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COVER SUBJECT—West Saint John, New Brunswick, which shares with Halifax the task of handling a large volume of ocean traffic during the winter months. Although many steamship companies will soon move their port staffs to Montreal, with the opening of navigation on the St. Lawrence, facilities of Saint John will continue to serve the Maritimes during the summer. Twenty deep-water wharves, with 12,700 feet of berthing, are maintained by the National Harbours Board. There are eighteen transit sheds, two of which are frostproof, with an aggregate floor space of 812,000 square feet, all with rail connections. This air view shows the grain elevator of the National Harbours Board, with a storage capacity of 1,500,000 bushels, connected by over two miles of conveyor galleries to nine of the berths, and that of the Canadian Pacific Railway. The famous "reversing falls", at the mouth of the Saint John River, are just off the left of this photograph.

Royal Canadian Air Force Photo

Industrial Development is Given Deep Consideration in Canada

Material assistance available to Canadians and to foreign firms planning establishment of branch plants or manufacture under licence—Activities of many organizations co-ordinated—Technicians from abroad receive training and tours planned.

Interest in Canada as a base for new industrial operations should continue for two or three years, in the opinion of G. D. Mallory, Director of the Industrial Development Division, Foreign Trade Service. Speaking on April 17 in Winnipeg, at the twenty-first annual meeting of the Industrial Development Board of Manitoba, he said that shortages of materials would continue to hamper industrial building for some months, until such time as expanding production of critical items overtakes consumption. Indications are that building costs will continue high for the balance of this year and well into 1948. They have risen about 70 per cent in Canada since before the war, and a 100 per cent in the United States. The War Assets Corporation is disposing rapidly of surplus supplies, which should make available for new occupancy many storage warehouses during the next few years.

Businessmen Have Prime Responsibility

In outlining the industrial progress of Canada and services available, Mr. Mallory declared that the establishment of new industries in this country was primarily the responsibility of businessmen in their private capacity. Local industrial development agencies, the banks, railways, power companies, provincial government departments and the federal government had joint responsibilities with business, however. In this connection, he commended the achievement of the Industrial Development Board of Manitoba—116 industries in two years, of which 70 were established in 1946.

Federal Assistance to Industry

Assistance has been rendered to new industries by federal authorities for more than thirty years, reports on various areas having been prepared by the Natural Resources Intelligence Service, Department of the Interior, and its successor, the National Development Bureau. "Canada as a Field for British Branch Industries", which is now out of print, was published by the Commercial Intelligence Service, Department of Trade and Commerce, in 1922, and followed in 1931 by a more comprehensive review of "The Canadian Industrial Field". Mention was also made by Mr. Mallory of the preparation of a display for the British Industrial Fair, next May, over one-third of which portrays the industrial opportunities offered by Canada.

Liaison Maintained with Development Agencies

The Industrial Development Division was formed to co-ordinate federal assistance in the establishment of new industries. Close liaison would be maintained with a wide network of similar organizations throughout the country, including industrial development departments of the provinces,

municipalities, railways, banks, power companies, chambers of commerce, boards of trade and other promotional agencies. Other divisions of the Foreign Trade Service, comprising the Trade Commissioner Service, the Export Division, Import Division, Commercial Relations and Foreign Tariffs Division and the Public Relations Division, are in a position to answer enquiries, secure necessary raw materials and obtain markets for the products of industries established in the Dominion.

Products Manufactured Under Licence

In addition to enquiries concerning branch plants, requests are received from foreign concerns for assistance in arranging for the manufacture by Canadian firms under licence or on a royalty basis of various products, machinery and special equipment. This is a useful service, Mr. Mallory maintained, particularly in view of the difficulties in financing new enterprises from Europe. Also, many firms formerly engaged in war production are seeking other products for manufacture.

It is estimated there are 2,000 American branch plants and affiliated industries in Canada, of which about 50 per cent are manufacturing establishments, the balance being engaged in finance, insurance, shipping and other services. Their capital investment approximates two billion dollars. Most of these branch plants were established to take advantage of the favourable tariff situation presented by British Empire preferences, to supply the Canadian market and in a few instances to service the markets of foreign countries. Although the advantages of Empire preferences have diminished since 1941, due to currency and import restrictions, some American industrialists still cite these as their main reasons for establishing plants in Canada. Others are interested in the stable labour condition, cheap and abundant electric power, and sometimes in raw materials. There is steady movement of American branch industries to Canada, declared Mr. Mallory, and new enquiries are being regularly received.

Establishment of British Branch Plants

British firms are considering the establishment of branch plants in this country, and enquiries have been increasing steadily during the last twelve months. There are approximately 450 British subsidiary firms presently located in Canada, with a reported capital investment of \$600,000,000. Uncertainties in Europe, the desire of "an anchor to leeward", the advantages of cheap power and raw materials, and the need for space in which to undertake extensive experimental work have contributed to this trend. It has become more pronounced during the past three months, and there are officials from at least a dozen British firms now in the Dominion. Others are planning visits to Canada, while a number have returned after completing arrangements for the manufacture of their products in the Dominion. The shortage of Canadian dollars is one of the most serious obstacles in completing arrangements for establishing branch plants in this country. The Bank of England has co-operated in a few instances, where marked monetary advantages are apparent, or when it is desirable to guarantee a Canadian bank loan against sterling held by a British branch or correspondent bank. The fear that the volume of British exports might be affected has also prevented any considerable assistance being rendered to firms in Great Britain expanding to Canada.

Opportunity Offered of Testing Market

Arrangements have been made in some cases for a Canadian firm to manufacture products of British design under licence or on a royalty basis, and for their distribution in this country or abroad. This system enables

an interested firm to test the market, to establish connections in Canada, to open up new export channels and to accumulate dollars against the day when a branch plant may be built. As this method is not generally applicable, and the problems not yet solved, Canada has already lost to sterling countries one or two very desirable industries, particularly in the textile field.

Interest Displayed by Continental Countries

Countries on the European continent have also displayed much interest in Canada as a site for branch industries, particularly France, Belgium and Holland. The transfer of capital presents the same difficulty as to industrialists of the United Kingdom. Some companies have funds in the United States, however, or are in a position to install their machinery in rented premises. Such firms may be enabled to obtain loans for working capital from Canadian banks or the Industrial Development Bank. Others follow the British lead in arranging for the manufacture and distribution by existing Canadian firms under licence or on a royalty basis. Some of the products in this field include electrical appliances, textiles, processed foods, strawboard and products, powder puffs, sporting guns, flashlights, gauges, furniture, artificial grindstones, heating equipment, leather products, hardware, optical supplies, plastics, radio parts, rubber products and X-ray equipment. Several German technicians are interested in moving their industries to Canada, but their transfer must await the removal of restrictions against enemy aliens.

Expansion of Canadian Industries

"As our work becomes better organized, we plan to pay still more attention to the expansion of existing industries", said Mr. Mallory, "together with the development of new Canadian industries, particularly of the small and medium-sized type. New industries of domestic origin present a number of attractive features. They put unused Canadian capital to work, and develop new products, thus lessening our requirements of foreign exchange, particularly United States dollars, and provide employment for newly graduated technicians and scientists. Finally, they are free from any outside control of export policies.

"An outstanding example of the success of purely domestic new industries is the record of the so-called refugee industries, established during the last eight years. The principals of these firms have already, during the war years, surmounted difficulties presented by the short supply of many strategic raw materials. Working in what was to them a foreign language, they achieved a significant contribution to the war effort. Now, converted to peacetime production, they stand ready to augment the supply of many essential, and in some cases, new commodities for home consumption, while adding to the stabilization of our credit by their contribution to the export markets of the world. These firms utilized raw and semi-processed materials to the value of around \$22,000,000, employed 6,000 workers, to whom they paid some \$10,000,000 in salaries and wages, and increased the gross output of the country by approximately \$50,000,000. All this was being accomplished while these firms introduced new skills and provided employment for many skilled technicians, both from abroad and at home; a decidedly useful contribution to our country's industrial capabilities."

Surplus Buildings Made Available

Close liaison is maintained by the Industrial Development Division with War Assets Corporation, which may have surplus buildings available for new industries. Due to a continued shortage of building materials for

the erection of new plants and the over-all high cost of construction, there is a tremendous demand for existing vacant buildings. The release of certain structures, used for storage, may be obtained for some new industry in urgent need of accommodation.

The activities of the Division include participation in industrial committee work, including chairmanship of the working sub-committee on industrial plants of the Inter-departmental Committee on Reparations, membership on the Inter-departmental Committee of Industry Studies, on the plans and specifications sub-committee of the National Research Council, a committee on German patents, and on an inter-departmental committee on the admission of German scientists.

Canadian Tours Planned for Industrialists

Tours of Canada are arranged by the Industrial Development Division for technical delegations and missions. Working in conjunction with the Trade Commissioner Service and passenger agents of the Canadian National and Canadian Pacific Railways, a tour for railway officials from South Africa was organized, in addition to three delegations from India, individual technicians and students from various countries on special missions. Contacts with such individuals stimulate new ideas and sometimes actually provide information on prospective new industries. Seventy graduate technicians, employees of the National Resources Commission of China, have completed or are receiving six months' training with Canadian railways, metal fabricators, manufacturers of electrical equipment and machinery, and with other industries, thereby familiarizing them with the quality of Canadian products and methods of production. A similar program is planned for between thirty and fifty technicians from India, several of whom are already in training with the Hydro-Electric Power Commission of Ontario. Similar arrangements are being made for Czechoslovakian trainees. It is expected that, on their return home, they will serve as goodwill salesmen for Canadian manufactures and introduce methods for the employment of Canadian raw materials in their respective fields.

When approached by an industrialist contemplating expansion in Canada, the Industrial Development Division provides a comprehensive survey of factors involved, and indicates the many sources of information available in Ottawa. In this connection, Mr. Mallory maintained that the variety of these services was little appreciated throughout the Dominion. Scores of experts in their own particular line are prepared to render assistance of all kinds to the Canadian public. In this connection, mention was made of various data obtainable. Import duties on new and used machinery, which form an important part of the program of new developments in Canada, are the responsibility of the Department of National Revenue. The particular classification for duty purposes of manufactured or semi-manufactured parts may be the deciding factor in whether or not a branch plant is established in Canada. Income tax and exchange problems are the responsibility of the taxation division. The subject of capital investment in new industry, the subsequent liquidation of the investment, and the disposal of dividends by non-residents can be discussed with officials of the Foreign Exchange Control Board.

Aid Given by Industrial Development Bank

The Industrial Development Bank was established to provide financial assistance mainly to medium and small enterprises, which might not be able to obtain the necessary credit on reasonable terms and conditions. A subsidiary of the Bank of Canada, it is intended to supplement and

not to compete with other banks and lending institutions. The bank may assist by direct loans, by sharing in or guaranteeing loans made by another lender or by underwriting or purchasing securities issued by the applicant. The bank may take any kind of security, such as liens on goods, wares, merchandise or mortgages on land and buildings.

Information on Labour Supply Provided

The Department of Labour provides essential details on the supply of labour, wage rates and hours of work. This information, properly interpreted and co-ordinated with other factors, enables prospective manufacturers to select locations in which suitable labour conditions exist. The Department of Mines and Resources supplies data on mining, milling and refining of metals, and on the treatment of many industrial minerals. It can furnish information on hydro-power and maps. The immigration of technicians and other personnel required by new industries may also be discussed with this department.

Wide Variety of Data Available

The Department of Agriculture can provide information on raw materials and manufactured products, together with grading and marketing regulations. The National Research Council offers a wide range of technical data of value to new industries, and its facilities are readily available for the solution of numerous problems. The Technical Information Service, which can furnish data on recent scientific developments, now functions under the National Research Council. To facilitate the distribution of its information and maintain close contact with industry, a number of field investigators are strategically situated across Canada.

The Secretary of State Department is responsible for the incorporation of Canadian companies, and provides information on copyrights, trade marks and patents. The Department of Reconstruction and Supply, which is now being liquidated, has rendered material assistance in the reconversion of war industries, and in helping small manufacturers to develop new products. The National Harbours Board can supply information on port facilities, while the Department of Transport provides data on special transportation problems, and the Board of Railway Commissioners on rail freight rates.

Extensive Development in 1947 Expected

Extensive industrial development is expected during 1947 in Canada, Mr. Mallory declared, a recent announcement by the Minister of Reconstruction and Supply indicating that 11,423 firms were planning an expenditure of nearly 1·8 billion dollars on expansion and modernization, which is 604 million dollars more than in 1946. In conclusion, he said that any assistance rendered by federal or provincial authorities in the industrial development of Canada was subsidiary to the work done by businessmen of vision. "At least 90 per cent of our existing industries had a small beginning, established by the work of one individual or group who had the faith, imagination and business acumen to dig in and get started."

Malayan Rubber Exports to Canada in February

Singapore, March 26, 1947.—(FTS)—According to Malayan rubber statistics, 6,338 long tons of sheet and crepe rubber and three long tons of latex were exported to Canada in February.

Australian Agricultural Production Shows Substantial Improvement

Wheat harvest for 1946-47 is estimated at 116,800,000 bushels—Forty million bushels available for export, chiefly in form of flour—Crop prospects for barley good—Record production of oats and wine—Tobacco declines.

By F. W. Fraser, Commercial Secretary for Canada

(Editor's Note—This is the second in a series of articles on economic conditions in Australia during 1946. The first appeared in the April 12 issue of *Foreign Trade*. Industry, transportation, etc., will be discussed in subsequent articles.)

MELBOURNE, March 29, 1947.—Australian wheat production made a good recovery in 1945-46, following the disastrous dry seasons of 1943-44 and 1944-45. The total quantity harvested was approximately 142.4 million bushels, as compared with 52.8 million bushels during the previous years and 109.7 million bushels in 1943-44.

Exports from 1946-47 Wheat Crop estimated at 40 Million Bushels

The harvest for 1946-47 is officially estimated at 116,800,000 bushels from about 12.4 million acres, of which the Australian Wheat Board will probably receive about 100 million bushels. The chairman of the Wheat Board stated that, of this amount, 60 million bushels would be required for Australian consumption, leaving 40 million bushels for export. Most of the exports would be in the form of flour, as it was the policy of the Board to keep the local mills running, as far as possible, throughout the year.

The following table shows wheat production, with acreages sown, for the past three seasons:

Australian Wheat Production and Acreage

	Production Bushels	Area sown Acres
1944-45	52,800,000	8,463,151
1945-46	142,400,000	11,400,000
1946-47	116,800,000	12,400,000

Enactment of Control Measures Uncertain

The Commonwealth Wheat Stabilization Acts were passed by the Federal Parliament in August, 1946, but complementary state legislation has not yet been enacted. The plan provides for—

- (a) A guaranteed price of 5s. 2d. a bushel, f.o.b., bagged, for all wheat marketed in Australia,
- (b) A guaranteed price to growers of 5s. 2d., f.o.b., bagged, for all f.a.q. wheat exported during the five seasons 1945 to 1950,
- (c) Continuation of the Australian Wheat Board as a central marketing organization,
- (d) Control of acreages,
- (e) The industry is required to contribute to a stabilization fund, established to assist in meeting the guaranteed price when export prices are below it, 60 per cent of the amount received when export prices exceed the guaranteed price.

Latest reports indicate that the foregoing plan is likely to be abandoned because of lack of support by the states. An affirmative vote by every

Australian wheat-growing state is necessary for the present Commonwealth legislation to be effective. This is not now possible, as a referendum of South Australian wheat-growers rejected the marketing proposals submitted to them by the South Australia Government. Victoria is awaiting the Western Australia decision on holding a referendum and, should an adverse vote be cast, there will be no need for action by Victoria.

In December the Federal Government enacted legislation designed to ensure its authority to acquire the crops of 1945-46 and 1946-47.

Pool Payments Increased

The amounts paid for bulk wheat, exclusive of rail freight, in the various pools during the war and postwar periods were as follows:

Australian Wheat Prices

Pool	Payment per bulk Bushel	
	s.	d.
1939-40—No. 2	3	5.958
1940-41—No. 4	3	9.50
1941-42—No. 5	3	9.125
1942-43—No. 6	4	4.50
1943-44—No. 7	5	3.233
1944-45—No. 8	4	8.13
1945-46—No. 9	5	7

During the twelve months ended December, 1946, exports of wheat totalled 491,295 long tons, mostly to India, and those of flour amounted to 718,485 long tons, mostly to India, Ceylon and Malaya.

Prospects for Barley Crop Promising

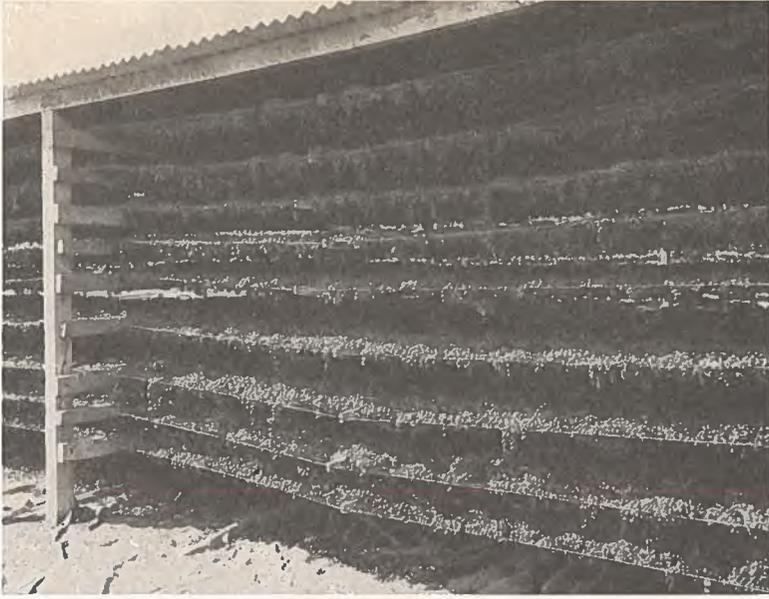
Barley production also made a good recovery in 1945-46 over the two previous years and totalled 11.1 million bushels (consisting largely of malting barley) as compared with 5 million bushels in 1944-45 and 7.6 million bushels in 1943-44. Prospects for the 1946-47 crop, at last report (November, 1946), were far from promising in all states except South Australia and Victoria, where conditions were reported as fairly good. South Australia provided nearly 70 per cent of the total production in 1945-46 and was able to supply the other states with their full requirements of barley for malting purposes.

All-time Record for Oats

Australia's oat crop in 1945-46 was the largest for many years, exceeding the previous record crop, in 1939-40, by over 400,000 bushels. Total production amounted to 25.8 million bushels as compared with 8.97 million bushels in 1944-45 and a five-year average of 17 million bushels for the period ending 1938-39. According to latest reports, the outlook for all states was fairly good, except New South Wales, where production for grain was expected to be well below normal, following a severe drought, and in some districts insufficient to meet next season's seed requirements.

Production of Dried Vine Fruits Reduced

On account of adverse weather conditions prevailing at the end of the growing season, the target for 1945-46, which was set at 92,500 tons of raisins and currants, was not realized, production falling short of that figure by 20,500 tons. Total production was, therefore, 72,000 tons, which compares favourably with the previous year's total of 68,000 tons and the prewar five-year average of 74,469 tons. Australia's principal markets in the past have been the United Kingdom, Canada and New Zealand, in all of which her products are accorded preferential tariff treatment.



Drying grapes on racks of wire netting in Victoria, Australia.

In a report on a recent survey by the Bureau of Agricultural Economics, caution is advised in respect of increased plantings, in view of the high percentage of the Canadian and New Zealand markets already being supplied by Australia and the possibility of a modification in the tariff preference which might adversely affect the markets in those countries and the United Kingdom. Latest reports from the growing areas indicate that next season's crop may be somewhat below normal.

Wine Output an All-time Record

The season ending June 30, 1946, was marked by the largest recorded vintage in the history of Australia's wine industry, amounting to 24.7 million gallons as against last year's subnormal vintage of 14 million gallons and the largest previously recorded vintage of 20.5 million gallons in 1927. Several moderate vintages and last year's short one created a precarious stock position, which this year's vintage has done much to correct. However, stocks of matured wines remain low and, with the strong domestic demand, requests from overseas for increased shipments remain unsatisfied. Exports in 1945-46, which totalled 1,785,961 gallons, were higher than during the previous year, but are still less than half the normal prewar annual shipments to overseas markets.

Tobacco Production Declining

Production of tobacco has shown a steady decline during recent years, amounting in 1945-46 to only 2.8 million pounds, as against a five-year prewar average of 5 million pounds.

The production of peanuts is becoming of increasing importance in Queensland, the only state growing this commodity on a commercial scale. Production in 1945-46 amounted to 27.4 million pounds as compared with 23 million pounds in 1944-45 and a five-year prewar average of 13.4 million pounds.

Production of sugar from cane in 1945-46 amounted to 664,000 tons as compared with a five-year prewar average of 740,000 tons. The latest estimate for the 1946-47 output places raw-sugar production at 537,000 tons.

Exports of British Boots and Shoes Declining Before War

Establishment of competing industries in other countries, tariffs and quotas held responsible — Foreign markets secured principally for medium and lower-priced footwear —Basis of quality unsupported by statistics.

By A. E. Bryan, Commercial Counsellor for Canada

(Editor's Note—This is the second of three articles on the United Kingdom boot and shoe industry. The first appeared in the April 12 issue of *Foreign Trade*.)

LONDON, February 21, 1947.—Declines in exports of British boots and shoes are attributed by the Board of Trade to the establishment of competing industries in export markets, their protection by tariffs and quotas, and to increased competition from lower-cost producers. Export trade became increasingly unsatisfactory, once the decline started, due to the small size of the average export order, the time and effort expended by the manufacturer in dealing with orders for export, compared with orders for the home market, and the risk of loss.

The Board of Trade recognizes that it is unlikely there will be any modification of the tendency towards the establishment and strengthening of secondary industries in countries which were formerly primary producers. In the past thirty years, boot and shoe industries have been firmly rooted in the Dominions, Argentina, India and other countries. In some cases they have expanded, and in all cases they are capable of expansion to the point at which their capacity is fully sufficient to meet domestic demands.

It is reasonable to anticipate that this process will continue and will begin to show itself in the other export markets, such as the British West Indies. The development of simple methods of manufacture will assist this tendency. Furthermore, these countries are well placed for the production of low-cost shoes. Some are leather-producing countries, and the domestic price of their leathers may well be lower than corresponding prices in Great Britain. Some have ample supplies of cheap labour, which can be trained for the mass production of relatively low-quality, low-priced footwear.

Before the First World War, the United Kingdom was an important exporter of footwear, despite the absence of protective tariffs against imports. The total net balance of exports over imports of leather footwear in 1913 was 14,654,000 pairs, valued at £3,375,000. Exports represented nearly 20 per cent of the output. Prior to the Second World War, exports had shrunk to five per cent of the total output, and the net balance of exports over imports had fallen in 1938 to 631,000 pairs, valued at £109,000.

Prewar Exports in Medium- and Lower-priced Lines

The idea is widespread that United Kingdom exports were sold on the basis of quality rather than price, but this theory is not borne out by statistics, except possibly in respect of men's footwear with uppers wholly or mainly of leather, of the type exported to the United States and a few other markets. The export trade of the boot and shoe industry was essentially in medium- or lower-priced lines, selling on the basis of

price. United Kingdom exports of footwear (except rubber) in 1936, 1937 and 1938, are summarized in the following table, which shows totals and principal markets:

United Kingdom Exports of Boots and Shoes of all Kinds, Except Rubber

	Uppers wholly or mainly of leather			Uppers of other materials	Overshoes, slippers, house shoes, etc.	Total 1,000 prs.	Total £1,000
	Men's £1,000	Women's £1,000	Children's £1,000				
Grand totals							
1936	805	539	119	77	125	5,951	1,665
1937	956	523	145	79	178	6,696	1,881
1938	927	412	124	65	172	6,296	1,700
Australia							
1936	9	3	...	1	6	79	19
1937	15	11	...	5	13	203	44
1938	15	10	...	12	19	292	56
Bermuda							
1936	4	...	...	...	...	7	4
1937	6	...	...	...	...	11	6
1938	4	...	...	...	...	6	4
British Guiana							
1936	13	16	...	...	...	106	29
1937	12	16	...	...	...	98	28
1938	13	17	...	...	...	106	30
British India and Burma							
1936	27	4	2	...	...	87	33
1937	32	5	3	...	...	104	40
1938	22	4	2	...	...	76	28
British West Africa							
1936	15	...	...	...	...	39	15
1937	20	...	...	...	...	52	20
1938	12	...	...	...	...	32	12
British West India Islands							
1936	79	79	16	5	...	776	179
1937	102	81	16	9	...	905	208
1938	95	75	19	6	...	828	195
Canada							
1936	51	3	2	2	19	322	77
1937	65	3	6	2	27	456	103
1938	56	2	1	1	24	347	84
New Zealand							
1936	49	91	16	23	22	788	201
1937	89	127	33	26	34	1,194	309
1938	59	94	18	18	34	850	223
Union of South Africa							
1936	75	90	46	6	34	1,241	251
1937	78	82	50	7	39	1,266	256
1938	72	65	38	5	36	1,095	216
Belgium							
1936	10	3	...	...	...	20	13
1937	14	3	...	...	...	27	17
1938	12	3	...	...	...	22	15
Denmark							
1936	15	10	1	...	7	127	33
1937	15	12	1	...	10	148	38
1938	16	12	2	...	12	184	42
France							
1936	40	...	...	...	...	85	40
1937	12	...	...	...	...	21	12
1938	5	...	...	...	...	12	5
Netherlands							
1936	15	10	1	...	4	103	30
1937	17	11	1	...	5	97	34
1938	13	8	1	...	4	90	26
United States							
1936	90	8	...	...	6	162	104
1937	119	11	...	...	11	237	141
1938	75	6	...	...	9	172	90

Co-operative Marketing Adopted

The main channels through which exports of leather footwear flow are:

- (a) a British shoemaking firm with its own shops in the export market,
- (b) a British shoemaking firm with a wholesale business established in the export market,
- (c) a British shoemaking firm with a resident agent in the export market,
- (d) an export market importing firm with its own buying establishment, permanent or intermittent, in the United Kingdom,
- (e) an export market importing firm represented in the United Kingdom by a confirming house,
- (f) a British or export market merchanting firm with establishments in the United Kingdom and in the export market.

Considerable use has been made in the past of many forms of co-operative marketing of United Kingdom boot and shoe exports. Firms manufacturing different types of shoes employ the same agent in an export market, and many of these arrangements, according to the Board of Trade Survey, have been quite successful. Other schemes have been tried with varying degrees of success, e.g., the maintenance in the export market by a group of firms of stocks in common and of a common selling organization. The establishment of a co-operative organization brings to it the problems which the individual firm has to solve in its own export trade, but the co-operative concern may operate on a scale sufficiently large to secure economies both in production and marketing. On the other hand, the operation of co-operative organizations frequently suffers from a loss of driving power and of direct responsibility, and some ventures of this kind launched before the war ended in failure.

Prompt Deliveries Essential

According to the Board of Trade study, inability to deliver goods at the right time is one of the difficulties from which the British shoe export trade has suffered in some markets in the past and from which it is suffering acutely at present. Much of the trade is seasonal, and in this field deliveries which miss the start of the season are almost worthless. In the fashion section, whether an order is obtained or lost, sometimes depends upon ability to promise delivery by some stated date and a reputation for keeping the promise. In such export markets, orders will not be obtained if the customer has grounds for believing that the overseas manufacturer is less advantageously placed than his own domestic industry or other competitors to meet his requirements. This is believed to be one of the reasons why the United Kingdom shoe industry would be hard put to make any significant headway in the women's fashion trade in the United States.

It is stated by the Council of Industrial Design that the advances of United States competition, both in the United Kingdom and in traditional United Kingdom markets, was almost entirely due to better design, particularly in the women's trade.

Establishment of Export Organization Favoured

In 1940, the Leather, Footwear and Allied Industries Export Corporation was formed. It operates on the proceeds of a levy collected under the Encouragement of Export Regulations, now amounting to one-quarter of 1 per cent of the value of imported hides, tanning materials and leather.

However, shoe manufacturers favour the establishment of an independent export organization, which should receive an appropriate share of the levy referred to above. It is felt that such an organization could render practical aid in many ways, besides market research and similar activities, by providing premises for stock holding, financing stocks and reducing delays in clearing goods through the Customs.

New Zealand Farming Indicates Trend to Pastoral Activities

Gross farming income of pastoral produce has increased from £43,100,000 in 1944-45 to £45,100,000, while income from dairy produce declined from £40,000,000 to £36,100,000 in same period—Marked decreases in yield of wheat and oats—Livestock totals substantially higher.

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

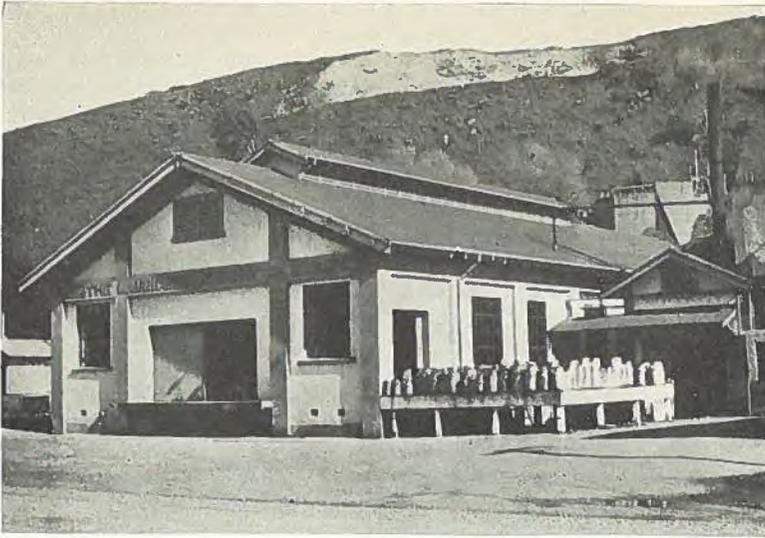
WELLINGTON, March 27, 1947.—A perusal of the agricultural and pastoral statistics for the 1945-46 season which are contained in the latest bulletin prepared by the Census and Statistics Department discloses some of the recent trends in farming in New Zealand. Generally speaking, the figures emphasize the drift from dairying and agriculture (except for such profitable crops as small seeds and tobacco) towards a greater reliance on pastoral activities.

The gross farming income of the pastoral produce group shows an increase from £43,100,000 in 1944-45 to £45,100,000 in 1945-46. In the dairy produce group the gross income fell from £40,000,000 to £36,100,000 over the same period. Marked decreases in the yield of wheat and oats accounted for the drop in gross farming income from general agricultural produce from £14,800,000 in the year 1944-45 to £14,300,000 in 1945-46.

Total Gross Income from All Farm Produce Declines

The total gross income from all farm produce declined from its record figure of £97,900,000 in 1944-45 to an estimated £95,500,000 last year. Livestock totals in the pastoral categories show pronounced increases, the number of beef cattle, sheep and lambs being greater than ever before. A complete collection of sheep statistics was not made in 1946, but the number shorn—30,500,000—indicates that the total was a record. Owing to recent drought, however, the 1947 figures will probably show a recession in the sheep population. Wool production last year attained the second highest figure on record.

The statistics for dairy and wheat production do not reveal the same trend. Without attempting to analyse the causes of the decreases in output of these two important producing sections of primary industry, it is noteworthy that the dairy cow production shows a further decline, the number of cows in milk last season being 1,662,000 compared with 1,679,000 in the 1944-45 season and 1,724,000 in 1939. Young dairy stock is barely sufficient for normal replacement purposes and butterfat production, owing to smaller herds and the disastrous drought, fell from 430,000,000 pounds in 1944-45 to 372,000,000 pounds in 1945-46.



Dairy factory located in North Island, New Zealand, where district farmers bring their milk to be processed into butter and cheese.

Grain Crops Smallest in Many Years

The grain crops, in spite of calls for greater plantings, were smaller than for many years, though there was a record yield of barley. Only 161,049 acres of wheat and 57,278 acres of oats were grown for threshing purposes, compared with 184,000 acres of wheat and 78,000 acres of oats the previous season. A further decline is estimated for 1946-47. Growers have indicated that no more than 140,000 acres of wheat, the smallest acreage since 1897, will be planted and oats will show a corresponding decrease. Much of the wheat land has been devoted to the growing of small seeds, the yields of which increased by 6,690,000 pounds (or an extra 44,000 acres) over the 1944-45 figure. The estimate for the 1946-47 potato crop suggests that last season's plantings of 23,228 acres will be reduced to some 19,000 acres.

Wheat Position Considered Most Serious

There is a general feeling in New Zealand that these trends must be analysed and corrected if a proper balance of production is to be maintained. The wheat position is considered to be the most serious. The Director of Stabilization recently referred to the position as "difficult" and estimates that approximately 10,000,000 bushels of wheat or the equivalent of other grains and flour will have to be imported. The reduction in Australian production as a result of the recent drought has made the position even more difficult.

Criticism is levelled at the New Zealand Government's "long term wheat policy" which offers New Zealand farmers 7s. 1d. per bushel, instead of their requested 8s. This policy was based on the Government's assumption that the danger of a world wheat shortage had passed. World shortage still prevails, and shipping, which is urgently required elsewhere, is carrying wheat to New Zealand that might have been grown here.

Mexican Government Attempting To Curb Inflationary Trend

Measures taken retard rapid rise in prices—Amount of currency in circulation considerably decreased—Cost of living continues to rise as price controls only partially successful—Scarcity of goods and speculative activities primarily responsible for wartime inflation.

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

(Editor's Note—This report is the last in a series of three on economic conditions in Mexico during 1946. The others appeared in the April 5 and April 12 issues of *Foreign Trade*.)

MEXICO CITY, March 18, 1947.—It remains to be seen whether monetary and credit measures taken by the government and the Bank of Mexico are sufficient to level off prices. The steps taken so far may decrease the rapidity with which prices continue to rise, but only vastly increased supplies can stop further increase or force prices down.

With regard to the exchange rate, the official Bank of Mexico has stated that there is no intention of changing the peso rate and that this rate has been filed with the International Fund. Mexico, however, cannot stand the present rate of exchange reserve depletion indefinitely.

Although official sources claim that tourist spending in Mexico is still increasing, there were many indications that tourists were fewer in number during 1946. In previous years, the average of more than \$50 million spent by tourists did a great deal to compensate for adverse balances of foreign trade.

Considerable Decrease in Value of Circulating Currency

Currency in circulation decreased considerably towards the end of the year. The increased price of silver eliminated about 500,000,000 pesos and the total volume of circulation, including silver currency, declined by several hundred million pesos. The maximum volume of monetary circulation was reached in April, 1946, with 4,326,300,000 pesos and it was down to 4,123,000,000 pesos at the beginning of November.

During September and October, bills issued by the official Banco de Mexico declined in value to the extent of 10,800,000 pesos, metallic currency in possession of the public by 6,500,000 pesos and deposits in banking institutions by 3,800,000 pesos. Between August 31 and September 30, the monetary circulation dropped by a total of 21,100,000 pesos. Currency in circulation at the end of September, 1946, was, however, only 2,000,000 pesos lower than in the corresponding month of 1945.

Credit was greatly restricted during the second half of 1946 and the interest rate on private short-term loans was on the average higher than 15 per cent. These high interest rates were due very largely to the continuing inflation.

Living Costs Continue to Rise

Although the cost of living in Mexico has been rising steadily since about 1934, this rise has been greatly accentuated since the end of 1942. While wages have increased to some extent, the increase in the average

workingmen's salaries between 1939 and 1944, according to a recent report of the Minister of Labour, was only 46 per cent; whereas, the increase in the cost of living during the same period was 155 per cent. Efforts of the government to control the rising cost of living, through the establishment of ceiling prices, importation of primary foodstuffs, and control of distribution and sale of essential products, have been only partially successful, and prices of both domestic and foreign goods are high and expected to remain so in the immediate postwar period. The scarcity of goods and speculative activities have been primarily responsible for war-time inflation, but lack of transport facilities and inadequate distribution have also contributed their share.

Government control of rents has been fairly effective, although only those tenants who occupied their quarters prior to July, 1942, when rents were frozen by Executive Decree, have been unfortunate enough to continue paying reasonable rentals.

The following table shows the index of the cost of living of the average workingman's family in Mexico City since 1934. Although these figures do not necessarily apply to foreign representatives, they serve to indicate the general upward trend of living costs in the capital. Price increases in the smaller cities and country regions run somewhat lower.

Index of the Cost of Living in Mexico City

Year or month	(Base: Monthly average 1934=100)			Domestic service
	General (Base: Monthly average 1934=100)	Food	Clothing	
1934	100.0	100.0	100.0	100.0
1935	107.5	107.2	102.7	113.9
1936	114.4	113.6	118.2	116.3
1937	138.5	136.7	125.3	130.4
1938	153.3	157.9	145.5	133.0
1939	155.4	156.2	168.5	138.3
1940	157.3	153.6	185.7	152.2
1941	163.9	158.4	208.6	173.8
1942	188.3	179.0	252.1	194.4
1943	246.6	229.8	324.9	277.3
1944	310.0	297.3	387.7	316.6
1945:				
January	314.0	297.9	410.8	324.0
February	314.5	298.5	412.7	322.8
March	315.6	300.1	412.3	321.9
April	319.8	304.7	417.1	323.6
May	322.8	308.0	418.3	326.2
June	326.2	312.0	420.2	326.7
July	333.6	320.8	424.2	328.8
August	340.1	328.6	427.1	331.0
September	344.4	333.9	429.8	330.7
October	347.7	337.7	432.9	331.1
November	350.9	341.3	436.7	331.5
December	361.2	354.0	440.8	332.5
1946:				
January	377.3	.....	.....	.....
February	378.41	.....	.....	.....
March	385.2	.....	.....	.....
April	390.4	.....	.....	.....
May	400.5	.....	.....	.....
June	412.1	.....	.....	.....
July	416.5	.....	.....	.....
August	424.5	.....	.....	.....
September	431.31	.....	.....	.....
October	440.28	.....	.....	.....

Lift Embargo on Colombian Port

Embargo restrictions which have been in effect on imports at the port of Buenaventura, Colombia, have now been lifted.

Canadian International Trade Fair Brochure Now Being Distributed

Applications for space should be submitted before July 15 in Canada and July 1 abroad—Being held in Toronto from May 31 to June 12, 1948—Booklet contains rules and regulations and services available to exhibitors.

BROCHURES pertaining to the Canadian International Trade Fair, being held in Toronto from May 31 to June 12, 1948, are now available for distribution to manufacturers and producers interested in participation. Applications should be submitted to the Canadian Government Exhibition Commission, 479 Bank Street, Ottawa. Copies, printed in English and French, are available for distribution in Canada and, through Canadian Trade Commissioners, in countries where these languages are in general use among members of the commercial community. Brochures, printed in Spanish, Portuguese and Dutch, will also be distributed abroad by Canadian Trade Commissioners.

Applications Required by July 15

"Applications for Space", enclosed with the brochure, should be submitted to the office of the Canadian Government Exhibition Commission by July 15, 1947. Applications from manufacturers and producers abroad should be forwarded to the nearest office of the Canadian Foreign Trade Service by July 1, 1947. During the coming summer, after applications from exhibitors have been received and the character of the products to be displayed is known, invitations and promotion material will be forwarded to some 50,000 buying firms throughout the world.

Foreword by Minister of Trade and Commerce

In a foreword to the brochure, the Hon. James A. MacKinnon, Minister of Trade and Commerce, outlines the purpose of this trade fair. "It has been said that a trade fair is a common meeting place where, in the minimum of time, with a minimum of outlay, the maximum of business can be transacted. In planning this, the first International Trade Fair ever held in Canada, we welcome the interest of manufacturers and producers at home and abroad.

"The Canadian International Trade Fair is your fair," states the Minister, "in the sense that the only reason for its being held is the expectation that it will be beneficial to buyers and sellers alike from all parts of the world. International trade, properly conducted, can be of immense benefit to the welfare of the people in all countries. Canadians are as interested in the products that can be purchased from countries abroad as they are in selling their own products in the markets of the world. Plans and preparations for the Canadian International Trade Fair are being made to provide every possible facility for the convenience of buyers and exhibitors in conducting their business relationships."

Canadian National Exhibition is Locale

While Canada's diversified industries are widely distributed between the various urban centres, Toronto has been chosen as the locale for this trade fair because of the excellent accommodation provided by the permanent buildings of the Canadian National Exhibition Association. It is suggested that, following conclusion of the fair, exhibitors from abroad should visit other Canadian cities in which there is an interest in their products.

Canada's first International Trade Fair is essentially a business fair. Exhibitors, buyers and government officials only will be admitted to the buildings from Monday to Friday, but the general public may examine the displays on Saturdays.

Rules and Regulations Governing Exhibits

Rules and regulations governing exhibits are set forth in the brochure and pertain to (a) the allotment of space; (b) the payment for space, amounting to \$2.50 per square foot; (c) the conduct of exhibits; (d) the protection of exhibits; (e) the removal of exhibits; (f) the co-operation required of exhibitors; (g) the interpretation of rules.

Services available to exhibitors are set forth in the brochure, as follows: (a) hotel reservations; (b) railway travel inside Canada; (c) display firms situated in Toronto; (d) restaurant service during the fair; (e) electrical supply; (f) inspection and approval of electrical equipment; (g) delivery of goods; (h) customs arrangements; (i) fire protection; (j) police protection; (k) telephone, telegraph and postal services; (l) passports and visas.

Coliseum has 165,000 Square Feet of Display Space

The Coliseum at the Canadian National Exhibition Park, which provides 165,000 square feet of display space, will house the trade fair, in addition to the trade fair headquarters and a special pavilion with registration and information booths. Information will be provided on customs regulations, rail and freight tariffs, marine insurance, banking and financial facilities. It is also planned to provide interpreters and public stenographers for the benefit of exhibitors and buyers. Additional buildings adjoining the Coliseum will be used, if the number of applications and character of the exhibits require more space.

South Africa Will Use Coal to Produce Oil and Gasoline

New £20,000,000 industry may make country completely independent of outside sources for these fuels—Government assistance and control anticipated—Vast resources of coal available.

By J. H. English, Commercial Counsellor for Canada

JOHANNESBURG, March 17, 1947.—It was recently announced by the South African Government Information Office that a new £20,000,000 industry would shortly be established in South Africa to produce oil and gasoline from coal, supplies of which are very extensive. It was suggested that the new industry might make South Africa completely independent of the rest of the world for fuel of these types. South Africa has no natural crude oil production at the present time.

The report stated that a large South African organization has already been investigating and planning this development for the past ten years and government assistance in the form of customs tariff protection could be expected when the industry was under way. Government control of the industry is likely and a Bill has just been prepared for introduction into the House of Assembly dealing with this matter. The Bill, which was published for general information in the form of a Government Gazette



Loaded coal trucks like these in Witbank, Transvaal, will supply South Africa's new industry with the necessary raw material to make oil and gasoline.

Extraordinary on March 11, 1947, states that the purpose is to regulate and control the manufacture of liquid fuel and oil from coal.

Propose to Set up Government Advisory Board

Briefly the Bill sets up a Liquid Fuel and Oil Industry Advisory Board appointed at the pleasure of the Minister of Economic Development. It provides, *inter alia*, that after the commencement of the Act no person shall manufacture liquid fuel or oil in quantities exceeding ten million gallons per annum without a licence from the Minister. If the Minister, on the advice of the Advisory Board, is satisfied as to the bona fides of the applicant, he may grant a licence containing conditions as to the quantities of fuel to be produced, the period of production, the type of coal to be used, the specifications of the fuel produced, the maximum price at which the fuel may be sold, etc. He may also limit the number of shares which may be held by aliens in the said licensee's company.

Possess Vast Coal Resources

South Africa has vast resources of coal, officially estimated to amount to 226,409,317,000 tons, of which 8,746,196,000 tons has been proved. The average analysis of this coal would be approximately: moisture, 1·7 per cent; ash, 12·9 per cent; volatile matter, 28·5 per cent; fixed carbon, 56·9 per cent; ash fusion temperature, 1400 degrees centigrade.

Prewar Imports of Gasoline and Other Fuels

	1936	1938
	Gallons	Gallons
Gasoline	126,117,308	155,215,168
Benzine .....	.....	507,869
Fuel and crude oil	61,992,844	105,304,588
Lubricating oil	7,699,562	8,941,513
Illuminating oil	14,794,991	16,883,791
Power paraffin	6,821,912	7,652,173

CANADIAN EXPORTS, BY COMMODITY GROUPS

MAIN GROUPS	February			January-February	
	1938	1946	1947	1946	1947
(Millions of Dollars)					
Agricultural and Vegetable Products.....	11.4	36.7	39.9	84.8	96.8
Animals and Animal Products.....	8.6	29.5	26.1	64.6	54.6
Fibres, Textiles and Textile Products.....	0.8	3.6	2.6	8.7	5.9
Wood, Wood Products and Paper.....	13.4	39.7	59.4	81.9	118.3
Iron and Products.....	6.0	19.6	20.1	37.6	41.5
Non-ferrous Metals and Products.....	15.0	11.1	16.4	27.7	38.9
Non-Metallic Minerals and Products.....	1.4	3.0	4.2	6.7	9.7
Chemicals and Allied Products.....	1.6	5.3	5.1	10.8	11.7
Miscellaneous Commodities.....	1.3	4.6	5.7	19.4	10.6
Total Domestic Exports.....	59.6	153.1	179.5	342.2	388.1

Canadian Exports, by Commodities

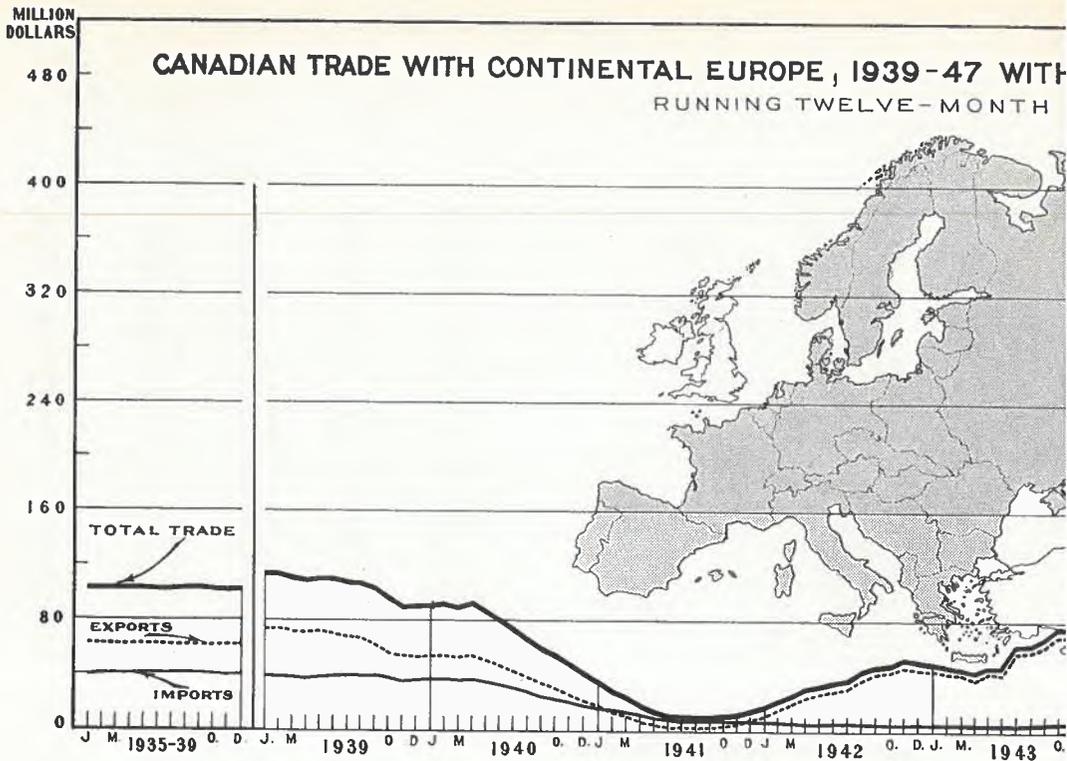
Commodity	February			January-February	
	1938	1946	1947	1946	1947
(Thousands of Dollars)					
Agricultural and Vegetable Products—					
Fruits.....	968	206	1,762	1,097	3,568
Vegetables.....	168	847	1,078	2,836	2,172
Wheat.....	3,690	15,390	12,973	39,046	35,743
Grains, other.....	694	1,204	1,699	2,934	4,864
Flour of Wheat.....	1,567	8,841	12,269	17,684	26,006
Farinaceous food products, other.....	835	997	1,211	2,088	2,954
Sugar and products.....	56	61	299	211	806
Alcoholic beverages.....	702	2,728	1,707	5,608	4,756
Vegetable fats and oils.....	14	767	686	1,156	1,469
Rubber and products.....	859	1,326	1,711	2,888	4,929
Seeds.....	312	2,277	2,365	4,370	5,070
Tobacco.....	1,341	573	1,316	1,668	2,303
Vegetable products, other.....	194	1,475	841	3,261	2,209
Total.....	11,400	36,692	39,917	84,847	96,849
Animals and Animal Products—					
Cattle.....	514	896	629	1,647	1,437
Other animals, living.....	115	163	51	234	150
Fish and fishery products.....	1,780	5,218	5,737	11,947	13,291
Furs and products.....	2,071	3,866	2,633	9,864	5,787
Leather and products.....	441	864	1,581	1,967	3,461
Bacon and hams.....	2,479	7,379	3,463	11,954	8,156
Meats, other.....	422	6,753	6,802	16,480	13,892
Cheese.....	71	1,152	13	3,071	480
Milk products, other.....	239	553	545	1,227	1,238
Eggs, shell and processed.....	16	1,999	3,953	4,756	5,167
Animal products, other.....	462	680	710	1,490	1,567
Total.....	8,610	29,522	26,117	64,637	54,626
Fibres, Textiles and Textile Products—					
Cotton products.....	151	793	572	1,952	1,315
Flax, hemp and jute products.....	6	219	64	363	114
Wool and products.....	115	1,732	491	4,251	1,181
Artificial silk and products.....	143	175	513	728	1,279
Fibres and textile products, other.....	415	663	973	1,367	1,990
Total.....	830	3,583	2,613	8,661	5,879
Wood, Wood Products and Paper—					
Planks and boards.....	2,300	6,601	15,676	14,204	28,701
Pulpwood.....	562	1,879	1,837	3,841	3,961
Unmanufactured wood, other.....	1,255	2,828	5,874	5,612	9,687
Wood pulp.....	2,390	8,971	11,202	17,220	23,118
Manufactured wood products, other.....	175	511	416	1,076	980
Newsprint paper.....	5,964	17,259	21,921	35,987	46,834
Paper, other.....	726	1,214	2,103	3,107	4,199
Books and printed matter.....	57	416	330	892	818
Total.....	13,429	39,678	59,360	81,939	118,298

Canadian Exports by Commodities—Concluded

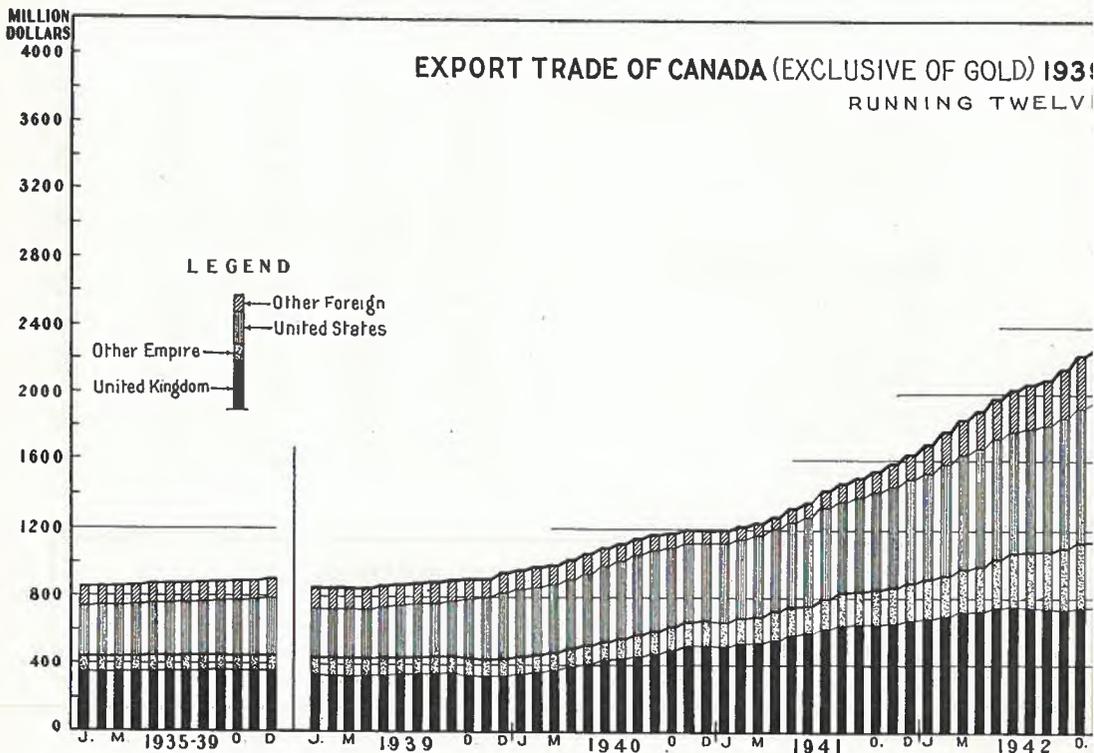
Commodity	February			January-February	
	1938	1946	1947	1946	1947
	(Thousands of Dollars)				
Iron and Products—					
Iron ore .....	.....	.....	.....	.....	5
Ferro alloys	115	351	1,359	783	2,665
Pigs, ingots, blooms, billets	264	513	519	1,232	757
Rolling mill products	352	572	849	1,644	1,205
Locomotives and parts .....	.....	4,875	3,472	7,108	5,157
Farm machinery and implements	876	1,320	2,712	3,658	4,912
Hardware and cutlery	280	193	429	505	880
Machinery (except farm)	705	715	1,363	1,565	3,859
Automobiles, freight	945	4,420	4,547	9,813	10,862
Automobiles, passenger	1,843	.....	1,944	12	4,682
Automobile parts	233	1,715	1,361	3,146	3,307
Railway cars and parts	2	3,884	12	5,883	48
Iron products, other	392	1,079	1,521	2,215	3,175
Total	6,007	19,637	20,089	37,564	41,514
Non-Ferrous Metals and Products—					
Aluminium and products	2,699	774	2,028	2,460	5,080
Brass and products	63	184	254	449	538
Copper and products	3,145	2,307	2,797	5,982	6,289
Lead and products	568	893	1,564	1,873	3,376
Nickel	5,475	2,346	4,241	5,342	9,349
Precious metals, except gold	1,600	1,365	2,120	2,081	4,580
Zinc and products	963	2,358	1,712	4,817	5,746
Electrical apparatus, n.o.p.	327	466	1,150	3,573	2,569
Non-ferrous metal products, other	201	436	507	1,102	1,360
Total	15,041	11,129	16,433	27,679	38,887
Non-Metallic Minerals and Products—					
Asbestos and products	536	1,268	1,778	2,941	3,928
Coal	143	267	251	546	719
Petroleum and products	15	189	249	498	994
Abrasives, artificial, crude	406	614	1,008	1,458	2,194
Non-metallic mineral products, other	302	652	984	1,209	1,905
Total	1,402	2,990	4,270	6,652	9,740
Chemicals and Allied Products—					
Acids	75	148	273	348	541
Medicinal and proprietary preparations	88	455	237	652	653
Fertilizers	744	3,006	2,216	5,852	5,363
Paints and varnishes	87	198	366	508	895
Calcium compounds	48	380	98	749	198
Soda and sodium compounds	284	228	408	667	792
Chemical products, other	274	871	1,455	2,040	3,282
Total	1,600	5,286	5,053	10,816	11,724
Miscellaneous Commodities—					
Toys and sporting goods	9	58	117	97	262
Films	320	280	133	420	391
Ships and vessels .....	.....	1,245	1,991	2,035	2,469
Aircraft and parts	70	342	717	1,981	1,508
Electrical energy	343	612	311	1,237	763
Miscellaneous consumer goods	175	367	873	795	1,721
Miscellaneous other	237	340	618	893	1,366
Donations and gifts .....	.....	855	176	10,842	608
Non-commercial articles	146	525	717	1,137	1,539
Total	1,300	4,626	5,653	19,438	10,626

DIRECTORY INFORMATION

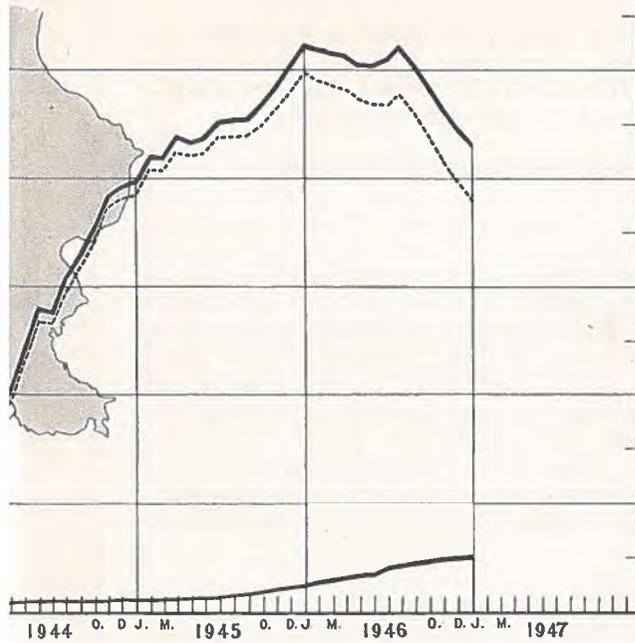
The Foreign Trade Service head office directory, as well as the directory of Foreign Commercial Representatives in Canada, appears only in the last issue of each month.



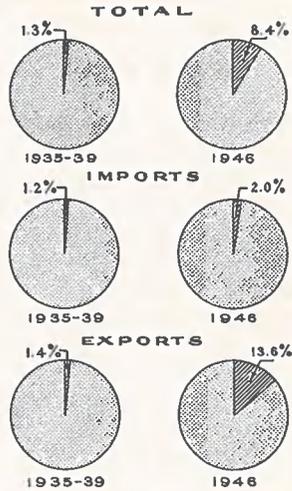
Continental Europe, for trade statistical purposes, includes: Albania, Austria, Greece, Hungary, Italy, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal



PERCENTAGE FOR THE BASE PERIOD, 1935-39
 IN MILLION DOLLARS

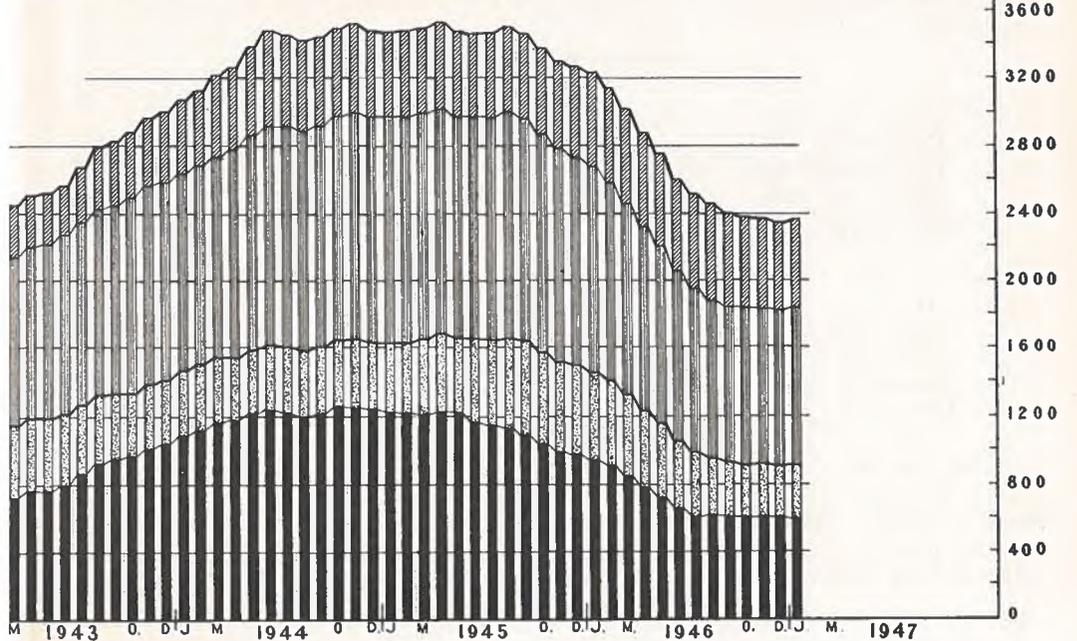


RELATIVE PROPORTIONS OF TRADE WITH CONTINENTAL EUROPE TO TOTAL CANADIAN TRADE
 AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR



...um, Bulgaria, Czechoslovakia, Denmark, Estonia, Finland, France, Germany, ...mania, Russia, Spain, Sweden, Switzerland and Yugoslavia.

MONTHLY TOTALS WITH AVERAGE FOR THE BASE PERIOD, 1935-39
 IN MILLION DOLLARS



Swedish Import Controls Result of Foreign Exchange Shortage

Licences will be issued only for essential commodities, though importation of other items will be considered—Situation outlined by Minister of National Economy—Coffee again rationed—Flow of raw materials to continue.

By F. H. Palmer, Commercial Counsellor, Canadian Legation

STOCKHOLM, March 28, 1947.—Import controls, effective March 15, have been imposed by Sweden in an effort to prevent further declines in foreign exchange reserves and gold balances. The present regulations are of a temporary nature and will be abolished when the desired financial improvement has been achieved. Importation of commodities shipped to Sweden before March 20 will be permitted, or if full payment for such goods was arranged with the Riksbank before March 15. During a transition period, import licences will be issued only for essential commodities, including raw materials, semi-manufactured and finished goods. Licensing authorities will decide, after due examination, whether import licences should be granted for other commodities, but none may be issued, regardless of the country from which such imports were purchased, while these examinations are proceeding.

Riksbank Presents Facts to Government

In a communication to the Swedish Government, the Riksbank explained that foreign exchange developments during the last few months caused serious apprehension, and recommended that steps be taken to preserve the foreign exchange reserves. The Riksbank stated on December 19, 1946, that problems pertaining to import regulations should be considered. On January 30, it pointed out that a decision could only be delayed another month. The foreign exchange situation further declined since then, and steps now had to be taken to stop any additional drop in foreign exchange reserves. Gold balances of the Riksbank were as follows on the dates shown:

Balances of Gold

Date	Million krona
August 30, 1939.....	1,277
December 31, 1945.....	1,734
*July 13, 1946.....	1,710
December 31, 1946.....	1,371
January 28, 1947.....	1,264
March 4, 1947.....	1,114

*(Krona was appreciated)

Foreign Exchange Reserves

Date	Million krona
August, 1939.....	571
December 31, 1945.....	1,004
July, 1946.....	1,546
December 31, 1946.....	827
February 28, 1947.....	779
March 4, 1947.....	609

The net sale by the Riksbank of pounds sterling, dollars and Swiss francs between October 29, 1946, and March 4, 1947, was 1·024 million krona, of which 448 million were sold since January 1, 1947.

An increase in the Riksbank's rate of interest and a decline in the value of the krona, in relation to other exchanges, were considered. It

was evident, however, that neither proposal would produce a satisfactory solution of the foreign exchange difficulties experienced by Sweden.

It had been suggested that the decline in the Riksbank reserves was reflected in a tendency of exporters and shipowners to retain revenue from operations abroad in foreign currencies. The Riksbank recommended that payments for exports and ocean freight returns should be made available to the Riksbank. It is believed that such steps will be taken through valid legislation in the foreign exchange field, notwithstanding vigorous denials to the contrary.

Importers Advanced Foreign Purchases

Apprehension as to the decline in value of the krona induced several importers to advance purchases from abroad. This suggests that future imports will be lower than might have been expected. If this enterprising timing of imports and changes in the method of payment are noted, the foreign exchange situation would seem to be more favourable than if it is examined from the daily figures. While the value of imports has reached the prewar total, exports are only two-thirds those of 1938. It had been thought that a balance between imports and exports would have been achieved through an improved balance between supply and demand in Sweden, without having recourse to any direct restrictions on foreign trade. Furthermore, some exports were sold on a credit basis, in accordance with the term of trade and credit agreements with some countries. An improvement in the foreign exchange situation would probably have occurred, if the enterprising tendencies regarding foreign payments could have been prevented, or at least controlled.

The Riksbank considered it important that, on imposition of the control regulations during the first period of transition, they should not prejudice the final adjustment of the importation of different commodities. This adjustment, it was felt, should be the result of further consideration and possibly discussions concerning the effect on the economic life of Sweden and other countries.

Government Outlines Position

Comments on the import regulations were broadcast by the Minister of National Economy on March 15. He said everyone realized there was much interest in imports and exports, and that during the last quarter of 1946 the imports seemed to be more forced than usual. Demands on the Riksbank's reserves of foreign exchange were greatly increased for that reason, and the stage was reached when such reserves could not be permitted to decline further. It was decided, therefore, to restrict imports while attempting to increase the volume of exports.

Imports in 1946 were valued at 3,370 million krona and exports at 2,528 million krona. In addition to the unfavourable balance of some 840 million krona, the composition of imports was far from normal. The Minister explained that necessary raw materials, foodstuffs, etc., were not imported to the desired extent, and that luxury goods had been imported in unusually large quantities. Some of the import items mentioned are:

Imports of Fruits and Furs

	1946	1938
Furs (million krona).....	39	11
Oranges (tons).....	93,000	42,000
Bananas (tons).....	21,000	12,000
Apples (tons).....	32,500	19,000
Fresh fruit (tons).....	173,500	92,000
Fresh fruit (million krona).....	159	42

Flow of Raw Materials Will Continue

The new import regulations will not affect the flow of raw materials necessary for industrial production in Sweden of foodstuffs, hides, cotton, wool, yarn, agricultural implements and parts for such machines. The Minister of National Economy also declared that imports of fuels would not be restricted, including gasoline, of which there is a considerable luxury consumption. However, it is difficult to draw the line between luxury and commercial consumption. Any increase in the number of automobiles is not considered necessary, as the most important traffic requirements are filled.

Consumption of Coffee to be Rationed

It is doubtful whether Sweden can afford to pay so much for coffee, imports of which were valued at 78 million krona last year. Even if no restrictions were imposed on the importation of coffee, the ration system would have to be reintroduced, as coffee can be hoarded so easily. The ration of coffee, tea and cocoa will be about 70 per cent of ordinary consumption in 1946. The first period will extend to April 8, during which private consumers will be allowed 300 grams of unroasted or 250 grams of roasted coffee. Alternatively, they may obtain 100 grams of tea or 200 grams of cocoa. Restaurants will be allowed 70 per cent of their average 1946 consumption during the first month.

Retailers, wholesalers, restaurants, institutions and other large consumers had to declare their stocks of coffee, tea and cocoa at the time controls were imposed. Goods in transit had to be declared by the recipient. Wholesalers and retailers cannot deliver restricted products until they receive a "purchase licence", even though the goods were purchased before the controls were introduced.

Protests of United States Government Published

The United States Government strongly protested against possible effects of the import regulation program. In a note to the Swedish Ministry of Foreign Affairs, published on March 25, the United States Government stated that Sweden's failure to give the American Government thirty days' notice regarding the import regulations "is an absolute transgression" of the mutual trade agreement, which both countries concluded on May 25, 1935. It also protested against probable effects of the program that permitted the importation into Sweden of certain commodities, in accordance with provisions of bilateral trade agreements concluded by Sweden with other countries, while it prevented or severely restricted imports of the same or similar commodities from the United States. By this action, the Swedish Government seemed to indicate that its bilateral trade agreements have to be kept and fulfilled, at the expense of or with disadvantage to Swedish contracted engagements with countries with which Sweden had no bilateral agreements. This policy, if adopted, would lead to an absolute collapse of multilateral non-discriminating trade between countries, the maintenance of which is a principal thesis in the American Government's foreign policy, as well as being the Swedish Government's fixed principle, according to several declarations of Sweden's representatives.

Swedish Government Offers Explanation

For the information of American authorities, the United States was advised that, on account of the increasing shortage of Swedish currencies, the Swedish Government had found it necessary to adopt general control

regulations, and that all imports should be under state control. The intent would be to regard certain commodity groups as being of essential importance to the Swedish National economy. For example, oils, industrial raw materials and machinery for industry would be placed on a free list immediately. The importation of all other commodities would be placed under a strict control, and the imports of certain less-necessary commodities might be reduced. The declaration from the Swedish Foreign Office revealed that the Swedish Government was of the opinion that provisions of paragraph 7 of the trade agreement of May 25, 1935, between the United States and Sweden really referred to the manner in which the right of the Swedish Government to restrict imports would be applied. This paragraph points out that "all quantitative restrictions or import control measures, regarding the commodities mentioned in List 1 of the agreement, will be communicated to the United States Government in writing thirty days before the steps would be taken."

The United States was assured that any discrimination against imports from the United States would not be by the use of import control. As a result of several bilateral trade agreements, Sweden was obliged to permit the importation of a number of "luxuries". Assurance could be given that United States commodities would receive not less favourable treatment than those from a third country. Assurances were also given that import licences would not be given on the basis of the supply of certain currencies. The assurances regarding similar treatment were valid for different kinds of commodities. It was pointed out, however, that the selection of these commodities, of which importations would be restricted, had to be based on an investigation to be made of their essentiality.

Fifth National Foreign Trade Conference Being Held Next May in Vancouver

The "Fifth National Foreign Trade Conference", organized by the Canadian Chamber of Commerce in collaboration with the Vancouver Board of Trade, will be held at the Hotel Vancouver on May 21, 22 and 23. The preliminary program is as follows:

- Wednesday, May 21—Registration,
Foreign Trade's Place in our Economy
Canada's Trade Problems
Financing Our Customers
Reception
- Thursday, May 22 —The International Trade Organization
Britain Faces the Future
Answers from the Experts
America Reconsiders Foreign Trade
- Friday May 23 —Business Looks at Foreign Trade
Selling Canada Abroad
Policy and Resolutions
Tour of Harbour
Reception

Reservation cards should be mailed to the Hotel Reservations Committee, Fifth National Foreign Trade Conference, The Canadian Chamber of Commerce, 805 Marine Building, Vancouver.

Members and delegates are requested to put in writing the questions they wish to have answered by experts at the special sessions. Resolutions for consideration by the Resolutions Committee and subsequent approval by the conference should be submitted in writing. These should be forwarded to the secretary, 530 Board of Trade Building, Montreal, before May 1.

Wholesale Price Levels Moved Upward During the Past Year

France experienced greatest increase, followed by Czechoslovakia, the United States, India, Peru and Mexico—Relatively little change in Canada during last six months of 1946—Decline shown by New Zealand.

Commodity wholesale price levels continued to rise during the latter half of 1946, according to a statement issued by the Dominion Bureau of Statistics. Increases during this period were of widely differing amounts, and there was no indication of any world-wide acceleration in commodity market advances as the year progressed. Annual increases in commodity wholesale price index numbers for 1946 ranged upward all the way from one per cent to as much as 67 per cent.

The United States Bureau of Labor wholesale index rose by 24·8 per cent between June and December, 1946. General suspension of commodity controls between June 30 and July 25 resulted in a June-July rise of 10·5 per cent, a greater advance than was registered for any year of the war. Between July 26 and November 9, when controls were partially restored, farm products prices showed some declines, but prices of other commodities continued to rise. Further increases occurred after November 9, when price ceilings were abolished, except in the case of rice, sugar and rents. In the second half of 1946, prices of farm products rose 20 per cent, and prices of commodities other than farm products rose 26·3 per cent.

Canadian Price Index Rose 2·5 Per Cent

In Canada, where many controls remained in effect, the Dominion Bureau of Statistics' index showed a June-December rise of 2·5 per cent. In the United Kingdom, the rising cost of imported raw materials had a marked effect on price levels, and wholesale prices showed greater activity than in any year since 1940, when price regulations went into effect. Between June and December, 1946, industrial materials and manufactures rose 6·5 per cent, while the food group, including commodities still heavily subsidized, declined 1·4 per cent. The general wholesale index rose 3·7 per cent in this period. Among European countries, Denmark, Norway, Sweden and Switzerland showed, in the latter half of 1946, a resumption of upward movements, which had been interrupted by declines in 1945 and the first half of 1946. With the exception of Denmark, however, December price levels for these countries were still below the levels prevailing at V-J Day.

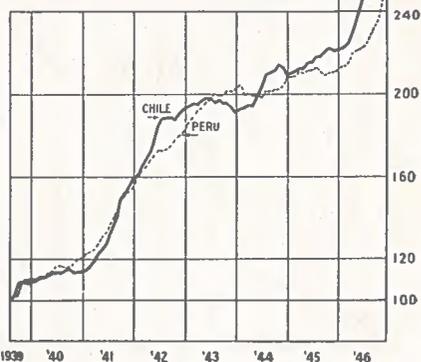
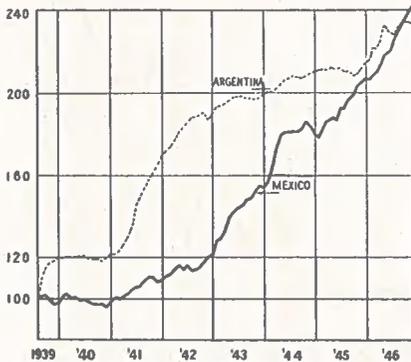
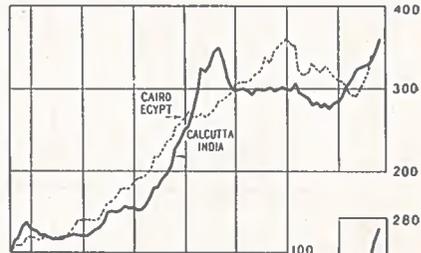
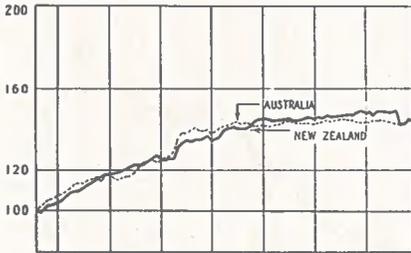
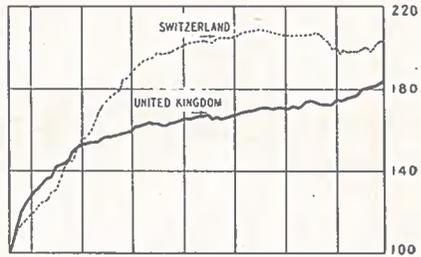
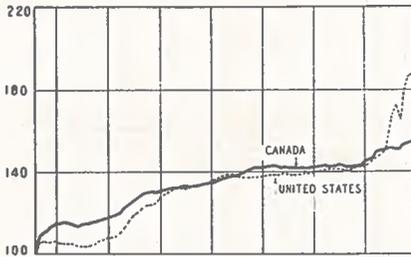
Changes in Wholesale Prices in Other Countries

As indicated in the following tables, India experienced the greatest rise in wholesale prices between August, 1939, and December, 1946, followed by Czechoslovakia, Peru, Mexico, Sweden and Denmark. The table of cost-of-living index numbers indicates that Mexico experienced the greatest rise in the period under review, followed by Iceland and Peru.

PRICE INDEX GRAPHS WHOLESALE

AUGUST, 1939 = 100

ALL INDEX NUMBERS CONVERTED FROM ORIGINAL BASE TO BASE AUGUST, 1939 = 100



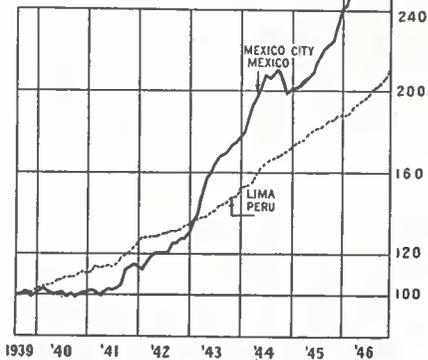
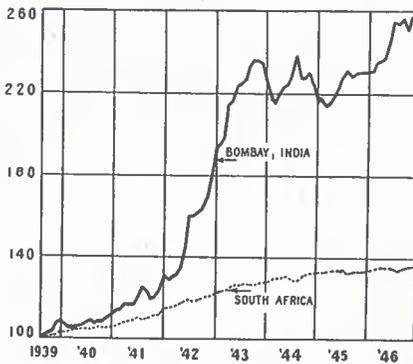
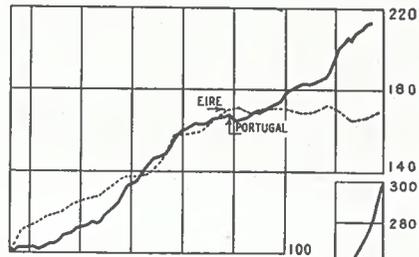
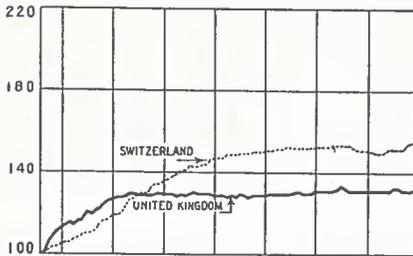
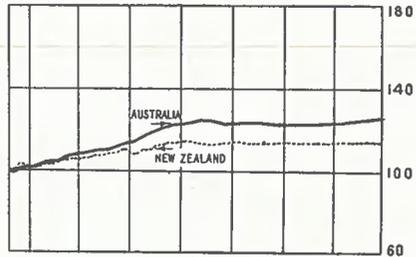
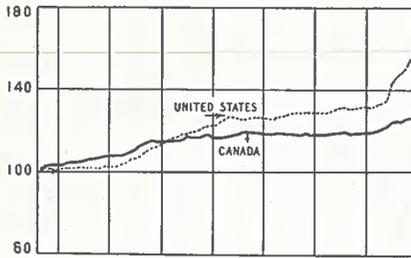
Changes in Wholesale Price Index Numbers

Country	Percentage Changes		
	June 1946 and December 1946	December 1945 and December 1946	August 1939 and December 1946
Canada	+ 2.5	+ 7.6	+ 55
Czechoslovakia	+ 8.6	+49.5	+175
Denmark	+ 8.3	+ 8.8	+100
France	+32.5	+67.2	.....
India	+13.6	+29.7	+267
Mexico	+10.8	+18.0	+142
New Zealand	- 3.0	- 3.2	+ 44
Norway	+ 2.3	+ 4.0	+ 75
Peru	+13.3	+19.2	+151
Sweden	+ 3.2	+ 1.1	+ 73
Switzerland	+ 2.6	+ 2.0	+103
Union of South Africa	+ 0.7	+ 4.0	+ 66
United Kingdom	+ 3.7	+ 6.1	+ 83
United States	+24.8	+31.6	+ 88

PRICE INDEX GRAPHS COST OF LIVING

AUGUST, 1939 = 100

ALL INDEX NUMBERS CONVERTED FROM ORIGINAL BASE TO BASE AUGUST, 1939 = 100



Changes in Cost-of-Living Index Numbers

Country	Percentage Changes		
	June 1946 and December 1946	December 1945 and December 1946	August 1939 and December 1946
Australia	+ 1.0	+ 2.4	+ 26
Canada	+ 2.8	+ 5.8	+ 26
Iceland	+ 4.8	+ 7.4	+197
Mexico	+13.1	+29.0	+199
Newfoundland	+ 0.9	+ 3.5	+ 58
New Zealand	+ 0.1	+ 0.5	+ 14
Peru	+ 7.6	+12.2	+110
Switzerland	+ 2.4	+ 2.4	+ 55
Sweden	+ 0.6	+ 1.9	+ 45
Union of South Africa	- 0.1	+ 2.0	+ 36
United Kingdom	+ 0.5	+ 0.5	+ 32
United States	+15.0	+18.0	+ 55

Trade and Tariff Regulations

Australian Customs (Import Licensing) Regulations Amended

Sydney, March 27, 1947.—(FTS)—The Australian Customs (Import Licensing) Regulations have been further amended by placing under the Administrative Control of the Import Licensing Branch of the Department of Trade and Customs imports from non-sterling countries of the following commodities, which were previously prohibited entry: metal buttons and fasteners for overalls; towels n.e.i. classifiable under Tariff Item 120(C) (1) (b); sparking plugs; electric soldering irons for replacements in vacuum soldering machines; vanilla beans; hinges, under Tariff Item 208(A) (1) (2); zinc chloride; isopropyl alcohol; crown corks; wooden screws, under Tariff Item 185(B); stone in the rough; pumice sand; reaper threshers and harvesters, classifiable under Tariff Item 165(A); glass reflectors for use in the manufacture of railway level crossing signals, Item 206(B); fashion plates, Item 335; electric fittings and accessories, classifiable under Tariff Item 180K.

Brazil Restricts Luxury Imports

Rio de Janeiro, April 2, 1947.—(FTS)—A joint ordinance of the Brazilian Ministers of Finance and Foreign Affairs, published on March 29, has required import licences for a number of luxury commodities. The object of this new measure, it is stated, is to limit the importation of articles considered to be not necessary to the economy of the country.

The goods affected are precious and semi-precious stones (natural and synthetic); art objects, jewellery; perfumes and perfume essences; toilet water, toilet preparations, soaps, face and dental powders and creams, rouge and other cosmetics; combs, buttons, brushes and cases of plastic; carpets or rugs of wool, cotton, jute and other fibres; material for hangings, wall ornamentation and upholstery; leather footwear, harness straps, trunks, suit cases, bags, portfolios, pocket books and handbags; coats, hats, skirts, belts, leggings, skins, fur coats and other similar wearing apparel; natural silk yarns; twisted or plain linen fibres and linen yarn.

Exception is made for goods which were on order at the date of publication of the ordinance, provided they are shipped within sixty days and that the Brazilian consular authorities in the exporting countries do not consider the shipments are excessive.

Eire Establishes Quota for Sparking Plugs

Dublin, April 2, 1947.—(FTS)—By an order of the Eire Government, issued under the Control of Imports Acts, 1934 and 1937, a further quota and quota period for sparking plugs and component parts thereof have been announced from May 1, 1947, to October 31, 1947. The amount fixed is 10,000 articles, while that for the previous six months was 4,000 articles.

Jamaica Prohibits Importation of Apples

Kingston, Jamaica, March 24, 1947.—(FTS)—The importation into Jamaica of apples from any country is prohibited, effective from March 22, by the Customs Importation Prohibition (Fruit and Vegetable) Amendment Proclamation 1947.

Trinidad Increases Duties on Liquors and Tobaccos

A tariff resolution of the Trinidad Legislative Council dated February 27, 1947, provided for the following increased import duties, the rates shown being respectively those of the British preferential and general tariffs: beer and ale, 63 cents and \$1.26 per gallon (formerly 42 cents and 84 cents); stout and porter, 83 cents and \$1.05 per gallon (formerly 55 cents and 70 cents); brandy imported in bottle and not overproof, \$12.45 and \$14.25 per liquid gallon (formerly \$9.74 and \$10.94); other brandy, \$15.45 and \$17.25 per proof gallon (formerly \$11.74 and \$12.94); gin and whisky, imported in bottle and not overproof, \$12.45 and \$13.35 per liquid gallon (formerly \$9.74 and \$10.34); other gin and whisky, \$15.45 and \$16.35 per proof gallon (formerly \$11.74 and \$12.34).

Canadian products shipped in accordance with prescribed regulations are entitled to the British preferential rates. The resolution provided also for increased import duties on cigars, cigarettes and tobacco.

Terms of Payment in Sales to Argentine Government

Buenos Aires, April 3, 1947.—(FTS)—There are three main headings under which terms of sale to the Argentine Government may be described:

(a) The Argentine Government is accustomed to and can obtain from other countries prices on the basis of the goods being delivered, i.e., price c.i.f. Buenos Aires. If other countries are prepared to quote and manufacture on this basis, it obviously weakens Canadian tenders if they are on the basis of the price at the factory or yards in Canada.

(b) For any firm to enter an application or tender, the firm or its Argentine agents must deposit with the appropriate government department here from 1 per cent to 3 per cent, depending on the department, of the value of the tender. Such deposit can be made in the form of a bond arranged in Buenos Aires at a cost of three-quarters per cent per 1,000 pesos per quarter. If the bidder is successful, then the deposit, in the form of a bond, must be increased to 5 per cent, or in some cases a little more. This 5 per cent deposit must be maintained until about six months after the arrival of the goods.

(c) The actual terms of payment for ships are 80 per cent against proof of readiness for despatch (such proof may be in the form of documents or Lloyds certificate, etc.) and the other 20 per cent payable at a later date on final acceptance of the vessels or other goods; this usually means about two or three months after they have arrived. However, both instalments would be paid through an irrevocable Letter of Credit, established in Canada, and subject to release against the appropriate proof for the 80 per cent and release on instructions from Argentina for the other 20 per cent. In some cases it may be possible for progress payments to be arranged, but this procedure is not favoured in Argentina. However, the Canadian manufacturer could probably arrange for credit from his bank with the Letter of Credit as a form of collateral. It is understood that the Argentine Government has never failed to pay, even though there have often been rather annoying delays. In this connection it is essential that Canadian firms interested in this market and in such business should not confuse the government of Argentina with the governments of some other Latin American countries which may have a poorer record.

Postal Information

Sweden Prohibits Mailing of Tobacco

Information has been received to the effect that the transmission in the mails of tobacco in any form to private persons in Sweden is prohibited by the authorities of that country.

Air Mail Service to Korea Cancelled

Effective immediately, air mail service to Korea is withdrawn.

Newfoundland's 1947 UNRRA Herring Contract Increased

St. John's, March 26, 1947.—(FTS)—The Newfoundland Fisheries Board has announced that UNRRA has increased Newfoundland's 1947 contract for hard cured split herring by more than 5,625,000 pounds, or the equivalent of 25,000 barrels. This raises the total quantity to be packed for UNRRA in 1947 to 75,000 barrels during the first four months.

Terms and conditions of sale for the additional quantity are the same as the original contract which was reported in *Foreign Trade*, February 1, 1947, page 230, with the exception that the price paid to packers will be six cents per pound, Canadian funds, f.o.b. steamer at ocean ports in Newfoundland and not United States funds.

Canadian Exports of Seeds

From the total production of 7,350,000 pounds of alfalfa seed produced in Canada, plus a carry-over of 1,000,000 pounds from the 1945 crop, a total of 4,512,105 pounds has been exported, with the United States as the principal market. Of the 8,640,000 pounds of red clover seed produced in Canada in 1946, a total of 3,487,329 pounds has been sold in the export markets. Exports to the United Kingdom up to the end of February, 1947, of vegetable seeds produced in Canada from the 1946 crop had a value of \$256,000. Shipments included lettuce, onion, radish, peas and vegetable marrow seeds. The largest single consignment was 1,366,791 pounds of peas valued at \$169,000.

New Trade Office Established at Sao Paulo

Jean Charles Depocas, formerly of Montreal, has been transferred from Buenos Aires, Argentina, to São Paulo, Brazil, where he has opened a new office of the Canadian Trade Commissioner Service. Before joining the Department of Trade and Commerce as a Junior Trade Commissioner in January, 1934, Mr. Depocas was employed with the Highways Department of Quebec Province, Price Bros. & Company, Limited, the Anglo-Canadian Pulp and Paper Mills, Limited, and the Frontenac Brick Company. He was appointed Assistant Trade Commissioner in Milan, Italy, in 1935, Assistant Trade Commissioner in Buenos Aires, Argentina, in 1939, Assistant Commercial Attaché in 1941, and Acting Commercial Attaché at the Canadian Embassy in 1945.



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
Africa-East—			
Lourenço Marques..	May 1-10	<i>Saint Bernard Chandler</i>	Elder Dempster Elder Dempster
Lourenço Marques..	June 1-10		
Lourenço Marques } Beira.....	May 14-24	<i>Cargill</i>	Elder Dempster
Africa-South—			
Cape Town.....	May 1-10	<i>Saint Bernard Cargill Chandler</i>	Elder Dempster Elder Dempster Elder Dempster
Port Elizabeth.....	May 14-24		
East London..... Durban.....	June 1-10		
Argentina—			
Buenos Aires.....	April 27-May 3	<i>Bjarne a Lia</i>	Montreal Shipping
Australia—			
Brisbane..... } Sydney..... Melbourne..... Adelaide.....	April 29-May 5	<i>City of Dieppe</i>	Montreal Australia New Zealand Line
Brisbane..... } Sydney..... Melbourne.....	May 12-19	<i>Mahia</i>	Montreal Australia New Zealand Line
Belgium—			
Antwerp.....	April 21-29	<i>Marchcape Twickenham Mont Sandra Prins Alexander Brant County Hedel Beckenham Mont Rolland</i>	March Shipping Cunard Donaldson Montreal Shipping Shipping Limited Canada Steamships Shipping Limited Cunard Donaldson Montreal Shipping
Antwerp.....	April 25-30		
Antwerp.....	May 1-10		
Antwerp.....	May 5		
Antwerp.....	May 10-20		
Antwerp.....	May 12		
Antwerp.....	May 15-20		
Antwerp.....	May 25		
Ceylon—			
Colombo.....	May 1-5	<i>A Ship Seaside Forest</i>	McLean Kennedy March Shipping McLean Kennedy
Colombo.....	May 10-15		
Colombo.....	May 18-23		

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
China—			
Shanghai.....	April 20-25	<i>City of Chester</i>	McLean Kennedy
Shanghai.....	May 30-June 2	<i>City of Khartoum</i>	McLean Kennedy
Shanghai.....	May 10-15	<i>Seaside</i>	March Shipping
Taku Bar.....			
Cuba—			
Havana.....	May 1-2	<i>Camco</i>	McLean Kennedy
Havana.....	May 18-20	<i>Camco II</i>	McLean Kennedy
Curaçao.....	May 1-2 May 18-20	<i>Camco</i>	McLean Kennedy
		<i>Camco II</i>	McLean Kennedy
Dominican Republic—			
Ciudad Trujillo.....	May 1-2	<i>Camco</i>	McLean Kennedy
Ciudad Trujillo.....	May 18-20	<i>Camco II</i>	McLean Kennedy
Elre—			
Dublin.....	May 1-4	<i>Fanad Head</i>	McLean Kennedy
Dublin.....	May 5-9	<i>Lord O' Neill</i>	McLean Kennedy
Dublin.....	May 6 May 31	<i>Irish Spruce</i>	Shipping Limited
Cork.....		<i>Irish Elm</i>	Shipping Limited
France—			
Le Havre.....	April 21-29	<i>Marchcape</i>	March Shipping
Le Havre.....	May 10-20	<i>Brant County</i>	Canada Steamships
Germany—			
Hamburg.....	April 21-29	<i>Marchcape</i>	March Shipping
Hamburg.....	May 1-10	<i>Mont Sandra</i>	Montreal Shipping
Hamburg.....	May 25	<i>Mont Rolland</i>	Montreal Shipping
Greece—			
Piraeus.....	May 15-20	<i>Marchport</i>	March Shipping
Hong Kong.....	April 20-25 May 10-15 May 30-June 2	<i>City of Chester</i>	McLean Kennedy
		<i>Seaside</i>	March Shipping
		<i>City of Khartoum</i>	McLean Kennedy
India			
Karachi.....	May 1-5	<i>A Ship</i>	McLean Kennedy
Madras.....	May 10-15	<i>Seaside</i>	March Shipping
Bombay.....	May 18-23	<i>Forest</i>	McLean Kennedy
Calcutta.....			
Iraq—			
Basra.....	May 10-15	<i>Seaside</i>	March Shipping
Italy—			
Genoa.....	April 20-30	<i>Mont Alla</i>	Montreal Shipping
Genoa.....	May 15-20	<i>Marchport</i>	March Shipping
Mediterranean—			
Central and Western Areas.....	April 20-30 May 15-20	<i>Mont Alla</i> <i>Marchport</i>	Montreal Shipping March Shipping
Mexico—			
Vera Cruz.....	May 10-13	<i>Federal Trader</i>	McLean Kennedy
Netherlands—			
Rotterdam.....	April 21-29	<i>Marchcape</i>	March Shipping
Rotterdam.....	May 1-10	<i>Mont Sandra</i>	Montreal Shipping
Rotterdam.....	May 5	<i>Prins Alexander</i>	Shipping Limited
Rotterdam.....	May 10-20	<i>Brant County</i>	Canada Steamships
Rotterdam.....	May 12	<i>Hedel</i>	Shipping Limited
Rotterdam.....	May 25	<i>Mont Rolland</i>	Montreal Shipping
Rotterdam.....	April 25-30 May 15-20	<i>Twickenham</i>	Cunard Donaldson
Amsterdam.....		<i>Beckenham</i>	Cunard Donaldson
Newfoundland—			
St. John's.....	April 20-23	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	April 21-23	<i>Elgin</i>	Furness Withy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland—			
Con.			
St. John's.....	April 30	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	May 13	<i>Blue Peter II</i>	Montreal Shipping
New Zealand—			
Auckland.....	May 23-30	<i>City of Eastbourne</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	April 30-May 4	<i>Torr Head</i>	McLean Kennedy
Philippines—			
Manila.....	April 20-25	<i>City of Chester</i> <i>Seaside</i> <i>City of Khartoum</i>	McLean Kennedy
Manila.....	May 10-15		March Shipping
Manila.....	May 30-June 2		McLean Kennedy
Poland—			
Gdansk.....	May 1-10	<i>Mont Sandra</i> <i>Mont Rolland</i>	Montreal Shipping
Gdansk.....	May 25		Montreal Shipping
Portugal—			
Lisbon.....	May 15-20	<i>Marchport</i>	March Shipping
Scandinavia—			
Baltic Ports.....	April 25-May 6	<i>Braeholm</i> <i>Svaneholm</i>	Swedish American Line
Baltic Ports.....	May 13-21		Swedish American Line
Singapore.....	May 10-15	<i>Seaside</i>	March Shipping
Trieste.....	May 15-20	<i>Marchport</i>	March Shipping
United Kingdom—			
Avonmouth.....	April 26-30	<i>Boston City</i> <i>Dovelian</i>	Furness Withy
Avonmouth.....	May 4-9		Cunard Donaldson
Bristol.....	April 26-30	<i>Boston City</i>	Furness Withy
Cardiff.....	April 26-30	<i>Boston City</i>	Furness Withy
Glasgow.....	May 7-13	<i>Salacia</i>	Cunard Donaldson
Hull.....	May 8-12	<i>Consuelo</i>	McLean Kennedy
Liverpool.....	April 17-22	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	April 24-30	<i>Asia</i>	Cunard Donaldson
Liverpool.....	May 1-4	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	May 5-9	<i>Lord O'Neil</i>	McLean Kennedy
Liverpool.....	May 8-12	<i>Cavina</i>	Cunard Donaldson
Liverpool.....	May 14	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	May 14-20	<i>Fort Spokane</i>	Cunard Donaldson
Liverpool.....	May 24	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	June 12	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	June 14	<i>Empress of Canada</i>	Canadian Pacific
London.....	April 21-27	<i>Sibley Park</i>	Cunard Donaldson
London.....	April 24-29	<i>Beaverlake</i>	Canadian Pacific
London.....	May 23	<i>Beaverdell</i>	Canadian Pacific
London.....	June 2	<i>Beaver Glen</i>	Canadian Pacific
London.....	June 7	<i>Beaverlake</i>	Canadian Pacific
Manchester.....	April 23-26	<i>Manchester Shipper</i> <i>Manchester Progress</i>	Furness Withy
Manchester.....	April 30-May 3		Furness Withy
Newcastle.....	May 5-9	<i>Cairnavon</i>	Furness Withy
Swansea.....	April 26-30	<i>Boston City</i>	Furness Withy
Uruguay—			
Montevideo.....	April 27-May 3	<i>Bjarnic a Lia</i>	Montreal Shipping
Venezuela—			
La Guaira.....	May 1-2	<i>Camco</i> <i>Camco II</i>	McLean Kennedy
La Guaira.....	May 18-20		McLean Kennedy

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—			
Antigua.....	April 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
Antigua.....	April 30–May 4	<i>Canadian Constructor</i>	Canadian National
Antigua.....	May 4–13	<i>A Ship</i>	Alcoa Steamships
Antigua.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
Antigua.....	May 14–23	<i>A Ship</i>	Alcoa Steamships
Bahamas.....	May 4	<i>Canadian Highlander</i>	Canadian National
Barbados.....	April 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
Barbados.....	April 30–May 4	<i>Canadian Constructor</i>	Canadian National
Barbados.....	May 4–13	<i>A Ship</i>	Alcoa Steamships
Barbados.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
Barbados.....	May 14–23	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	April 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
Bermuda.....	April 30–May 4	<i>Canadian Constructor</i>	Canadian National
Bermuda.....	May 4–13	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
Bermuda.....	May 14–23	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	April 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
British Guiana.....	April 30–May 4	<i>Canadian Constructor</i>	Canadian National
British Guiana.....	May 4–13	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
British Guiana.....	May 14–23	<i>A Ship</i>	Alcoa Steamships
Dominica.....	April 30–May 4	<i>Canadian Constructor</i>	Canadian National
Dominica.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
Grenada.....	April 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
Grenada.....	April 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.....	April 30–May 4	<i>Canadian Constructor</i>	Canadian National
Montserrat.....	May 5–10	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	April 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Kitts.....	April 30–May 3	<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.....	April 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Lucia.....	April 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.....	April 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Vincent.....	April 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.....	April 23–May 3	<i>Alcoa Pioneer</i>	Alcoa Steamships
Trinidad.....	April 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
Newfoundland— St. John's.....	April 18–21	<i>Fort Townshend</i>	Furness Withy

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—			
Auckland.....	April 18-28	<i>Samlamu</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Timaru.....			
Dunedin.....			
United Kingdom—			
Liverpool.....	April 27-May 1	<i>Jessmore</i>	Cunard White Star
Southampton.....	May 6	<i>Aquitania</i>	Cunard White Star
West Indies—			
Antigua.....	April 16-24	<i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National
Antigua.....	May 11-12		
Barbados.....	April 16-24	<i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National
Barbados.....	May 11-12		
Bermuda.....	April 16-24	<i>Pierre Laclède</i> <i>Fort Amherst</i> <i>Fort Townshend</i> <i>Canadian Challenger</i>	Alcoa Steamships Furness Withy Furness Withy Canadian National
Bermuda.....	April 18-21		
Bermuda.....	April 25-28		
Bermuda.....	May 11-12		
British Guiana.....	April 16-24	<i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National
British Guiana.....	May 11-12		
Dominica.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
Grenada.....	April 16-24	<i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National
Grenada.....	May 11-12		
Jamaica.....	April 21-25	<i>Oakmount Park</i> <i>Dufferin Bell</i> <i>Oakmount Park</i> <i>Dufferin Bell</i>	Pickford and Black Pickford and Black Pickford and Black Pickford and Black
Jamaica.....	April 29-May 3		
Jamaica.....	June 5-9		
Jamaica.....	June 13-17		
Montserrat.....	May 11-12	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	April 16-24	<i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National
St. Kitts.....	May 11-12		
St. Lucia.....	April 16-24	<i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National
St. Lucia.....	May 11-12		
St. Vincent.....	April 16-24	<i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National
St. Vincent.....	May 11-12		
Trinidad.....	April 16-24	<i>Pierre Laclède</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National
Trinidad.....	May 11-12		

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	April 15-25	<i>Empire Torrent</i>	Elder Dempster
Africa-South—			
Cape Town.....	April 15-25	<i>Empire Torrent</i>	Elder Dempster
Port Elizabeth.....			
East London.....			
Durban.....			
Belgium—			
Antwerp.....	April 12-25	<i>Marchdale</i>	March Shipping
Ceylon—			
Colombo.....	April 15-20	<i>Catrine</i>	McLean Kennedy
China—			
Shanghai.....	April 16-26	<i>Lakeside</i>	March Shipping

Departures from Saint John—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Ire— Dublin.....	April 27	<i>Wicklow Head</i>	McLean Kennedy
France— Marseilles.....	April 10-20	<i>Mont Sorrel</i>	Montreal Shipping
Germany— Hamburg.....	April 12-25	<i>Marchdale</i>	March Shipping
Hong Kong	April 16-26	<i>Lakeside</i>	March Shipping
India— Karachi.....	April 15-20	<i>Catrine</i>	McLean Kennedy
Madras.....			
Bombay.....			
Calcutta.....			
Bombay.....	April 16-26	<i>Lakeside</i>	March Shipping
Iraq— Basra.....	April 16-26	<i>Lakeside</i>	March Shipping
Italy— Genoa.....	April 10-20	<i>Mont Sorrel</i>	Montreal Shipping
Genoa.....	April 15-30	<i>Mont Clair</i>	Montreal Shipping
Mediterranean— Central and Western Areas.....	April 10-20 April 15-30	<i>Mont Sorrel</i> <i>Mont Clair</i>	Montreal Shipping Montreal Shipping
Netherlands— Rotterdam.....	April 12-25	<i>Marchdale</i>	March Shipping
Northern Ireland— Belfast.....	April 27	<i>Wicklow Head</i>	McLean Kennedy
Norway— Oslo.....	May 10-15	<i>Drammensfjord</i>	March Shipping
Kristiansand.....			
Stavanger.....			
Bergen.....			
Trondheim.....			
Philippines— Manila.....	April 16-26	<i>Lakeside</i>	March Shipping
Poland— Gdansk.....	April 12-25	<i>Marchdale</i>	March Shipping
Singapore	April 16-26	<i>Lakeside</i>	March Shipping
United Kingdom— Avonmouth.....	April 22	<i>Carmia</i>	Cunard White Star
Bristol.....	April 21-24	<i>New York City</i>	Furness Withy
Glasgow.....	April 17-23	<i>Norwegian</i>	Cunard White Star
Swansea.....	April 21-24	<i>New York City</i>	Furness Withy
Venezuela— La Guaira.....	April 30-May 3	<i>Wentworth Park</i>	Saguenay Terminals
Guanta.....	May 19-21	<i>Shakespeare Park</i>	Saguenay Terminals
Puerto Cabello.....			
Maracaibo.....			
West Indies— Trinidad.....	April 30-May 3	<i>Wentworth Park</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. } Beira..... }	April 24—May 11	<i>Lake Chilco</i>	North Pacific Shipping
Africa-South— Cape Town..... } East London..... } Durban..... }	April 24—May 11	<i>Lake Chilco</i>	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 May Early June	<i>Waitemata</i> <i>Waihemo</i>	Canadian Australasian Canadian Australasian
Sydney.....	May	<i>Rabaul</i>	W. R. Carpenter
Melbourne.....	Early May	<i>Lautoka</i>	W. R. Carpenter
Chile— Valparaiso.....	May 2	<i>Siranger</i>	Empire Shipping
China Shanghai..... } Tsingtao..... } Taku Bar..... }	May 1 May 11 June 6 June 24	<i>Vingnes</i> <i>Mongabarra</i> <i>Vilja</i> <i>Vito</i>	Empire Shipping Empire Shipping Empire Shipping Empire Shipping
Shanghai.....	April 14—29	<i>Lake Shawinigan</i>	Canada Shipping
Shanghai.....	April 21—24	<i>Hiram S. Maxim</i>	American Mail Line
Shanghai.....	May 2—12	<i>Lake Cowichan</i>	Empire Shipping
Shanghai.....	May 9—10	<i>Jonathan Harrington</i>	American Mail Line
Shanghai.....	May 23—24	<i>Thomas F. Hunt</i>	American Mail Line
Shanghai.....	June 6—7	<i>Island Mail</i>	American Mail Line
Shanghai.....	June 20—21	<i>China Mail</i>	American Mail Line
Colombia— Buenaventura.....	Late April	<i>Don Aurelio</i>	Empire Shipping
Cartagena..... } Barranquilla..... }	Early May	<i>Don Alberto</i>	Empire Shipping
Costa Rica— Puntarenas..... } Puntarenas..... }	April 22—23 May 20—21	<i>Timber Hitch</i> <i>Coastal Adventurer</i>	C. Gardner Johnson C. Gardner Johnson
Cuba— Manzanillo..... } Manzanillo..... }	April 22—23 May 20—21	<i>Timber Hitch</i> <i>Coastal Adventurer</i>	C. Gardner Johnson C. Gardner Johnson
Ecuador— Guayaquil.....	Late April	<i>Don Aurelio</i>	Empire Shipping
France— North Coast.....	April 28	<i>Auray</i>	Empire Shipping
Guatemala— San Jose..... } San Jose..... } Jan Jose..... }	April 22—23 Late April May 20—21	<i>Timber Hitch</i> <i>Don Aurelio</i> <i>Coastal Adventurer</i>	C. Gardner Johnson Empire Shipping C. Gardner Johnson
Honduras— Amapala..... } Amapala..... }	April 22—23 May 20—21	<i>Timber Hitch</i> <i>Coastal Adventurer</i>	C. Gardner Johnson C. Gardner Johnson

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Hong Kong	April 21-24	<i>Hiram S. Maxim</i>	American Mail Line
	May 9-10	<i>Jonathan Harrington</i>	American Mail Line
	May 23-24	<i>Thomas F. Hunt</i>	American Mail Line
	June 6-7	<i>Island Mail</i>	American Mail Line
	June 20-21	<i>China Mail</i>	American Mail Line
Japan—			
Keelung.....	April 14-20	<i>Lake Shawinigan</i>	Canada Shipping
Keelung.....	May 2-12	<i>Lake Cowichan</i>	Empire Shipping
New Zealand—			
Auckland.....	Late May	<i>Waitemata</i>	Canadian Australasian
Wellington.....			
Auckland.....	Early June	<i>Waihemo</i>	Canadian Australasian
Lyttelton.....			
Nicaragua—			
Corinto.....	April 22-23	<i>Timber Hitch</i>	C. Gardner Johnson
Corinto.....	Late April	<i>Don Aurelio</i>	Empire Shipping
Corinto.....	May 20-21	<i>Coastal Adventurer</i>	C. Gardner Johnson
Palestine—			
Haifa.....	May 24-June 8	<i>Lake Sumas</i>	Anglo Canadian Shipping
Panama—			
Balboa.....	Early May	<i>Don Alberto</i>	Empire Shipping
Cristobal.....			
Balboa.....	April 22-23	<i>Timber Hitch</i>	C. Gardner Johnson
Balboa.....	May 20-21	<i>Coastal Adventurer</i>	C. Gardner Johnson
Philippines—			
Manila.....	April 21-24	<i>Hiram S. Maxim</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.....	June 6-7	<i>Island Mail</i>	American Mail Line
Manila.....	June 20-21	<i>China Mail</i>	American Mail Line
Manila.....	May 9-10	<i>Jonathan Harrington</i>	American Mail Line
Cebu.....			
Salvador—			
La Libertad.....	Late April	<i>Don Aurelio</i>	Empire Shipping
La Union.....	May 20-21	<i>Coastal Adventurer</i>	C. Gardner Johnson
La Libertad.....	April 22-23	<i>Timber Hitch</i>	C. Gardner Johnson
South Sea Islands—			
Papeete.....	Late May	<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>	Furness Pacific
Liverpool.....	May	<i>Pacific Exporter</i>	Furness Pacific
London.....	April 10-25	<i>Lake Athabaska</i>	Anglo Canadian Shipping
London.....	April 14-20	<i>Lake Manitou</i>	Empire Shipping
London.....	May	<i>Pacific Enterprise</i>	Furness Pacific
London.....	May	<i>Pacific Exporter</i>	Furness Pacific
Swansea.....	April 7-21	<i>Lake Minnewanka</i>	Empire Shipping
Venezuela—			
La Guaira.....	Early May	<i>Don Alberto</i>	Empire Shipping
Maracaibo.....			
Puerto Cabello.....			

Foreign Trade Service Abroad

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

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

Argentina

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

Territory includes Uruguay and Paraguay.

Australia

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

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

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

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

Belgian Congo

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

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

Belgium

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

Brazil

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

São Paulo—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252.

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 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.

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, Canadian Consulate General, 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.

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 April 7	Nominal Quotations April 14
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2440	.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		.2336	.2336
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