number of products could be imported into India without a specific licence, has been cancelled. Canadian exporters will be aware of whether or not their goods are being shipped under Open General Licence, and should govern themselves accordingly.

According to the *Official Gazette*, goods of any description covered by Open General Licence No. VIII, which have been despatched on through consignment to India before March 31, will be treated as having been imported thereunder. It is assumed that this would include forwarders' first shipping documents such as rail bill of lading to port, but exporters should ensure their positions by appropriate certification with forwarders and banks of date of despatch, particularly in the case of terms other than letter of credit. It is presumed that after March 31, imports of such goods will be subject to individual licences only.

A public notice from the Chief Controller of Imports, dated March 10, announces that all licences other than those marked capital goods, capital goods postwar, and heavy electrical plant will expire on June 30, 1947, unless individually revalidated. Previously such licences were automatically revalidated. This will no longer be the case, the present notice suggesting a rescreening of licences. The Reserve Bank has warned the commercial banks to open no credits expiring later than July 15, 1947, or extend existing credits beyond that date except for the above-mentioned capital goods and heavy electrical plant.

Export Quota for Indian Raw Cotton

The export quota for raw cotton during the period May to August, 1947, has been fixed by the Government of India at 800,000 bales. The quota will be made up of the following varieties of cotton: 300,000 bales of short staple, all varieties; 250,000 bales of medium staple, 4F, Jarilla,

Broach and Western varieties; 250,000 bales of long staple, NT, LSS and Surat varieties.

Licences to shippers will be given up to 6/5ths, 2·5 times and 5/3rds of the quantities granted for the period January to April, 1947, for short, medium and long staples, respectively.

Trade Mark Registration in New Zealand

M. R. Dale, Assistant Commercial Secretary for Canada in New Zealand, writes that there have recently been brought to the notice of that office a number of cases where brand names and trade marks of a Canadian producer have been registered in New Zealand by a local agent. This has caused some embarrassment and misunderstanding among other importers who may be threatened with a civil action if they should attempt to import the same product from independent sources of supply in Canada and put the goods on the New Zealand market. The registration of a trade mark by a Canadian manufacturer is, of course, a different matter and serves its purpose of preventing a competitive producer from duplicating his product.

If it is desired to have their products registered with the New Zealand patent office, Canadian manufacturers should consider whether they wish the product registered in their name or in the name of their agent.

Duty Deposit Required on White Potato Imports into U.S.

Washington, March 25, 1947.—(FTS)—The Bureau of Customs announced to-day that the quota of 60,000,000 pounds of white or Irish potatoes, other than certified seed, prescribed in the Canadian Trade Agreement, was approximately 71 per cent filled by importations for consumption during the period September 16, 1946, to March 15, 1947.

Due to the unusually heavy imports of such potatoes during the week ended March 15, the Bureau has instructed the Collectors of Customs to require the deposit of estimate duties at the full tariff rate on white or Irish potatoes, other than certified seed, entered for consumption during the period March 25 through September 14, 1947, pending determination of their quota status.

Fresh and Canned Fish Do Not Require Export Permit

Effective on and after April 1, 1947, export permits will no longer be required for the exportation of the following: cod (including sablefish or black cod), fresh (excepting cod with livers), frozen or smoked; cusk, fresh, frozen or smoked; flounders, fresh or frozen, filleted or not; goldeyes, fresh, frozen or smoked; greyfish or dogfish of the species *squalidae*, fresh (excepting those with livers), frozen or salted; haddock, fresh, frozen or smoked (including finnan haddies); hake, fresh (excepting hake with livers), frozen or smoked; herrings, Atlantic, fresh, frozen or canned and smoked kippers; herrings, Pacific, fresh, frozen, salted, smoked or canned; lake trout, fresh or frozen, filleted or not; mackerel, fresh or frozen; pickerel, fresh or frozen, filleted or not; pike other than pickerel, fresh or frozen, filleted or not; pollock, fresh, frozen or smoked; rosefish, fresh or frozen; salmon, Pacific, of any of the species of *Oncorhynchus* or *Salmo gairdneri*, fresh, frozen, salted or smoked; soles, fresh or frozen, filleted or not; whitefish, fresh or frozen, filleted or not.

Canned fish (other than canned Atlantic salmon), not elsewhere specified in Export Permit Regulations, are also released for export without a permit. It is pointed out that certain destinations in accordance with Export Permit Rule No. 10.

Only the following classifications of fish and fishery products remain subject to export permit regulations: cod, fresh (with livers in), dried, salted or pickled; cusk, dried, salted or pickled; greyfish or dogfish, fresh (with livers in); haddock, dried, salted or pickled; hake, fresh (with livers in), dried, salted or pickled; halibut, fresh or frozen; livers, fish; meal, fish; pollock, dried, salted or pickled; salmon, canned.

In addition, fish and marine mammal oils, fats and greases, as well as all pet foods containing fish, continue to require an export permit.

Export permits are required for exports of asbestos roofing products, wallboard and shingles in excess of \$25.

Accord on Use of German Patents Now Effective

Washington, March 26, 1947.—(F.T.S.)—The Department of State announced recently that the Accord on the treatment of German-owned patents, which was reached at a twelve-nation conference at London in July, 1946, has come into force. A total of twenty-eight governments signed or accepted the Accord before January 1, 1947. Under the terms of the Accord, it was to come into force upon signature or acceptance by January 1, 1947, by France, United Kingdom, the United States, and four other countries. In addition to France, United Kingdom and the United States, the other countries which signed or accepted were: Belgium, Canada, Czechoslovakia, Denmark, Luxembourg, Netherlands, Norway, the Union of South Africa, New Zealand (including Western Samoa), India, Bolivia, Chile, Dominican Republic, Ecuador (ad referendum), Guatemala (ad referendum), Iran, Iraq, Lebanon, Nicaragua (ad referendum), Paraguay (ad referendum), Poland, Syria (ad referendum), Turkey, Venezuela (ad referendum), and Yugoslavia. The Accord also applies to Newfoundland and Southern Rhodesia, and to the following territories: British Guiana, British Honduras, Gold Coast, Kenya, Nyasaland, Sarawak, Singapore, Trinidad and Tobago, Uganda and the Windward Islands.

The general effect of the Accord will be to make available to the nationals of all participating governments full rights to use, without the payment of any royalties, all former wholly German-owned patents issued to those governments, subject to the protection of existing rights lawfully acquired by non-Germans. The number of patents which will be affected by the Accord is known to be well above 100,000. Licensing of these patents under the provisions of the Accord will remove a possible impediment to international trade, which would have arisen had the interested governments licensed these patents on an exclusive basis. The Accord is also consistent with policies already put into effect by the United States Office of Alien Property Custodian.

The Accord also provides for the interchange of such information acquired in the enemy territories as is required to effectively work the patents through a central office which France will establish, to provide facilities for receiving and disseminating reports and information pertaining to the German technological situation from governments which are participants in the Accord, and for notifying those governments of matters of common interest under the Accord.



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 Montreal

Destination	Loading Date	Vessel	Operator or Agent
Argentina— Buenos Aires.....	Apr. 27–May 3	<i>Bjarne a Lia</i>	Montreal Shipping
Belgium— Antwerp..... Antwerp..... Antwerp.....	Apr. 23–May 5 April 30 May 5–10	<i>Marchcape</i> <i>Twickenham</i> <i>Mont Sandra</i>	March Shipping Cunard Donaldson Montreal Shipping
China— Shanghai.....	April 25	<i>City of Chester</i>	McLean Kennedy
Shanghai..... Taku Bar.....	May 5–10	<i>Seaside</i>	March Shipping
Eire— Dublin.....	May 1	<i>Torr Head</i>	McLean Kennedy
France— LeHavre.....	Apr. 23–May 5	<i>Marchcape</i>	March Shipping
Germany— Hamburg..... Hamburg.....	Apr. 23–May 5 May 5–10	<i>Marchcape</i> <i>Mont Sandra</i>	March Shipping Montreal Shipping
Greece— Piraeus.....	May 15–20	<i>Marchport</i>	March Shipping
Hong Kong.....	April 25 May 5–10	<i>City of Chester</i> <i>Seaside</i>	McLean Kennedy March Shipping
India— Karachi..... Madras..... Calcutta.....	May 5–10	<i>Seaside</i>	March Shipping
Iraq— Basra.....	May 5–10	<i>Seaside</i>	March Shipping
Italy— Genoa..... Genoa.....	April 15–30 May 15–20	<i>Mont Alta</i> <i>Marchport</i>	Montreal Shipping March Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mediterranean— Central and Western Areas... }	April 15-30 May 15-20	<i>Mont Alta</i> <i>Marchport</i>	Montreal Shipping March Shipping
Netherlands— Rotterdam.....	Apr. 23-May 5	<i>Marchape</i> <i>Mont Sandra</i>	March Shipping Montreal Shipping
Rotterdam.....	May 10-15		
Rotterdam.....	April 30	<i>Twickenham</i>	Cunard Donaldson
Amsterdam.....			
Newfoundland— St. John's.....	April 21-23	<i>Elgin</i> <i>Blue Peter II</i> <i>Blue Peter II</i>	Furness Withy Montreal Shipping Montreal Shipping
St. John's.....	April 26		
St. John's.....	May 10		
Philippines— Manila.....	April 25	<i>City of Chester</i> <i>Seaside</i>	McLean Kennedy March Shipping
Manila.....	May 5-10		
Poland— Gdansk.....	May 5-10	<i>Mont Sandra</i>	Montreal Shipping
Singapore.....	May 5-10	<i>Seaside</i>	March Shipping
Trieste.....	May 15-20	<i>Marchport</i>	March Shipping
United Kingdom— Liverpool.....	April 17-22	<i>Beaverburn</i> <i>Torr Head</i> <i>Beaverford</i> <i>Empress of Canada</i> <i>Beaverburn</i> <i>Beaverburn</i> <i>Empress of Canada</i> <i>Beaverlake</i> <i>Beaverdell</i> <i>Beavergreen</i> <i>Beaverlake</i>	Canadian Pacific McLean Kennedy Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific
Liverpool.....	May 1		
Liverpool.....	May 14		
Liverpool.....	May 24		
Liverpool.....	May 24		
Liverpool.....	June 12		
Liverpool.....	June 14		
London.....	April 24-29		
London.....	May 23		
London.....	June 2		
London.....	June 7		
Manchester.....	April 21-24	<i>Manchester Shipper</i>	Furness Withy
Uruguay— Montevideo.....	Apr. 27-May 3	<i>Bjarne a Lia</i>	Montreal Shipping
West Indies— Antigua.....	Apr. 23-May 3	<i>Alcoa Pioneer</i> <i>Canadian Constructor</i> <i>A Ship</i> <i>Canadian Challenger</i> <i>A Ship</i>	Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships
Antigua.....	Apr. 30-May 4		
Antigua.....	May 4-13		
Antigua.....	May 5-10		
Antigua.....	May 14-23		
Bahamas.....	May 4	<i>Canadian Highlander</i>	Canadian National
Barbados.....	Apr. 23-May 3	<i>Alcoa Pioneer</i> <i>Canadian Constructor</i> <i>A Ship</i> <i>Canadian Challenger</i> <i>A Ship</i>	Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships
Barbados.....	Apr. 30-May 4		
Barbados.....	May 4-13		
Barbados.....	May 5-10		
Barbados.....	May 14-23		
Bermuda.....	Apr. 23-May 3	<i>Alcoa Pioneer</i> <i>Canadian Constructor</i> <i>A Ship</i> <i>Canadian Challenger</i> <i>A Ship</i>	Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships
Bermuda.....	Apr. 30-May 4		
Bermuda.....	May 4-13		
Bermuda.....	May 5-10		
Bermuda.....	May 14-23		
British Guiana.....	Apr. 23-May 3	<i>Alcoa Pioneer</i> <i>Canadian Constructor</i> <i>A Ship</i> <i>Canadian Challenger</i> <i>A Ship</i>	Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships
British Guiana.....	Apr. 30-May 4		
British Guiana.....	May 4-13		
British Guiana.....	May 5-10		
British Guiana.....	May 14-23		
Dominica.....	Apr. 30-May 4	<i>Canadian Constructor</i> <i>Canadian Challenger</i>	Canadian National Canadian National
Dominica.....	May 5-10		

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Grenada.....	Apr. 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
Grenada.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Grenada.....	May 4–13	<i>A Ship</i>	Alcoa Steamships
Grenada.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
Grenada.....	May 14–23	<i>A Ship</i>	Alcoa Steamships
Jamaica.....	May 4	<i>Canadian Highlander</i>	Canadian National
Montserrat.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Montserrat.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	Apr. 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Kitts.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
St. Kitts.....	May 4–13	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	May 14–23	<i>A Ship</i>	Alcoa Steamships
St. Lucia.....	Apr. 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Lucia.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
St. Lucia.....	May 4–13	<i>A Ship</i>	Alcoa Steamships
St. Lucia.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
St. Lucia.....	May 14–23	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	Apr. 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Vincent.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
St. Vincent.....	May 4–13	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
St. Vincent.....	May 14–23	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	Apr. 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
Trinidad.....	Apr. 30–May 4	<i>Canadian Constructor</i>	Canadian National
Trinidad.....	May 4–13	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
Trinidad.....	May 14–23	<i>A Ship</i>	Alcoa Steamships

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Australia—			
Brisbane.....	April 8–18	<i>Samtweed</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Newfoundland—			
St. John's.....	April 9	<i>Baccalieu</i>	Montreal Shipping
St. John's.....	April 10–12	<i>Island Connector</i>	Furness Withy
St. John's.....	April 11–14	<i>Fort Amherst</i>	Furness Withy
St. John's.....	April 12	<i>Blue Peter II</i>	Montreal Shipping
New Zealand—			
Auckland.....	April 18–28	<i>Samlamu</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Timaru.....			
Dunedin.....			
United Kingdom—			
Liverpool.....	April 7–8	<i>Fort Ticonderoga</i>	Cunard White Star
Liverpool.....	April 7–13	<i>Kaipaki</i>	Cunard White Star
Liverpool.....	Apr. 27–May 1	<i>Jessmore</i>	Cunard White Star
Southampton.....	April 13	<i>Aquitania</i>	Cunard White Star
West Indies—			
Antigua.....	April 4–14	<i>Alcoa Pennant</i>	Alcoa Steamships
Antigua.....	April 16–24	<i>Pierre Laclede</i>	Alcoa Steamships
Antigua.....	May 11–12	<i>Canadian Challenger</i>	Canadian National
Bahamas.....	April 10	<i>Canadian Victor</i>	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Barbados.....	April 4-14	<i>Alcoa Pennant</i> <i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Alcoa Steamships Canadian National
Barbados.....	April 16-24		
Barbados.....	May 11-12		
Bermuda.....	April 4-14	<i>Alcoa Pennant</i> <i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Alcoa Steamships Canadian National
Bermuda.....	April 16-24		
Bermuda.....	May 11-12		
British Guiana.....	April 4-14	<i>Alcoa Pennant</i> <i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Alcoa Steamships Canadian National
British Guiana.....	April 16-24		
British Guiana.....	May 11-12		
Dominica.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
Grenada.....	April 4-14	<i>Alcoa Pennant</i> <i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Alcoa Steamships Canadian National
Grenada.....	April 16-24		
Grenada.....	May 11-12		
Jamaica.....	April 4-10	<i>A Ship</i> <i>Canadian Victor</i> <i>Dufferin Bell</i> <i>Oakmount Park</i> <i>Dufferin Bell</i>	Drow, Brown Shipping Canadian National Pickford and Black Pickford and Black Pickford and Black
Jamaica.....	April 10		
Jamaica.....	April 19-22		
Jamaica.....	May 16-19		
Jamaica.....	June 3-6		
Montserrat.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	April 4-14	<i>Alcoa Pennant</i> <i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Alcoa Steamships Canadian National
St. Kitts.....	April 16-24		
St. Kitts.....	May 11-12		
St. Lucia.....	April 4-14	<i>Alcoa Pennant</i> <i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Alcoa Steamships Canadian National
St. Lucia.....	April 16-24		
St. Lucia.....	May 11-12		
St. Vincent.....	April 4-14	<i>Alcoa Pennant</i> <i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Alcoa Steamships Canadian National
St. Vincent.....	April 16-24		
St. Vincent.....	May 11-12		
Trinidad.....	April 4-14	<i>Alcoa Pennant</i> <i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Alcoa Steamships Canadian National
Trinidad.....	April 16-24		
Trinidad.....	May 11-12		

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	April 1-10	<i>Cambray</i> <i>Empire Torrent</i>	Elder Dempster Elder Dempster
Lourenço Marques..	April 15-25		
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.....			
Belgium—			
Antwerp.....	Mar. 24-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> <i>A Ship</i>	March Shipping McLean Kennedy
Shanghai.....	Early April		
Colombia—			
Barranquilla.....	April 5-9	<i>Benny</i>	Saguenay Terminals

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
France— Marseilles.....	April 6-15	<i>Mont Sorrel</i>	Montreal Shipping
Germany— Hamburg.....	Mar. 24-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..... Venice.....	April 6-15 April 15-30 Mar. 28-Apr. 10	<i>Mont Sorrel</i> <i>Mont Clair</i> <i>Mont Gaspe</i>	Montreal Shipping Montreal Shipping Montreal Shipping
Mediterranean— Central and Western Areas.....	{ Mar. 28-Apr. 10 April 6-15 April 15-30	<i>Mont Gaspe</i> <i>Mont Sorrel</i> <i>Mont Clair</i>	Montreal Shipping Montreal Shipping Montreal Shipping
Netherlands— Rotterdam.....	Mar. 24-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. 24-Apr. 8	<i>Marchdale</i>	March Shipping
Singapore.....	April 5-15	<i>Lakeside</i>	March Shipping
Trieste.....	Mar. 28-Apr. 10	<i>Mont Gaspe</i>	Montreal Shipping
United Kingdom— Bristol..... Cardiff..... Glasgow..... Liverpool..... Liverpool..... London..... London..... Manchester..... Swansea..... Swansea.....	April 21-24 April 9-15 April 9-16 Mar. 30-Apr. 6 April 1-6 April 5-10 April 12-16 April 7-10 April 9-15 April 21-24	<i>New York City</i> <i>Kaimata</i> <i>Norwegian</i> <i>Fort Ticonderoga</i> <i>Beaverford</i> <i>Beaverdell</i> <i>Beaverghen</i> <i>Manchester Port</i> <i>Kaimata</i> <i>New York City</i>	Furness Withy Furness Withy Cunard White Star Cunard White Star Canadian Pacific Canadian Pacific Canadian Pacific Furness Withy Furness Withy Furness Withy
Venezuela— Maracaibo.....	April 5-9	<i>Benny</i>	Saguenay Terminals

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. } Lourenço Marques. }	Mar. 26-Apr. 10	<i>Lake Kamloops</i>	North Pacific Shipping
Africa-South— Cape Town. } Port Elizabeth. } East London. } Durban. }	Mar. 26-Apr. 10 April 20-30	<i>Lake Kamloops</i> <i>Lake Chilco</i>	North Pacific Shipping North Pacific Shipping
Argentina— Buenos Aires.	May 2	<i>Siranger</i>	Empire Shipping
Australia— Sydney. } Melbourne. } Adelaide. } Port Pirie. }	April 30	<i>Mattawunga</i>	Empire Shipping
Melbourne. } Sydney. }	Late April Early May	<i>Waitemata</i> <i>Waihemo</i>	Canadian Australasian Canadian Australasian
Sydney. Sydney.	Mid-April May	<i>Suva</i> <i>Rabaul</i>	W. R. Carpenter W. R. Carpenter
Melbourne.	Early May	<i>Lautoka</i>	W. R. Carpenter
Chile— Arica. } Antofagasta. }	April 15-17	<i>Santa Rita</i>	C. Gardner Johnson
China— Shanghai. } Tsingtao. } Taku Bar. }	April 15 May 1 May 11 June 6	<i>Kookaburra</i> <i>Vingnes</i> <i>Mongabarra</i> <i>Vilja</i>	Empire Shipping Empire Shipping Empire Shipping Empire Shipping
Shanghai. Shanghai. Shanghai. Shanghai.	April 7-11 April 21-24 May 9-10 May 23-24	<i>John Mary Odin</i> <i>Hiram S. Maxim</i> <i>Jonathan Harrington</i> <i>Thomas F. Hunt</i>	American Mail Line American Mail Line American Mail Line American Mail Line
Colombia— Buenaventura. Buenaventura.	Early May Early May	<i>Don Aurelio</i> <i>Don Alberto</i>	Empire Shipping Empire Shipping
Ecuador— Guayaquil. Guayaquil.	April 15-17 April 18	<i>Santa Rita</i> <i>Don Anselmo</i>	C. Gardner Johnson Empire Shipping
Hong Kong	April 7-11 April 21-24 May 9-10 May 23-24	<i>John Mary Odin</i> <i>Hiram S. Maxim</i> <i>Jonathan Harrington</i> <i>Thomas F. Hunt</i>	American Mail Line American Mail Line American Mail Line American Mail Line
Italy— Genoa.	Mar. 27-Apr. 11	<i>Lake Pennask</i>	Anglo Canadian Shipping
New Zealand— Auckland. } Wellington. }	Mid-April Late April	<i>Suva</i> <i>Waitemata</i>	W. R. Carpenter Canadian Australasian
Auckland. } Lyttelton. }	Early May	<i>Waihemo</i>	Canadian Australasian
Peru— Callao. } Pisco. }	April 15-17	<i>Santa Rita</i>	C. Gardner Johnson

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Philippines—			
Manila.....	April 7-11	<i>John Mary Odin</i>	American Mail Line
Manila.....	April 21-24	<i>Hiram S. Mazim</i>	American Mail Line
Manila.....	April 28	<i>Vingnes</i>	Empire Shipping
Manila.....	May 23-24	<i>Thomas F. Hunt</i>	American Mail Line
Manila.....	June 6	<i>Vilja</i>	Empire Shipping
Manila.....	May 9-10	<i>Jonathan Harrington</i>	American Mail Line
Cebu.....			
Salvador—			
La Libertad.....	April 18	<i>Don Anselmo</i>	Empire Shipping
South Sea Islands—			
Papeete.....	Late April	<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
Liverpool.....	May	<i>Pacific Enterprise</i> <i>Pacific Exporter</i>	Furness Pacific
Liverpool.....	May		Furness Pacific
London.....	May	<i>Pacific Enterprise</i> <i>Pacific Exporter</i>	Furness Pacific
London.....	May		Furness Pacific
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

Liquidation of U.S. Office of Temporary Control

Washington, D.C., March 24, 1947.—(FTS)—Provision for liquidation of the Office of Temporary Controls and the Office of Price Administration by June 30, 1947, was made on March 22, when the President of the United States signed an urgent Deficiency Appropriation Bill for \$179,645,668.

In specifying the liquidation of the Office of Temporary Controls, the Act eliminates three once powerful war agencies consolidated in the Control Office last December: the Office of Price Administration, Civilian Production Administration and the Office of War Mobilization and Reconversion.

With liquidation of the Civilian Production Administration, the President has transferred its activities in support of the veterans' housing program to Frank R. Creedon, Housing Expediter. These include the limitation of non-residential construction and measures to increase the production of critical building materials. Funds of the C.P.A. have been so reduced by the Bill as to make it powerless in the construction field around March 31.

Under the Bill, O.P.A. has been given slightly more than \$14,000,000 to operate between now and July 1, to pay off its employees and to close up all its business.

In signing the Act, the President urged Congress to provide for the rent and sugar controls to be carried on by other agencies. Such legislation is now pending in Congress.

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 Counselor 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. Métropole, 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, Sophialaan 1-A.

Newfoundland

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

New Zealand

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

Norway

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

Peru

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

Portugal

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

South Africa

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

Cable address, Cantracom.

Johannesburg—J. H. ENGLISH, Commercial Counsellor for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

Cable address, Cantracom.

Sweden

Stockholm—F. H. PALMER, 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, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

Glasgow—G. B. JOHNSON, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

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.

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. 24	Nominal Quotations Mar. 31
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2435	.2440
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