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COVER SUBJECT—Harbour of Halifax, Nova Scotia, which is open to navigation the year round and is approached directly from the ocean by a channel with a minimum depth of fifty feet at low tide. More than 25,000 vessels of the United Nations, exclusive of naval craft, visited this port during the war, including the S.S. *Queen Elizabeth* and the *Queen Mary*, the two largest ships afloat. Convoys of more than a hundred vessels assembled in Bedford Basin, in the background, prior to their departure for European waters. The National Harbours Board operates seven main piers and wharves with 16,000 linear feet of berthing, and equipped with thirteen transit sheds with an aggregate floor area of 1,100,000 square feet. It also operates a 2,200,000-bushel grain elevator, a cold storage warehouse, with freezing, storing and packing equipment, and a cattle shed.

Royal Canadian Air Force Photo

United States Coal Production Continued to Decline in 1946

Labour difficulties, scarcity of manpower and shortages of materials cause reduction from all-time high of 683,277,000 tons in 1944 to 592,700,000 tons in 1946—Domestic consumption lower—Export demands in world market far exceed supply—Canada still largest consumer.

By B. J. Bachand, Assistant Commercial Secretary, Canadian Embassy

WASHINGTON, April 8, 1947.—The United States coal and coke production for 1946 totalled some 592,700,000 tons, of which 532,000,000 tons were bituminous coal and lignite and 60,700,000 tons were anthracite, as compared with the all-time high of 683,277,000 tons in 1944 and 632,551,000 tons in 1945. The continued decline in production is directly attributable to labour difficulties, which caused several interruptions of production, difficulty in obtaining supplies and machinery, and scarcity of manpower.

The anthracite fields are exclusively located in the northeastern part of the State of Pennsylvania, whereas bituminous coal mine areas, although greatly differing from one another as to their degree of importance, are fairly well distributed across the country. The largest producing states, according to present statistics are, by rank of importance: West Virginia, Pennsylvania, Illinois, Kentucky, Ohio, Indiana, Alabama, Virginia, Wyoming, Colorado, Utah, Tennessee, Montana, Kansas, Missouri, Arkansas and Oklahoma.

Comparison of United States Coal Production from 1941 to 1946

	1941	1942	1943	1944	1945	1946
			In thousand tons			
Bituminous and lignite	514,149	582,692	590,177	619,576	577,617	532,000
Anthracite	56,368	60,327	60,643	63,701	54,934	60,700
Total	570,517	643,019	650,820	683,277	632,551	592,700

Major Consumers Used Less Coal Last Year

All major classes of consumers used less coal in 1946 than in 1945, with the exception of cement mills. The total domestic consumption of bituminous coal and lignite was approximately 60,000,000 tons less than in 1945, and 92,000,000 less than in 1944.

Consumption of anthracite in the United States in 1946 totalled approximately 54,200,000 net tons, as compared with 51,600,000 tons in 1945 and 59,400,000 tons in 1944. Eighty per cent of the anthracite consumed in this country is used for heating purposes, and the remaining 20 per cent goes into some manufacturing processes, electric power utilities, and railroads.

Consumer Trends Towards Use of Oil as Fuel

One of the most important factors in the reduction of coal consumption is the loss of markets through consumer conversion to oil for both industrial and domestic use. During recent years, there has been a definite trend on the part of United States railroads to shift from coal-burning to oil-burning locomotives. One of the major reasons for this change may be attributed to the recurring labour troubles in the coal industry. Of the

856 locomotives ordered in 1945, 702 were Diesels, and in 1946, 534 Diesels as against 64 coal-burning locomotives were ordered.

As for coal heating, the same trend is indicated. A recent survey by the National Housing Agency of 629,000 applications for home construction showed that only 27 per cent of the applicants requested coal heat. The balance wanted gas or oil. In short, the trend from coal to oil, which had been reversed under wartime compulsion in order to increase the availability of the latter for direct war use, is again operative.

For the longer term, both favourable and unfavourable elements may seriously affect the demand for coal. The industrial application of atomic power is one of these. Changes in petroleum technology, or availability, which may discourage extensive use of petroleum products for fuel purposes competitive with coal, is another.

Export Demand Exceeds Supplies

The demand for United States coal in the world market in 1946 far exceeded the supply. Exports would have been much greater had more coal been available and had transportation facilities been adequate. This abnormal situation is the result of the substantially reduced coal production and the increased coal requirements for reconstruction which have followed in the wake of war in Europe. In 1945 and 1946, exports of coal to all United States foreign markets except Canada increased irregularly, as shown by the following tables:

Bituminous Coal Exported from the United States

	1944 Tons	1945 Tons	1946 Tons
Canada	24,366,929	21,578,281	19,535,451
South America	579,755	1,080,519	1,538,029
Europe	218,226	3,916,038	14,352,710
Africa	351,716	872,904	783,700

Anthracite Exported from the United States

	1944 Tons	1945 Tons	1946 Tons
Canada	4,144,297	3,029,581	4,031,033
South America	6,282	4,735	478
Europe	246	193,121	1,721,289

Exports to Europe Greatly Increased

Exports to Europe in 1946 have increased greatly in volume as compared with prewar figures, but they can be regarded as an emergency measure, actually financed in part with UNRRA funds and dollar loans to recipient nations for reconstruction purposes. It is estimated that the probable duration of the emergency may continue on a similar pattern for the next two years, so long as the situation in Europe does not improve substantially. The United States coal industry, however, feels that Europe is to continue as a customer for several years with some degree of permanence, although on a very reduced scale. This new outlet is important to the coal industry, whose greatest need in normal times is the discovery of markets to absorb its excess production capacity which is potentially increasing from year to year as a result of mechanization in underground loading and cleaning.

Before World War II, there were only four important net exporters of coal, the United Kingdom, Germany, the United States, and Poland, which accounted for about 80 per cent of world exports. From 90 to 95 per cent of United States exports were destined for Canada, and most of the remainder went to other nations in the Western Hemisphere.

The three European nations shipped 85 per cent of their exports to destinations within Europe, 5 per cent to Africa, and most of the rest to countries in North and South America. Europe was, therefore, self-sufficient in coal.

U.S. Supplies Coal to Europe to Alleviate Shortage

When the war ended, production on the continent was far below normal and quite inadequate to meet demands. Since the United Kingdom was unable to resume shipments to the continent on the prewar scale, the responsibility for meeting the deficit fell to the United States, the only important coal producer in the world, which explains the phenomenal volume of coal exports to Europe since the war ended.

The question of how long the United States shall continue to ship coal to Europe, and in what amounts, will be determined by the ability of Europe to restore its own production to normal levels. At present, the demand for coal exceeds supply from all sources and Europe is indeed capable of absorbing even greater amounts of United States coal than have been shipped there so far. As the restoration of normal production on the continent is a long-term project and as it may be many years before Britain is able to resume its former position in the supply picture, it is expected that there will be a sustained need for United States coal imports beyond the immediate reconstruction period.

Exports of Bituminous Coal, by Countries of Destination

Country of Destination	1945	1946
	Long tons	
North and Central America		
Greenland	839	3,670
Canada	19,266,322	19,535,451
Newfoundland and Labrador	162,199	136,796
Mexico	2,347	1,507
Guatemala	170	226
British Honduras	379	68
El Salvador	63	69
Honduras	357	234
Nicaragua	3	9
Costa Rica	23	55
Republic of Panama	11	45
Canal Zone	22,917	8,530
Bermuda	7,352	2,281
Bahamas	43	22
Cuba	89,023	89,105
Jamaica	34,020	58,575
Haiti	31	.....
Dominican Republic	867	2,835
Leeward and Windward Islands	2,027	.....
Barbados	1,791	1,133
Trinidad and Tobago	98,439	60,748
Curacao (Netherlands West Indies)	867	56
French West Indies	12,197	4,914
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	19,702,287	19,906,329
South America		
Colombia	21	32
Venezuela	14	145
Dutch Guiana	1,980	515
Ecuador	111	122
Peru	567	373
Bolivia	4,679	25,188
Chile	5,678	15,511
Brazil	593,850	967,303
Paraguay	20	30
Uruguay	77,570	94,159
Argentina	280,164	434,651
Falkland Islands	95
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	964,749	1,538,029

Exports of Bituminous Coal, by Countries of Destination—*Concluded*

Country of Destination	1945		1946	
	Long tons			
Europe				
Sweden	120,086		768,620	
Norway	315,723		664,533	
Denmark and Faroe Islands	177,896		946,068	
United Kingdom	1,112		.....
Netherlands	387,297		1,435,163	
Belgium and Luxembourg	339,861		784,262	
France	557,480		4,546,858	
Switzerland	88,203		274,630	
Finland .....	.....		223,367	
Azores	4,195		1,436	
Spain	100		.....
Portugal	307,809		406,271	
Gibraltar	129,110		8,330	
Italy	984,242		4,194,970	
Yugoslavia		16,348	
Greece	33,349		81,854	
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	3,496,463		14,352,710	
Asia				
Saudi Arabia	23		
Afghanistan		10	
French Indo-China		12,941	
Malayan Union .....	.....		52,625	
China .....	.....		78,858	
Hong Kong .....	.....		35,443	
	<hr/>		<hr/>	
	23		179,877	
Australia and Oceania				
Australia	9,424		
New Zealand		33,467	
Malayan Union		52,625	
French Oceania		3	
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	9,424		33,471	
Africa				
French Morocco	68,167		41,992	
Algeria	501,634		494,277	
Tunisia	62,719		89,224	
Egypt .....	.....		76,249	
Canary Islands	11,210		.....
Spanish Africa	12,040		.....
French West Africa	62,026		36,165	
British West Africa	42,161		
Madeira Islands	12,610		24,855	
Cape Verde Islands	6,804		22,933	
Liberia	8		5	
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	779,379		783,700	
Total bituminous coal exports	<hr/>	<hr/>	<hr/>	<hr/>
	24,952,325		36,794,116	

Exports of Anthracite, by Countries of Destination

Country of Destination	1945		1946	
	Long tons			
North and Central America				
Greenland	67		.....
Canada	3,029,581		4,031,033	
Newfoundland and Labrador	5,385		100	
Mexico	141		6	
Panama	9		.....
Bermuda	49		.....
Bahamas	14		.....
Cuba	62,653		4,036	
Curaçao	1		.....
	<hr/>		<hr/>	
	3,097,900		4,039,317	

Exports of Anthracite, by Countries of Destination—Concluded

Country of Destination	1945	1946
South America	Long tons	
Venezuela	2	....
Peru	91	....
Bolivia	500	....
Brazil	4,000	....
Uruguay	142	....
	<hr/>	<hr/>
	4,735	....
Europe		
Sweden	11,274	....
Norway .....	....	8,124
Eire .....	....	10
Netherlands	2	78,563
Belgium and Luxembourg	120,329	702,639
France	30,076	676,987
Switzerland	23,148	22,256
Portugal	8,292	250
Italy	214,759
Yugoslavia	17,701
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	193,121	1,721,289
Asia		
China	3,104
Africa		
Liberia	2
	<hr/>	<hr/>
Total anthracite exports	3,295,765	5,763,712

Canada Still Largest Consumer of U.S. Coal

As indicated by the above tables, Canada is still the largest foreign consumer of United States coal. Shipments of bituminous coal and anthracite to Canada in 1946 account for respectively 56 and 69 per cent of total exports of United States coal. This lower percentage of exports to Canada does not reflect a decrease in shipments from prewar years, but rather an increase to other countries.

Notwithstanding the abnormal increase of shipments to newly developed markets, it is observed that this situation has not altered the historical position of Canada as most important consumer of United States coal, and the United States coal industry is very much aware of the fact that Canada must continue to be served first, as it will keep on being its most assured foreign outlet, even after normal production is resumed in other parts of the world.

Tenders Called for Grain Elevator in Argentina

Buenos Aires, March 27, 1947.—(F.T.S.)—Tenders have been called by the Argentine Government for the supply and installation of machinery and equipment for a terminal grain elevator in the Puerto Nuevo (New Port), in Buenos Aires. Tenders should be submitted by 4 p.m. September 24, 1947. Interested Canadian firms may obtain further details from the Argentine Embassy, in Ottawa, and should quote Public Tender No. 56/47.

As the bids must include the cost of installation, it will be necessary for Canadian firms to arrange that an Argentine firm work with them and probably submit the offer.

Long List of Canadian Products Removed From Export Control

More than half of 1,100 items subject to regulation at conclusion of hostilities have been released—Controls continuing on a number of articles for specific reasons.

EXPORT control of an additional 136 commodities was removed on April 21, this being the largest number of items covered at one time since decontrol commenced. Of the 1,100 commodities subject to export control on the conclusion of hostilities in 1945, more than half have been released. The latest list includes many food products, leather items, china and pottery, and all kinds of rubber goods with the exception of cotton-covered elastic.

Controls will continue in effect on a number of commodities for the reasons set forth below:

(a) Certain food items, because of Canada's undertaking to supply the United Kingdom and the United Nations Relief and Rehabilitation Administration, together with her commitments under the International Emergency Food Council.

(b) Cotton, woollen, rayon and nylon textiles, because of domestic market requirements.

(c) Many building materials, including lumber, nails, soil pipe, etc., due to demands of the housing program.

(d) Iron and steel items, because of the shortage of basic raw materials from which such items are made, and the danger that removal of controls would cause a diversion of iron and steel required for domestic use to the manufacture of articles for export.

(e) Arms, ammunition and implements of war, for strategic reasons.

Commodities Released from Export Control

Export permits will no longer be required for the following commodities, when consigned to any destination, except as otherwise provided by Export Permit Rules:

Agricultural and Vegetable Products

Annatto, liquid or solid; arrowroot; canned foods, not otherwise provided for; cashew nuts; cassava root; chicory; cochin seed; coconuts, coconut meat, and desiccated coconut, sweetened or not; coconut shells; coffee extracts and coffee substitutes; popping corn; ferment cultures for cheese or butter-making.

Fresh pears and plums; berries, other than fresh strawberries and raspberries; cherries; grapes; fresh tree fruits, and fruit juices, n.o.p.; preserved ginger; nuts, edible, n.o.p., other than peanuts; peanut butter; pectin; puddings and other prepared desserts; natural resins and gums, including crude, refined and modified state.

Rubber, crude, all forms and types; reclaimed and scrap rubber; rubber tires and tubes; solid rubber tires for motor cars and trucks; rubber semi-manufactures and manufactures, other than elastic thread (covered), and elastic yarn and manufactures; gutta-percha manufactures and synthetic rubber sold in bulk as raw material.

Saffron, saffron cake, safflower, and extracts; sago, crude and flour; the following seasonings—Mint, parsley, poppy seed, sage, savory, sweet marjoram, seasonings, n.o.p., and thyme.

Soups in airtight metal containers.

The following seeds and spices—Aniseed, bay leaves, capsicum, cardamom, caraway, cassia, celery seed, chillies, cinnamon, dill seed, fenugreek seed, mace, marjoram, nutmegs, paprika, rosemary, sweet basil.

Starch, potato; straw, all kinds; tapioca and tapioca flour; vanilla beans.

The following fresh vegetables: Beets, cabbages, carrots, onions, and potatoes; tomato juice in airtight metal containers; vegetables, prepared (other than baked beans, pork and beans, corn, tomatoes, tomato paste, pulp and puree), in airtight metal containers; vegetables, preserved or prepared, n.o.p., other than sweet pickles; vegetable juices.

Vegetable oil seeds, and vegetable and other oil-bearing raw materials; fennel seed; hemp seed; perilla seed; poppy seed; other varieties of palm nuts and kernels; oil seeds, n.o.p.

Animal and Animal Products

Pig bristles; charcoal, animal, including bone char or bone black, either before or after use in clarifying sugar or syrup solutions; cochineal; gelatin, other than technical (inedible).

Leather Manufactures

Belting; garments, lined or unlined; handbags, purses and reticules; hats and caps; manufactures of leather, n.o.p.; moccasins and Indian slippers.

Meat extracts, n.o.p.; waxes, animal, including admixtures, other than beeswax.

Fibres, Textiles and Textile Products

Cotton pulp and cotton pulpboard; flax hose, linen unlined; hemp, unmanufactured, and hemp yarn, twine, cord, cordage, and hemp manufactures; istle or tampico, unmanufactured, and istle or tampico yarn, twine, cord and cordage; linoleum; maguey, unmanufactured, and maguey yarn, twine, cord and cordage; nylon filament and yarn; oakum; pacol, unmanufactured, and pacol yarn, twine, cord and cordage; ramie, unmanufactured, and ramie yarn, twine, cord, cordage, and ramie manufactures, n.o.p.

Rags and waste, composed wholly or in part of silk; silk, raw, waste and used rags; silk noils, yarns, parachute and cartridge cloth; silk, semi-manufactured and manufactured, wholly or in chief part by value of silk; sunn, unmanufactured, and sunn yarn, twine, cord and cordage; vegetable fibres, n.o.p., unmanufactured, vegetable fibre yarn and manufactures, n.o.p.; raw wool; wool felt and wool felt manufactures.

Wood, Wood Products and Paper

Clothes pins; paper towels; wood charcoal; wood fuel in the form of cordwood or slabwood.

Non-ferrous Metals and their Products

Silver, silver ores and concentrates, metal and alloys semi-fabricated and fabricated (including silver-plated ware), scrap, salts and compounds.

Non-metallic Minerals and their Products

Diamond saws; glass, lamp and lantern chimneys, over \$50 in value; porcelain insulators; pottery and chinaware of Canadian manufacture;

precious, semi-precious and synthetic stones; tableware and kitchenware of china, porcelain, semi-porcelain, white granite or earthenware, n.o.p.

Chemical and Allied Products

Blood albumen; drugs, herbs and leaves; cascara bark; derris root, powder and extract; pyrethrum or insect flowers, powder and extract; drugs, such as barks, flowers, roots, beans, berries, bulbs, fruits, insects, grains, herbs, leaves, nuts, fruit and stem seed, n.o.p.; nicotine, salts of nicotine, n.o.p., and preparations containing nicotine in a free or combined state, n.o.p.; nicotinic acid; nicotine sulphate and products containing nicotine sulphate.

Non-edible seeds, beans, nuts, berries, plants, weeds, barks and woods, and extracts and preparations thereof for dyeing or tanning; nylon and nylon products, not including textiles; gums, varnish, natural or synthetic; penicillin; pine pitch, burgundy pitch, and pine tar; polymers and copolymers of butadiene, acrylonitrile, butyllene, chloroprene, styrene, vinyli-dene chloride and synthetic rubber-like compounds, fabricated or unfabricated.

Potassium salts and compounds; resin; resin sizing; rotenone and products containing rotenone; specialty cleaning and washing compounds, other than those with soap content; strychnine, strychnine salts, and products containing strychnine, other than gopher poison containing strychnine; tartaric acid; vitamins and viosterols, other than medicinal fish oil, fish liver oil and wheat germ.

Miscellaneous

Bats, balls, racquets, fishing rods and tackle, baseball and hockey equipment, and other sporting goods, n.o.p.; watches and watch movements.

Oranges and Yew Seeds Comprise First Shipment Received Here From Japan

Business transactions with "Nippon" presently handled through Canadian Commercial Corporation and the Supreme Commander for the Allied Powers—Restrictions may be lifted shortly.

By Asia Section, Foreign Trade Service

ORANGES and yew seeds were imported recently from Japan, this being the first shipment received in Canada since the conclusion of hostilities with that country.

Business transactions between this country and Japan are handled through the Canadian Commercial Corporation, though Canadian exporters and importers may now communicate with Japanese firms by cable and letter. This correspondence must be limited to the ascertainment of facts and the exchange of information, and may not be of a transactional nature. Firms proposing to ship their products to Japan should not contact the Canadian Commercial Corporation until an export permit has been obtained, provided a permit for the product concerned is necessary.

Trading with Japan is presently done on a government-to-government basis, and is controlled by the Import-Export Division of the Supreme Commander for the Allied Powers, commonly known as "S.C.A.P." Everything bought or sold by Japan is subject to the authority of S.C.A.P.

It is expected that restrictions will be gradually lifted, and that the initial steps in this direction will be taken within the next six months. Many problems remain to be solved, such as the types of commodities to be traded, an official exchange rate, and consideration of visits to Japan by businessmen.

Canadian Representative Located in Tokyo

When a Canadian exporter or importer furnishes information to the Canadian Commercial Corporation, this is forwarded to the special representative of the Foreign Trade Service in Tokyo. He contacts S.C.A.P., and ascertains the salability or availability, respectively, of the product concerned. Samples or products required by Canada, with prices, will also be obtained. Canadian importers may also visit offices of the United States Commercial Corporation, in New York, to inspect samples and obtain quotations.

Unstable Conditions Retard Production Of Swedish Pulp and Paper Industry

Exports of paper hampered by import restrictions, while only limited quantity of woodpulp available—Shortage of fuel and reduced supplies of pulpwood and water power force mills to operate well below capacity—Fluctuating world prices have adverse effect on export sales.

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

(Editor's Note—This is the second in a series of articles on economic conditions in Sweden during 1946. The first appeared in the April 12 issue of *Foreign Trade*. Subsequent reports will discuss the timber industry, the general industrial scene and agriculture.)

STOCKHOLM, March 28, 1947.—As 1946 opened, the demand for woodpulp continued to be very brisk, but, as trade agreements provided for definite quantities to be shipped to certain countries, only a few other limited inquiries could receive consideration. The paper industry has such an important home market that it is not as dependent on exports as the pulp industry. Paper exports were stimulated during the closing months of 1945, but sales to many countries were hampered by import restrictions which were applied to paper but not to pulp. However, owing to the shortage of fuel and reduced supplies of pulpwood and water power at the end of 1945, Swedish paper mills were operating well below capacity. It is perhaps interesting to note that, although the "general index" of the Swedish Industries Association for 1945 stood at 125, higher than 124 for 1939, the special index for pulp and paper production was 89 compared with 105 in 1939.

Paper Mills Operating Below Capacity

At the beginning of 1946, the production of pulp in Swedish mills reached between 65 and 70 per cent of capacity. Serious difficulties were being experienced through shortages of fuel.

In March of 1946, ceiling prices were fixed for pulp in the United States at low levels, which prevented deliveries of Swedish pulp. At that time it was estimated that a total export of 700,000 tons of pulp could be realized in 1946, if prices could be adjusted.

Shortly afterwards the American Office of Price Administration raised the ceiling price on cellulose, the increase for bleached sulphate, and bleached and unbleached sulphite pulp being \$8.00 per ton and, for unbleached kraft, \$3.00 per ton. It was also provided that, if the inland freight in the United States should be more than \$4.00 per ton, the difference would be for the account of the buyer. These increases were not entirely satisfactory, but the Swedish exporters did try to satisfy American demands, especially for unbleached pulp. During the second quarter of 1946 exports of Swedish cellulose to the United States amounted to about 140,000 tons.

Domestic Paper Consumption Doubled During the War

During the war years, Sweden managed to double the domestic consumption of paper, from 250,000 tons to approximately 500,000 tons per year. By the middle of 1946 the situation in the Swedish paper market was one of extreme scarcity, and as increases in production were hardly probable, decreases in consumption had to be contemplated. In fact, negotiations were in progress between the Swedish paper industry and the representatives of the woodpulp and cellulose associations to discuss larger possible deliveries of pulp to paper mills manufacturing principally for the Swedish market.

During July there was considerable discussion regarding the effect on exports of pulp, as a result of the appreciation of the Swedish krona, and of the abolition of the original United States price controls. It should be noted that sales of pulp to most countries are made in Swedish krona, conspicuous exceptions being the United States and Great Britain, with which latter country contracts, by government agreement, were made in sterling. However, by July, Great Britain had probably already made the bulk of the purchases of Swedish pulp provided for in the trade agreement.

Uncertain United States Prices Retard Cellulose Exports

The uncertainty with regard to United States prices was still retarding developments in the Swedish cellulose export trade after midsummer. Delivery commitments were principally spread over the third quarter, while discussions regarding prices for undelivered quantities were being held up until the situation in the United States clarified.

The American O.P.A. granted an increase of 10 per cent in pulp prices, but the Swedish exporters claimed it did not more than cover production costs, which did not decrease when the krona appreciated. United States prices for cellulose were considered unsatisfactory, while Swedish pulp producers were also anticipating increasing costs, as higher demands were expected from labour and wood owners. The pulp and paper manufacturers also were adversely affected by the action of the Swedish Government in authorizing reductions in the export prices, in kronor, of pulp and paper, with a view, so it was reported, to save the foreign buyer part of the increase caused by the appreciation of the krona. This decision was taken with a view to obtaining more advantageous prices for imported goods, as compensation. Basic prices were reduced by 5 per cent, compared with a 14 per cent appreciation in the krona.

Price Ceilings for Logs and Pulpwood Abolished

These reductions in prices had a disturbing effect on the forest industries generally, and the difficulties were increased when normal prices and ceiling prices for logs and pulpwood were abolished in the early autumn. As a result, great interest was taken in the usual annual auctions of the timber to be cut in the state-owned forests.

As is customary in Sweden, the annual auctions of standing timber commenced in late October, 1946. During the auction season, spread over several weeks, the upward trend in prices can be seen from the following reports of several auctions held in different parts of Sweden:

	Price per cubic metre	
	1946 Kr.	1944 Kr.
Skellefteå	14.13	6.83
Umeå District	14.64	9.02
Nedre Norrbotten	12.94	5.68
Övre Norrbotten	8.82	4.90
Västerbotten	10.79	9.02
Motala	30.90	20.37

From all auctions there were reports of very keen bidding for the lots offered, reflecting the shortage of timber and the expectation of maintaining demand through 1947 for lumber and pulp-paper products.

About the end of October the pulp industry was further disturbed when it was announced that the previously reported reductions in export prices would be cancelled, and that export licences would be based on the old prices. The increase of ceiling prices for pulp in the United States, and the consequent abolition of price control, provided a stimulus in the American market. However, this increased the problems of Swedish pulp exporters, who had to solve the difficult problem of distributing a limited exportable surplus to different markets in the face of an increasing demand. Price fixation agreements were concluded regarding the quantities which could be shipped to the United States, and the year terminated with the pulp and paper industry in short supply and faced with growing demands for 1947.

The following table shows the exports of pulp and paper from Sweden during the twelve months ending December 31, 1945 and 1946:

	1945 Kilos	1946 Kilos
Mechanical pulp:		
wet	139,173,787	218,906,192
dry	53,823,298	46,127,383
Chemical:		
sulphite cellulose—		
bleached	262,906,434	397,440,671
unbleached: wet	23,101,511	18,549,903
dry	528,193,399	553,606,818
sulphate cellulose—		
bleached	41,129,494	69,887,913
unbleached: wet	23,101,511	18,549,903
dry	504,274,797	487,487,767
Wood fibre plates	15,425,810	68,792,340
Pasteboard	14,231,495	27,832,399
Newsprint	77,528,043	120,767,577
Wrapping paper:		
sulphate	52,912,744	141,718,381
sulphite	29,190,573	56,484,655
other	10,239,454	19,242,016
Paper, parchment and greaseproof	9,393,765	16,974,104
Carbon paper, tissue paper, wallpaper, etc.	36,196,350	68,739,602
Books, printed in Swedish	398,977	309,834

Egypt Will Have 200,000 Tons of Rice for Export

Cairo, April 7, 1947.—(FTS)—According to statistics reaching the Ministry of Industry and Commerce, the Egyptian rice crops this year will total 650,000 tons, of which only 450,000 tons will be needed for local consumption. The remaining 200,000 tons will, therefore, be available for export.

Japan Makes Small Commodity Shipments to United States

Unfavourable trade balance of U.S. \$130,000,000 reported
—Raw silk, more expensive than nylon and rayon, and textiles do not furnish estimated amount of foreign exchange
—Essential products, such as food and fertilizer, are costly—Severe penalties sought for black market operators.

TOKYO, March 31, 1947.—(F.T.S.)—Commodities shipped recently to the United States included the first consignment of leather goods exported since the conclusion of hostilities, in addition to sassafras oil, squeakers for toys, pottery, celluloid toys, sockets for Christmas tree lights, miniature light bulbs, leather portfolios and belts. This initial shipment of incidentals from Kobe also included specially reeled silk, oyster seeds, sperm head oil, agar agar, vegetable wax, slide rules, harmonicas, bamboo rakes and poles.

Japan has recently shipped substantial quantities of industrial equipment to Korea, China and Formosa. Railroad ties, safety fuses, blasting caps and boiler tubes have been exported to Korea, while five electric mining locomotives and parts for the repair of two turbines have been forwarded to China, and five freight locomotives to Formosa.

Imports, principally from the United States, unloaded in February consisted of the following items: 79,500 metric tons of phosphate rock, 148,838 metric tons of ammonia nitrate, 199.5 tons of calcium arsenate and 1,774 barrels of glue. Insect sprayer, delousing outfits and numerous medical supplies have also arrived in this country.

Unfavourable Trade Balance Causes Concern

Imports into Japan between the end of the war and last December exceed the value of exports by US\$130,000,000, according to the Japanese Board of Trade, though it is possible that this adverse balance does not represent the actual position, as authentic statistics are not readily available. The *Nippon Times* comments that "this unfavourable trade balance should suffice to place a damper upon the unconsidered optimism that existing foreign trade media in Japan will amply supply the exchange to pay for essential imports."

Demand for Raw Silk Overestimated

A large section of the population has been under the impression that raw silk, silk and cotton textiles and other major export items would furnish sufficient foreign exchange to balance the value of Japan's imports. It is becoming increasingly apparent, however, that the demand for Japanese goods, and particularly raw silk, has been overestimated, and that prices offered are showing a steady decline. On the other hand, essential products required by this country, such as foods and fertilizer, are very costly.

The *Nippon Times* indicates that the obvious solution is to decrease reliance upon foreign goods and to improve and increase the items for export. This can only be done by the government, industries, business and consumers becoming awakened to the true situation, and taking definite steps to meet the problem. A balance of imports and exports could thus, at least, be achieved.

Press Critical of Economic Policy

The budget was presented to the Diet on March 1. During the last few days, the press in general was severely critical of the government's financial and economic policies, and the Finance Minister was condemned for his "usual over-confidence." Influential papers, such as *Tokyo Asahi* and *Osaka Mainichi*, expressed particular concern over his statement that "our anti-inflation measures regarding banking and currency are now perfect." No particular excitement over the budget has been aroused in the Diet, except among some of the "left-wingers". In fact, it would seem from press reports that daily absenteeism on the part of members has been unprecedented since its introduction, and the approaching election is being used as an excuse for this condition.

Black Market Operators Blamed

The press has emphasized the need for immediate and more drastic action in curbing inflation and in clamping down on the black market operators. Severe penalties are sought for the latter, who are blamed for the slow progress being made in production. The government has issued new restrictive measures on bank loans to industries, designed to promote the movement of funds to essential production. Loans are reportedly limited to fifty per cent of new yen deposits, which are claimed to be an incentive to banks to press their campaigns for savings. The Bank of Japan note issue up to and including March 10 totalled 108.9 billion yen. This represents an increase of approximately 15.5 billion yen since January 1, 1947.

Japanese Spinning Industry Limited

A directive issued by S.C.A.P. (Supreme Commander for the Allied Powers) to the Imperial Japanese Government on March 8 limits the number of spindles to the "Big Ten" to 3,687,018. The two largest companies, Dai Nippon Boseki K.K. and Toyo Boseki K.K., will be allowed 462,532 and 523,192 respectively. These ten firms were allowed to operate the number of spindles reported as owned by them on January 31, 1947. Future production of spinning machinery shall be available only to independent cotton spinning companies which are not affiliated with or controlled by the "Big Ten".

Spindles Total One-Third Prewar Figure

S.C.A.P. considers it will be necessary to operate a minimum of 3,500,000 spindles in order to produce a minimum of 258,000,000 pounds of cotton products, which textile experts estimate will be exported, and 427,560,000 pounds they estimate should be provided to meet the "normal" requirements of a peacetime Japanese internal economy. Of the 427,560,000 pounds, a total of 336,000,000 pounds will go to the consumer and 91,560,000 pounds will go to industry. S.C.A.P. hopes that enough cotton products will be exported to pay at least for the import of raw cotton, and if possible provide a surplus of foreign exchange above the cost of the imported raw cotton to pay for other vital imports. The industry now has approximately 3,870,000 spindles, including those in storage, compared with a prewar peak of approximately 13,000,000 spindles.

The great importance of the spinning industry to Japan is shown by the fact that, in 1933, 34 per cent of Japan's total industrial production came from this industry, and the number of employees in the industry numbered 962,000, or 45.6 per cent of the total number of industrial employees.

One-quarter Silk Exports to U.S. Sold

The poor demand from the United States for raw silk and accumulating stocks in Japan is causing considerable anxiety. Of 84,000 bales of Japanese raw silk exported to the United States from the surrender to the end of last year, only 21,031 bales were sold. The major reason for this is price, as nylon is only half the price of raw silk and rayon is even cheaper. To meet this situation, Japan will have to reduce her costs by increasing the efficiency of this industry.

Coal Situation Critical

The Japanese Government continues to set thirty million tons of coal as the goal for 1947-48. January production of 2,009,400 tons was approximately 165,000 tons less than that of December. The coal situation might be a little easier, but the shortage still remains critical. Permission was recently given the Japanese Government by S.C.A.P. for loans up to 822,000,000 yen to twelve specified concerns for the purpose of rehabilitating the coal mining industry.

Shortage of Fertilizer Restricts Tea Production

A statement recently issued indicated the 1946 exports as 7,500,000 pounds of green tea and 400,000 pounds of black tea. It is not expected that the 1947 program will exceed these figures, due to fertilizer shortage. A decrease of 30 per cent in the acreage was also mentioned.

Shipments of salt from China have been disappointing, while supplies from British areas are arriving steadily and being consumed immediately. It is understood that S.C.A.P. officials are negotiating with the British to advance the date for the final shipment against the 400,000-ton contract, in order to permit completion by June next.

The Japanese match industry is reported to be making rapid progress, and the factories operating are said to have increased from 14 to 43. At this rate, it is expected rationing will be removed next autumn, and exports commenced during 1948.

New Zealand Production of Casein Expected to Increase This Year

Third factory established to satisfy increased demand—Anticipate output to increase from 1,200 tons to between 3,000 and 4,000 tons—Exports allocated by contract to the United Kingdom.

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

WELLINGTON, March 10, 1947.—About 1,200 tons of casein a year have been produced in New Zealand in recent years. In 1947 it is expected that production will reach between 3,000 and 4,000 tons. Local consumption, which is also expected to increase, has been about 450 tons a year, and the remainder has been exported to Britain. Formerly there were only two factories making casein, but another factory in the Waikato has begun production, in response to the increased demand for casein.

Lactic casein is chiefly used for the manufacture of washable distempers and paints, varnishes, adhesives, glues, putties and cements, and in paper-making processes for sizing, glazing and greaseproofing. It is also used in enamels and leather polishes. Shoe polishes, of which casein forms

an ingredient, give a high gloss to boots and saddlery. Casein in soaps is said to hold the perfume well, and at the same time make the odour more pronounced. It is also used in shaving soaps (to which it imparts better lathering power), and in face creams and pomades. Lactic casein glues are extensively used in the manufacture of plywood for panelling and in aeroplane construction.

Rennet casein, which has a higher percentage of ash content than lactic casein, is chiefly used in plastic forms, as in artificial ivory and tortoise shell for combs and toilet sets, electrical insulators and for sensitizing photographic paper.

Contract with United Kingdom Absorbs Total Exports

New Zealand casein is sold under a definite allocation on a three-year contract to the United Kingdom. At the time this contract was entered into, the New Zealand producers had outstanding commitments to Canada and to the United States. They were allowed by the Marketing Department to honour these commitments.

The conditions of the contract with the British Board of Trade are as follows: Lactic casein—first year, 1,700 tons; second year, 1,900 tons; third year, 1,900 tons, at a guaranteed price of £(N.Z.) 124 per ton. Rennet casein—first year, 500 tons; second year, 1,450 tons; third year, 1,450 tons, at a price of approximately £(N.Z.) 250 a ton for the first year, £(N.Z.) 185 for the second year, and £(N.Z.) 125 for the third year.

Because of the somewhat backward nature of the present season, the producers are afraid that they may not be able to supply the total amount contracted for to the United Kingdom. There is little hope for any shipments of casein from New Zealand to Canada because, under the terms of the contract, the British Board of Trade has first refusal of any surplus produced.

Canada Ranks Among Leading Producers of Rubber Goods

Fifty-five establishments in 1945 manufactured goods valued at \$181,413,226 and employed 23,490 persons—Exports during 1946 amounted to 23,000 long tons—World production of natural rubber shows substantial improvement.

CANADA ranks among the leading producers of rubber goods, and the rubber industry is of great importance in the economy and development of this country. Prior to the war, Canada was the sixth largest importer of raw rubber, ranking after the United States, Great Britain, Japan, Germany and France. There were fifty-five establishments engaged in the manufacture of rubber tires, rubber footwear and other rubber goods in 1945, thirty-two of these being in Ontario, seventeen in Quebec, two in Manitoba, one in Saskatchewan and three in British Columbia. These plants furnished employment for 23,490 persons, who received \$39,111,477 in salaries and wages, and produced goods valued at \$181,413,226 from materials costing \$78,500,892.

According to a review, issued by the Dominion Bureau of Statistics, this industry is practically confined to the provinces of Ontario and Quebec. The plants in Ontario employed almost 74 per cent of the persons

engaged in the industry and produced almost 85 per cent of the entire output. The rubber industry also forms an adjunct of considerable importance to the cotton yarn and cloth and silk industries, which supply tire and other fabrics. Besides supplying the domestic market, the industry contributes materially to the export trade of Canada. The following table indicates the selling value of rubber items produced in this country during the years 1933-1945:

Canadian Rubber Production

Year	Tires and tubes	Footwear	Other products	Total
1933	\$17,991,057	\$14,814,062	\$ 8,706,437	\$ 41,511,556
1934	27,144,824	17,231,906	10,853,651	55,230,381
1935	27,341,939	16,001,738	12,605,893	55,949,570
1936	29,134,845	19,273,181	13,646,782	62,054,808
1937	36,166,784	21,005,538	17,091,431	74,263,753
1938	28,786,804	17,683,697	14,560,209	61,030,710
1939	31,498,051	22,192,408	16,255,012	69,945,471
1940	41,559,732	19,528,586	21,932,403	83,020,721
1941	64,030,626	21,844,601	33,262,549	119,137,776
1942	66,831,055	19,858,565	35,541,782	122,231,402
1943	64,720,133	14,495,794	50,941,853	130,157,780
1944	70,521,791	17,717,137	81,272,108*	169,511,036
1945	85,239,780	24,645,897	71,527,549*	181,413,226

*Includes synthetic rubber.

According to statistics recently published by the London Rubber Secretariat, the production of synthetic rubber in Canada totalled 50,981 long tons in 1946, of which 38,770 tons consisted of Buna-S and 12,211 tons of Butyl. Imports of natural and synthetic rubber were: Natural rubber, crude, 11,473 long tons; natural rubber latex, 214 tons; Buna-S, 776 tons; Neopreme, 1,179 tons; Butyl, 7 tons; and other synthetic rubber, 79 tons. Exports and re-exports during 1946 are listed as follows:

Canadian Rubber Exports in 1946

	Buna-S	Butyl (Long tons)	Total
United States	493	7,727	8,220
United Kingdom	....	200	200
Denmark	625	4	629
Finland	....	5	5
France	2,521	50	2,571
Italy	2,862	9	2,871
Spain	571	....	571
Norway	397	57	454
Sweden	2,315	42	2,357
Switzerland	354	75	429
Argentina	1,285	282	1,567
Brazil	1	2	3
Chile	503	78	581
Cuba	....	50	50
Venezuela	....	15	15
Mexico	425	300	725
Peru	6	....	6
Uruguay	40	32	72
South Africa	....	....	....
Belgium	614	11	625
Czechoslovakia	325	....	325
Austria	689	....	689
Total	14,026	8,939	22,965

World production of natural rubber in 1946 was estimated at 850,000 long tons, as compared with an estimated 240,000 long tons in 1945. Production and export totals from the principal territories are as follows:

Production and Exports of Natural Rubber

	Production		Exports	
	1945	1946	1945	1946
	(Long tons)			
Malaya	8,600*	405,000*	51,607	367,942
N.E.I. ....	.....	175,000*	4,250	212,500*
Ceylon	97,500	94,000	95,134	101,080
Indo-China	12,000*	20,000*	1,033	135,449
Siam .....	.....	20,000*	.....	21,000*
Other British Asia	16,146	48,000*	4,195	32,500*
Other Asia .....	.....	1,000*	227*	1,000*
South America	35,325	33,000*	27,234	20,000*
Central America	12,729	7,000*	11,508	6,000*
U.S.A.	536	12	.....	.....
Africa	53,606	45,000*	53,606	45,000*
Oceania	1,818	1,065*	1,818	1,065*
Total	240,000*	850,000*	250,000*	940,000*

*Estimated or partly estimated.

Australian Production of Wool, Dairy Produce, Meats Lower

Wool clip reduced but prices higher—Sale by auction resumed—Volume of wool processed locally to be doubled—Numbers of livestock less and meat production reduced accordingly—Milk diverted from butter to cheese production—Butter exports to Britain increased by 33 per cent last year.

By F. W. Fraser, Commercial Secretary for Canada

(Editor's Note.—This is the third in a series of articles on economic conditions in Australia during 1946. The first two appeared in the April 12 and April 19 issues of *Foreign Trade*.)

MELBOURNE, March 29, 1947.—Australia's wool clip in 1945-46 was the lightest for many years, due to the prolonged drought throughout sheep-grazing areas during the years immediately preceding and to the resultant loss in sheep population. The number of bales appraised during the year under review totalled 2,862,706 as compared with 3,658,488 in 1938-39.

Detailed figures of wool production in Australia since 1938-39 are shown in the following table:—

Australian Wool Production		Gross Value
	Bales	£A
1939-40	3,658,488	65,246,476
1940-41	3,506,038	60,937,986
1941-42	3,579,000	63,127,615
1942-43	3,552,751	74,107,286
1943-44	3,609,130	74,131,852
1944-45	3,120,138	62,512,576
1945-46	2,862,706	58,508,930

Sales of Wool by Auction Resumed

The foregoing figures represent the quantity of wool purchased by the British Government during the period shown, under the Wool Purchase Agreement, implemented by the Commonwealth Wool Appraisalment

Scheme, which was administered by the Central Wool Committee. The Wool Purchase Agreement provided for the acquisition by the British Government of the Australian clip up to the end of the season immediately following the cessation of hostilities. Accordingly the agreement was terminated on June 30, 1946, and the disposal of wool clips by auction, as in prewar years was resumed thereafter. The first sale was held under somewhat modified conditions at Sydney, on September 2.

In the meantime the British Government had accumulated some 6.3 million bales of wool as at July 1, 1946, and, to take care of this surplus, a new agreement was worked out between that Government and the Dominions concerned and, in so far as Australia is concerned, incorporated in the Wool Realization Act, 1945, which aims to regulate offerings of old and new wools at "floor" prices. Under this arrangement, if an offering fails to reach the reserve price, the wool will be purchased by the Australian Wool Realization Commission on account of Joint Disposals Organization.

Processing in Australia to be Doubled

During the first half of the current wool-selling season, that is up to the end of December, 1946, wool sold at Australian auctions totalled 1,180,350 bales as compared with 1,471,320 bales during the July-December period of 1945, but the sum realized increased from £A30,334,558 to £A34,810,685. According to figures prepared by the National Council of Wool Selling Brokers of Australia, the average price of greasy wool increased by 44.8 per cent as compared with the previous season, and that of scoured wool increased by 59 per cent.

It is noteworthy that it is planned to double the quantity of wool processed within Australia, bringing it up to 20 per cent of the total clip. It is also proposed to spend £A600,000 a year on wool research. To provide funds for this purpose a process tax of 2s. per bale is to be levied on all wool produced.

Livestock and Meat Output Reduced

A series of dry seasons and, perhaps to a lesser extent, the diversion of manpower to war pursuits have resulted in a progressive decline in the numbers of the principal livestock animals in Australia during recent years. The number of cattle, which stood at 12,861,781 at March 31, 1939, and which rose to 14,005,320 in 1943, dropped to 13,873,863 in 1946. Sheep, which suffered severely from the protracted drought, numbered only 96,396,405 at March 31, 1946, as compared with 125,189,129 in 1942, and 111,057,832 in 1939. The number of horses dropped steadily, from 1,724,056 in 1939 to 1,265,398 in 1946, and the number of pigs, which rose from 1,155,591 in 1939, to 1,797,340 in 1941, dropped back to 1,425,509 at March 31, 1946.

Meat production during the year ended June 30, 1946, showed a heavy decline as compared with the previous year, the monthly average dropping from 81,794 tons in 1944-45 to 67,000 tons in 1945-46. There was a sharp improvement, however, in July in the production of beef and veal, which brought the totals for the month up to 85,206 tons, and this improvement continued throughout the remainder of the year.

The annual production of beef and veal for 1945-46 totalled 395,000 tons carcase weight as compared with 460,000 tons in 1944-45 and 501,000 tons in 1943-44. Mutton and lamb production followed a similar trend, amounting to 296,000 tons in 1945-46, 397,000 tons in 1944-45 and 428,000 tons in 1943-44. Pork declined to 34,555 tons in 1945-46 from 47,936 tons

during the previous year and 45,120 tons in 1943-44. Production of bacon and ham remained fairly steady at 47,961 tons in 1945-46 as compared with 53,909 tons in 1944-45 and 45,101 tons in 1943-44.

Milk Diverted to Cheese Production

A further decline in the number of dairy cattle took place during the twelve-month period ended March 31, 1946, according to statistics recently released by the Commonwealth Statistician. At that date the total number was 4,606,691 as compared with 4,815,494 on March 31, 1945. Whole-milk production for the year ended June 30, 1946, is estimated at 1,063 million gallons, of which 66 per cent went into the manufacture of butter, about 9 per cent into cheese, 6 per cent to the condenseries, and 19 per cent for all other purposes.

The trend during the war years and since has been toward a diversion of substantial quantities of milk to the manufacture of cheese and processed milk and a consequent decline in butter production. The output of factory and farm butter in 1945-46 amounted to 150,194 long tons as compared with 203,500 long tons in 1938-39; on the other hand, cheese production has increased steadily, with minor annual recessions, from 29,304 long tons in 1938-39 to 41,015 long tons in 1945-46. Butter exports in 1945-46 totalled 62,364 long tons, or 41·52 per cent of production; shipments overseas in 1938-39 amounted to 102,834 long tons, or 50·53 per cent of production. Exports of cheese totalled 36 per cent and 54·7 per cent of production respectively.

Butter Exports to Britain Increased 33 Per Cent

Favourable weather conditions in all states except New South Wales and Queensland resulted in an increased overall production of butter and cheese during the first three months of 1946-47, butter production rising from 26,239 long tons during the three-month period ended September 30, 1945, to 26,871 long tons for the similar period in 1946, while cheese rose from 7,979 long tons to 9,289 long tons.

Exports to Britain during the calendar year 1946, according to a report by the Australian Produce Board, rose by 33 per cent as compared with 1945. In 1946 a total of 61,000 long tons were shipped as against 40,647 long tons in 1945. Shipments of cheese totalled 16,649 long tons in 1946 as compared with 2,396 tons in 1945. The Board estimates shipments of butter to Britain during the year ending June 30, 1947, at between 60,000 and 70,000 long tons.

Egyptian Government to Fix Prices of Imports

Cairo, April 3, 1947.—(F.T.S.)—In order to bring down the high cost of living, the Egyptian Ministry of Finance has decided to control the prices of imported goods. This was announced in a communique issued by the Imports Department of the Ministry. The communique added that it had been decided to fix the prices at which imported goods will be sold before issuing import licences.

The Ministry will publish the list of official prices in the press to keep the public constantly informed of any changes, the communique went on. A warning that merchants who do not conform to the price regulations was also given in the communique, which added that a strict watch will be kept on merchants.

New Trade Agreement Initialled Between Argentina and Bolivia

Follows pattern of commercial treaties concluded by the Argentine with Spain and Chile—Non-competitive goods to be admitted duty free to each country—Trade Promotion Institute to grant Bolivia a five-year revolving credit up to 50 million pesos to cover any unfavourable trade balance with Argentina.

By H. L. Brown, Commercial Secretary, Canadian Embassy

(One peso equals \$0.297 Canadian)

BUENOS AIRES, March 19, 1947.—Argentina's latest trade agreement, with Bolivia, was initialled in La Paz on March 15, and follows the pattern of commercial treaties concluded recently with Spain and Chile. Argentina again figures as an exporter of capital, and the Argentine Promotion Institute again plays the role of chief negotiating agency for this country.

As in the agreement with Chile, non-competitive goods will be admitted duty free to each country, while other articles are to be enumerated in lists exchanged between Argentina and Bolivia.

Financial clauses of the treaty provide that the Trade Promotion Institute shall grant Bolivia a five-year revolving credit up to 50,000,000 pesos, to be used exclusively to cover any unfavourable balance which Bolivia might incur as a result of its trade with Argentina. The credit will bear interest at 3½ per cent per annum, payable half-yearly. On the expiration of the five-year period, Bolivia shall refund the amount of the credit used in ten equal instalments, the first to be paid six years after the termination of the agreement; that is to say, in September, 1952. If she prefers, Bolivia may redeem the loan at any time she wishes, either in whole or in part. In the latter event, each instalment must be not less than 500,000 Argentine pesos.

Argentine-Bolivian Finance Company to be Constituted

Argentina, through the Trade Promotion Institute, will invest one hundred million Argentine pesos in Bolivia for the purpose of co-operating in the creation of new economic and industrial activities, for improving existing industries and for intensifying the export to Argentina of Bolivian products, especially tin, antimony, lead, copper, iron, petroleum, rubber, cocoa and timber. For this purpose, a mixed company will be constituted, with Argentine and Bolivian capital, to be known as the Argentine-Bolivian Finance Company. This will consist of members of the Trade Promotion Institute and representatives of the Bolivian Government and Bolivian mining and industrial interests.

The Trade Promotion Institute, through the Banco Central, will take up to 100,000,000 pesos of an external loan, which Bolivia will float in Buenos Aires. The loan will have a maximum duration of fifty years, and will bear interest at 3¾ per cent per annum. It will be used exclusively to finance public works, railways, roads, agriculture and irrigation in Bolivia, with a view to stimulating trade and improving communications between the two countries. Bolivia will acquire from the Trade Promotion Institute any machinery or materials she requires for carrying out these plans, which are not produced within her own borders.

Goods to be Exchanged by the Two Countries

As to exchange of goods and produce between the two countries, Argentina undertakes to sell, and Bolivia to buy, between 1947 and 1951, the following Argentine products: Wheat, 60,000 tons; lard, 3,000 tons; sugar, 3,000 tons; oats, 500 tons; edible oils, 1,000 tons; butter, 500 tons; tallow, 2,000 tons; scoured wool, 1,000 tons; raw cotton, 1,000 tons; frozen meat and poultry, 500 tons; pork and mutton, 300 tons; live poultry, 500 tons; live cattle, 50,000 tons; pigs, 1,000 tons; mules, 60 tons; wool yarn, 100 tons; and caustic soda, 200 tons.

Bolivia on her part undertakes to sell, and Argentina to buy, the following: Lead, 3,500 tons; asbestos, 300 tons; cocoa, 600 tons; quinine sulphate, 2 tons; wild-animal skins, 300 tons; timber, 3,000 tons. In addition, Bolivia will facilitate the export to Argentina of 1,600 tons of antimony, 250 tons of arsenate of calcium, 1,000 tons of wolfram and 500 tons of sulphur. Furthermore, over a period of two years, Bolivia will sell to Argentina 2,000 tons of rubber, at a price to be agreed upon by the Argentine-Bolivian Finance Company. All purchases made by Argentina shall be effected through the Trade Promotion Institute, unless that body should prefer to handle them through other exporting agencies established in Argentina.

One of the most interesting sections of the agreement is that relating to Argentina's purchase of Bolivian tin which, during the period 1947 to 1951, will amount to 8,000 tons annually of the tin stocks "controlled" by the Banco Minero de Bolivia. If the "controlled" production should not in any year amount to 8,000 tons, the Banco Minero will make up that amount from other general stocks. For the year 1947, the basic price will be 76 United States cents for refined tin, f.a.s. Pacific port. (This is a higher price than United States buyers are willing to pay.) Furthermore, Argentina is willing to buy during the five years of the agreement up to 12,000 tons of surplus tin supplies, if available.

The Instituto Argentino de Promoción del Intercambio Comercial (Argentine Trade Promotion Institute), which is commonly known as "IAPI", is a government agency. It has the monopoly for handling all Argentine grain, hides, meat, dairy products and certain other primary products for export and for domestic use. This agency is also the official instrument for the purchase abroad of supplies for practically all Argentine Government departments. "IAPI" is closely connected with the Five-Year Plan, for the advancement of which it was originally created, and the Banco Central de la Republica Argentina (Central Bank of Argentina).

Cotton Exports to Czechoslovakia to be Resumed

Cairo, April 5, 1947.—(FTS)—The Association of Egyptian Cotton Exporters held a meeting under the President, Mr. Salvago, to study the project of the Finance Minister, requesting the sale of £1,000,000 worth of cotton to Czechoslovakia, with the condition that payment would be made after six months and that the Egyptian Government would guarantee 60 per cent of the total value.

The Association has decided to accept the project, and to hold another meeting to decide the qualities to be exported. The President will inform the Ministry of Finances, Cairo, of the decision.

Canadian Imports, by Areas

By External Trade Branch, Dominion Bureau of Statistics

Canadian Imports, by Countries

Country	February			January-February	
	1938	1946	1947	1946	1947
BRITISH COUNTRIES					
(Thousands of Dollars)					
Europe—					
United Kingdom.....	8,792	12,994	10,515	33,062	24,773
Eire.....	1	4	1	4	2
Gibraltar.....					
Malta.....		16		23	3
Total Europe.....	8,793	13,014	10,516	33,089	24,778
America—					
Newfoundland.....	31	649	144	982	353
Bermuda.....	3	2	1	5	4
Barbados.....	19	27	64	131	483
Jamaica.....	123	1,135	190	2,141	727
Trinidad and Tobago.....	28	135	27	208	596
*Bahamas.....			38		160
Leeward and Windward Islands.....	51	67	17	163	39
British Honduras.....	3	148	27	214	29
British Guiana.....	137	448	407	477	464
Falkland Islands.....					
Total America.....	395	2,611	915	4,321	2,855
Africa—					
**Northern Rhodesia.....			1		1
Union of South Africa.....	22	814	126	1,866	426
**Other British South Africa.....					
Southern Rhodesia.....		9	7	16	12
Gambia.....					
Gold Coast.....	7	335	831	390	867
Nigeria.....	2	546	528	619	528
Sierra Leone.....					3
Other British West Africa.....					
British Sudan.....	3	5	4	5	4
British East Africa.....	71	1	348	17	780
Total Africa.....	105	1,710	1,845	2,913	2,621
Asia—					
India.....	616	745	5,531	5,085	7,307
Burma.....			1		2
Ceylon.....	163	41	651	475	845
Aden.....					
British Malaya.....	481		626		630
Other British East Indies.....	4				
Hong Kong.....	37	12	50	12	143
Palestine.....	88	61	5	114	5
Total Asia.....	1,389	859	6,804	5,686	8,932
Oceania—					
Australia.....	388	1,272	1,215	1,986	1,832
New Zealand.....	514	909	1,520	1,491	2,127
Fiji.....	279		559	638	561
Other Oceania.....					
Total Oceania.....	1,181	2,181	3,294	4,115	4,520
Total British Countries.....	11,863	20,374	23,436	50,122	43,705

* Included with Leeward and Windward Islands prior to 1947.

** Included with Union of South Africa prior to 1947.

Canadian Imports, by Countries—Continued

Country	February			January-February	
	1938	1946	1947	1946	1947
(Thousands of Dollars)					
FOREIGN COUNTRIES					
United States and Possessions—					
United States.....	31,186	86,046	138,768	183,451	275,374
Alaska.....	10		32	4	101
American Virgin Islands.....					2
Guam.....					
Hawaii.....	5	29	45	30	211
Puerto Rico.....		13	7	17	17
Total United States and Possessions.....	31,201	86,088	138,852	183,502	275,705
Latin America—					
Argentina.....	250	391	2,059	933	4,312
Bolivia.....					
Brazil.....	33	876	431	2,288	1,215
Chile.....	1	36	34	82	55
Colombia.....	40	671	1,516	1,868	2,304
Costa Rica.....	4	28		72	2
Cuba.....	12	436	759	1,647	1,693
Ecuador.....	1	7	9	14	22
Guatemala.....	3	43	184	150	255
Haiti.....		75	22	231	45
Honduras.....	2	982	1,081	1,691	1,938
Mexico.....	63	1,724	781	3,139	1,655
Nicaragua.....					
Panama.....				1	
Paraguay.....	3	6	1	6	52
Peru.....	114	166	64	163	147
Salvador.....		66	113	100	113
San Domingo.....		429	1	1,308	167
Uruguay.....	4		26	7	131
Venezuela.....	61	1,207	2,209	2,801	4,294
Total Latin America.....	591	7,143	9,340	16,506	18,400
Europe—					
Albania.....					
Austria.....	25				
Belgium.....	497	241	572	354	990
Bulgaria.....					
Czechoslovakia.....	236	7	327	7	718
Denmark.....	11	1	15	3	28
Estonia.....	3				
Finland.....	6	1	2	1	4
France.....	401	56	578	144	1,082
Germany.....	569	3	42	5	43
Greece.....	2	1	3	3	23
Hungary.....	18				1
Iceland.....				1	
Italy.....	157		432		811
Latvia.....	1				
Lithuania.....					
Netherlands.....	152	52	193	63	518
Norway.....	32	3	230	16	245
Poland.....	23				
Portugal.....	12	260	99	368	268
Azores and Madeira.....	11	25	15	31	80
Roumania.....	3		1		1
Soviet Union.....	5	432	13	688	18
Spain.....	26	461	168	994	399
Sweden.....	126	451	98	710	404
Switzerland.....	342	504	751	1,343	1,596
Yugoslavia.....					
Total Europe.....	2,658	2,498	3,539	4,731	7,220
Other Foreign Countries—					
Abyssinia.....				1	9
Afghanistan.....		309		649	
Belgian Congo.....		18	8	62	119

Canadian Imports, by Countries—Concluded

Country	February			January-February	
	1938	1946	1947	1946	1947
FOREIGN COUNTRIES—Concluded					
OTHER FOREIGN COUNTRIES—Concluded					
	(Thousands of Dollars)				
China.....	186	240	118	257	386
Greenland.....				7	
Egypt.....	30	20	15	53	31
French Africa.....	1	39	70	111	173
French East Indies.....	10				
French Guiana.....					
French Oceania.....		10		12	
French West Indies.....			19	3	19
Madagascar.....	2	11	1	24	1
St. Pierre and Miquelon.....					
Iraq.....	11		169	815	767
Tripoli.....					
Other Italian Africa.....		4		4	
Japan.....	276				
Korea.....					
Liberia.....					
Morocco.....		3		6	
Netherlands East Indies.....	60	1	13	3	15
Netherlands Guiana.....					
Netherlands West Indies.....		1	386	1	397
Iran.....	7	48	14	91	26
Philippine Islands.....	36		688		1,063
Portuguese Africa.....		132		213	25
Portuguese Asia.....					
Siam.....			10		10
Canary Islands.....	1				
Spanish Africa.....					
Syria.....	2	2	1	4	5
Turkey.....	13	53	414	126	2,188
Total Other Foreign Countries.....	635	891	1,926	2,442	5,834
TOTAL FOREIGN COUNTRIES.....	35,089	96,622	153,654	207,183	307,168
TOTAL IMPORTS.....	46,952	116,996	177,090	257,306	350,873

Canadian Imports by Commodity Groups

	February			January-February	
	1938	1946	1947	1946	1947
MAIN GROUPS					
	(Millions of Dollars)				
Agricultural and Vegetable Products.....	6.9	18.1	25.7	43.1	49.6
Animals and Animal Products.....	2.3	6.5	8.2	12.1	14.7
Fibres, Textiles and Textile Products.....	8.0	15.5	32.7	36.2	65.6
Wood, Wood Products and Paper.....	2.4	4.9	6.5	9.7	13.0
Iron and Products.....	12.3	24.7	48.6	56.6	97.4
Non-Ferrous Metals and Products.....	3.0	6.3	11.2	14.9	20.9
Non-Metallic Minerals and Products.....	6.9	19.7	25.2	42.5	51.8
Chemicals and Allied Products.....	2.3	6.7	8.5	14.0	16.4
Miscellaneous Commodities.....	3.0	14.6	10.6	28.2	21.4
Total Imports for Consumption.....	47.0	117.0	177.1	257.3	350.9
GEOGRAPHIC AREAS					
<i>British Countries</i>					
United Kingdom and Europe.....	8.8	13.0	10.5	33.1	24.8
America.....	0.4	2.6	0.9	4.3	2.9
Africa.....	0.1	1.7	1.8	2.9	2.6
Asia.....	1.4	0.9	6.9	5.7	8.9
Oceania.....	1.2	2.2	3.3	4.1	4.5
Total British Countries.....	11.9	20.4	23.4	50.1	43.7

Canadian Imports by Commodity Groups—Concluded

GEOGRAPHIC AREA—Con. <i>Foreign Countries</i>	February			January-February	
	1938	1946	1947	1946	1947
	(Millions of Dollars)				
United States and Possessions.....	31.2	86.1	138.9	183.5	275.7
Latin America.....	0.6	7.1	9.3	16.5	18.4
Europe.....	2.7	2.5	3.5	4.7	7.2
Other Foreign.....	0.6	0.9	1.9	2.4	5.8
Total Foreign Countries.....	35.1	96.6	153.7	207.2	307.2
Total Imports for Consumption	47.0	117.0	177.1	257.3	350.9

Shortage of Fertilizers in Germany

Berlin, April 8, 1947.—(FTS)—Requirements of nitrogen for fertilizers for the combined United States and British Zones for 1946-47 are 280,000 tons, rising to 333,000 in subsequent years. The present productive capacity of the joint Zones (allowing for industrial nitrogen) is now 200,000 tons per year. The actual production at present, however, is only 120,000 tons annually due mainly to shortages of power and coal.

The shortage is between 160,000 tons to 210,000 tons per year on present production and 80,000 tons to 130,000 tons a year on capacity. With repairs to factories, the output can be raised to 300,000 tons a year. These repairs will take at least a year and are proceeding as rapidly as possible.

Since the occupation of Germany, it has been the aim of Military Government to increase the production of ammonia and nitrogen for fertilizers so that Western Germany may become more self-supporting in the matter of foodstuffs for direct human consumption.

Tenders Invited for Tunnel Ventilating System

Brussels, April 8, 1947.—(FTS)—The Director General of the Belgian Ministry of Communications invites tenders for the supply, installation and initial operation of a tunnel ventilating system for the Nord-Midi Junction. This ventilating system is to be installed in a tunnel which is to be made underneath the central part of Brussels where an underground railway station will be established as a junction for the North and South electrical trains.

The opening of the tenders will take place on July 18, 1947. The cost of the tender documents is Frs. 388.00 (about \$8.75). Any interested Canadian firm should contact Mr. B. A. Macdonald, Commercial Secretary, Canadian Embassy, 46 rue Montoyer, Brussels, Belgium.

Navigation Opens in Montreal

Montreal harbour is again open to ocean shipping, and another navigation season on the St. Lawrence commenced on April 21, with the arrival of the Canadian Pacific cargo liner *Beaverburn*. She was followed closely by the Furness Withy freighter *Manchester Shipper*, but the traditional gold-headed cane was awarded to Captain J. Bisset Smith, O.B.E., master of the *Beaverburn*, for bringing his vessel into port ahead of any other ship from across the Atlantic.

Records maintained by the Montreal Harbour Commission and now by the National Harbours Board indicate that, in the last sixty years, the earliest date on which the first ship arrived was April 9, in 1945, whereas May 24, 1943, was the latest date on which ocean navigation commenced. Navigation closed on November 21, 1891, the earliest date on record, and on December 17, 1941, the latest on record. The first ocean arrivals and last ocean departures took place on the following dates during the last sixty years:

Opening and Closing of Navigation

Date	First arrival	Last departure
1887	May 3	November 28
1888	May 4	November 22
1889	April 27	November 23
1890	April 30	November 24
1891	April 27	November 21
1892	April 23	November 27
1893	May 3	November 23
1894	April 27	November 24
1895	April 27	November 25
1896	April 28	November 23
1897	April 30	November 24
1898	April 26	November 28
1899	April 27	November 29
1900	April 26	December 3
1901	April 25	November 25
1902	April 17	December 4
1903	April 26	November 28
1904	May 4	November 27
1905	May 2	November 30
1906	April 28	December 2
1907	May 2	November 29
1908	April 30	November 26
1909	April 23	November 28
1910	April 11	December 1
1911	April 26	December 3
1912	April 30	December 3
1913	April 19	November 29
1914	April 29	December 4
1915	April 30	December 11
1916	May 1	December 3
1917	May 1	December 7
1918	May 7	December 14
1919	April 22	December 10
1920	April 25	December 11
1921	April 21	December 8
1922	April 24	December 2
1923	May 3	December 2
1924	April 24	December 3
1925	April 22	December 9
1926	May 3	December 6
1927	April 12	December 6
1928	April 26	December 9
1929	April 20	December 7
1930	April 21	December 12
1931	April 15	December 11
1932	April 14	December 8
1933	April 14	December 6
1934	April 26	December 8
1935	April 15	December 9
1936	April 13	December 11
1937	April 19	December 8
1938	April 18	December 4
1939	April 29	December 12
1940	April 24	December 5
1941	April 19	December 17
1942	May 2	December 16
1943	May 24	December 13
1944	April 21	December 6
1945	April 9	December 3
1946	April 12	December 4
1947	April 21	.....



Harbour facilities in the port of Montreal, which are again at the disposal of ships from all parts of the world. This airview shows Laurier and Sutherland piers, in the eastern section of the harbour, which provide only a limited part of the ten miles of berthing accommodation. The National Harbours Board operates four grain elevators with a total storage capacity of 15,000,000 bushels, of which this is the largest, and nearly four miles of grain elevator galleries.

Royal Canadian Air Force Photo

Montreal Harbour Open to Ocean Navigation

Deep Sea Arrivals totalled 811 in past year

S.S. *Beaverlake*, one of four Canadian Pacific cargo liners built since the war for operation between this country and the United Kingdom, which was due in Montreal yesterday from London. This nautical scene was painted by Norman Wilkinson, noted marine artist, and portrays an important phase of modern transportation. Other ships represented by this picture are the *Beaverdell*, *Beaverglen* and *Beavercove*, each of which has a cargo capacity of nearly 600,000 cubic feet.

Courtesy of Canadian Geographical Society



Buyers' Market Conditions Are Developing in South Africa

Conditions affecting sale of Canadian products changing rapidly—Importers being advised to reduce purchasing programs—Attention to order terms and correct weight marking of merchandise essential

By S. V. Allen, Commercial Secretary for Canada

CAPE TOWN, April 1, 1947.—Correspondence from Canadian firms, received by the offices in Cape Town and Johannesburg of the Foreign Trade Service, indicates little appreciation of the rapidly changing conditions that influence the consummation of satisfactory relationships between Canadian exporters and importers and agents in South Africa.

South Africa is the only market in the sterling area in which hard currency has been relatively easy to obtain for the importation of goods during the past two years. As a result, the flow of commodities to this country has never been as restricted as to other parts of the sterling area, even when conditions of limited supply obtained in the main countries of export, such as the United Kingdom, the United States, Canada and certain European countries. Further immediate sales of non-essentials are increasingly difficult, due to the fact that shipments resulting from orders placed for the same requirement in several countries, when supplies from any one source were uncertain, are now arriving from more than one source. This situation will be aggravated as overseas and domestic production improves. Competitive conditions of price and delivery will play a more important part, therefore, in securing orders from South Africa, or in maintaining a foothold in this market.

Heavy Inventories in Some Lines Noted

Many warnings have appeared in local trade journals and newspapers, advising importers to reduce their purchasing programs, commensurate with the improving supply possibilities from overseas sources. Some firms have overbought to an extent that the proportion of their working capital in inventories has reached an unhealthy level. Moreover, the average consumer is tending to postpone purchases of non-essentials in the belief that prices are bound to decline. Much attention has been devoted in the press to price declines overseas, particularly to those in the United States. It is widely held that, in those lines where appreciable changes have taken place, similar conditions will prevail before long in South Africa.

The cash position of some firms has been burdened by late Christmas arrivals of unsalable goods, and by other delays resulting from the shipping strike in the autumn of 1946. As a result, the normal Christmas buying season for some lines for 1947 has been postponed. In the building industry, shortages of critical supplies, which prevent the completion and sale of houses, have affected the sale of complementary building materials. This condition has accentuated the working capital and inventory problems of contractors and firms engaged in the sale of building supplies.

Direct Purchases from Producers More Popular

Until recently, importers and agents were willing to deal with export houses in North America. There is now an increasing tendency on the part of both importers and agents to arrange purchases directly with manu-

facturers and other producers abroad, whenever possible. Rightly or wrongly, it is felt that, whatever useful functions are performed by export agents and merchants, merchandise can be obtained more cheaply by direct purchase. Firms taking the long view maintain that a manufacturer has a reputation to establish and maintain for his line, whereas export houses have diverse interests and are not similarly concerned. Moreover, a return to more normal trading conditions results in deviations from terms of a contract being given more attention. In the event of claims arising, it is felt that a third party makes the adjustment more difficult.

Attention to Order Terms Essential

There is an increasing tendency on the part of South African importers to find fault with Canadian shipments, if these do not strictly conform to terms of the order, such as specified quality, delivery and routing. Exporters can avoid claims by ensuring that orders are confirmed promptly, and that their agents and buyers are kept fully informed about deliveries. When orders have been placed on a "f.o.b. Canadian port" basis, and rail freight charges are subsequently incurred to provide for shipment from another port, it is advisable to confirm that the buyer will accept drafts including such charges.

Correct Weight Marking of Merchandise Necessary

Many instances of faulty weight marking have come to the attention of the offices in Cape Town and Johannesburg of the Foreign Trade Service, particularly of food products. This renders the South African buyer subject to penalties under the Weights and Measures Act. Full information concerning the marking of retail containers with net weights can be obtained from the Foreign Tariffs Section of the Commercial Relations Division, Foreign Trade Service, Ottawa. In cases of doubt, sample labels and cartons should be submitted to the South African agent before shipments are arranged. Exporters should resist recommendations of agents to make shipments until they are certain that their containers fully conform to these regulations, as far as possible. This precaution will avoid delays in customs clearance and possible embarrassment to buyers.

Delays Caused by Overweight Packing

Canadian exporters are reminded that, in certain instances, food products are assessed specific duties on a weight scale on entry into South Africa. Instances of canned food products being checked by the customs authorities and found to be from one-half to three-quarters of an ounce over the net weight shown on the label have recently come to the attention of this office. If weights are not within the tolerance allowed by the customs for specific goods, this practice results in delays and inconvenience to importers, as extensive sampling has to be carried out by the customs authorities to compute more accurately the dutiable weight of the goods in question.

Egyptian Diamond Supply Broken Off

Cairo, April 1, 1947.—(FTS)—The Association of Palestine Diamond Manufacturers was notified by the International Diamond Syndicate in London that this body had decided, in view of the long interruption of work in the local industry, to discontinue the supply of raw material to Palestine.

Trade With Poland

POLISH foreign trade is conducted mainly through a number of state, semi-state and co-operative organizations for import and export, under licence from the Polish Ministry of Navigation and Foreign Trade. A list of the Polish organizations at present competent to engage in foreign trade, together with the commodities in which they severally deal, is given below. Canadian importers and exporters who desire further information about, or who wish to make contact with, these organizations, should apply to the Polish Commercial Attaché, 183 Carling Ave., Ottawa.

Name of Agency	Scope of Activity	Address
Central Agency for the Supply of Raw Materials for the Textile Industry, Import House, "Textilimport".	Import of textile raw materials, textile scrap, rags.	Lodz, Kosciuszki 15.
Central Textile Agency, Export House, "Cetebe".	Export of the products of the textile industry.	Lodz, Kosciuszki 15.
Central Agency for the Supply of Raw Materials for the Leather Industry, Import House.	Import of raw hides, vegetable tanning extracts, artificial leather, cardboard and shoemakers' needles, dressed hides.	Lodz, Piotrkowska 107.
Polish Company for the Export and Import of Machinery and Tools, "Polimex," L. L. Co.	Purchase and sale of all kinds of machinery, machine parts and tools, both on the local and foreign market.	Warsaw, Wiejska 11.
Import and Export Central Agency for Chemicals and Chemical Apparatus, "Ciech," L. L. Co.	Import and export of chemicals, products of the chemical industry and other industries related to it, as well as of apparatus and equipment for the chemical and pharmaceutical industry.	Warsaw, Jasna 10.
Polish Foreign Trade Co. for Electrotechnical Equipment, "Elektrim," L. L. Co.	Purchase and sale of all kinds of raw materials, semi-fabrics, and manufactures of the electrotechnical industry both on local and foreign market.	Warsaw, Pulawska 29.
Polish Company of Foreign Trade, L. O. Co., "Varimex."	Purchase and sale both on the local and foreign market of various raw materials, such as: china, glass, cosmetics, underwear, rubber, etc.	Warsaw, Kredytowa 2/4.
State Timber Agency, "Paged," Foreign Department.	Foreign trade in timber and wood, as well as wood manufactures such as: plywood, veneer, parquet flooring, and sets of cases.	Warsaw, Niemcewiczka 26
Central Iron and Steel Agency, "Centrostal," Branch.	Sale of iron and steel foundry products at home and abroad.	Warsaw, Ligonja 7. Warsaw, Al. na Skarpie 21.
Central Supply Agency for the Coal Industry.	Purchase of all technical material necessary to keep mines and industrial undertakings in operations for the Combines of the Coal Industry and the Branch Combines.	Katowice, Plebiscytowa 36.
Branch, Import Office.		Warsaw, Lwowska 11.

Name of Agency	Scope of Activity	Address
Central Agency for the Sale of Coal Products, Export Department, "Weglokoks."	Sale of coal and coke at home and abroad.	Katowice, Kosciuszki 30.
Central Sales Agency of the Cement Industry, "Centralcement," Export Department.	Sale of cement and cement products at home and abroad.	Sosnowiec, 3 Maja 19.
"Non-ferrous Metals Association."	Export of zinc and zinc products, like zinc sheets, zinc white, red lead, gleit, and import of zinc and lead ores.	Katowice, Podgorna 4.
Central Supply Agency for the Foundry Industry, "Centrorud," Import Office. Warsaw Branch.	Import of all raw materials for the foundry industry.	Katowice, Zamkowa 11. Warsaw.
Economic Association of Co-operatives "Spolem," Foreign Department.	Import of foodstuffs and agricultural products, farm and dairy machinery and tools, their special parts, and flour mill equipment, as well as fertilizers.	Warsaw, Mokotowska 61.
Central Agency for Petroleum Products, "Centronaft."	Purchase and sale of products of petroleum origin, as well as ozokerite and mineral oil.	Warsaw, Rakowiecka 39.
International Trade Company, "DAL," S.A.	All kinds of trade and industrial business connected with international trade. Export of salt, vodka, poultry, etc., particularly to overseas markets.	Warsaw, Bartoszewicza 7.
Fish Central Agency, "Rybcentrala".	Purchase and sale of fish and fish manufactures at home and abroad.	Warsaw, Pulawska 26.
Polish Company of Turned Bearings, "Poleska," L.L. Co.	Import of turned bearings (ball bearings) S.K.F.	Warsaw, Krakowskie Przedmiescie, Hotel Bristol, Rooms Nos. 401, 402 and 403.
Central Trading Agency of the Sugar Industry, "Centrozbyt," Export Office.	Export of sugar, molasses, and dried beet pulp, import of sugar beet seed.	Warsaw, Al. Niepodleglosci 161.
Polish Company of Exchange of Goods with Foreign Countries, L. L. Co.	Co-operation and assistance in foreign trade, particularly in concluding barter (?) transactions and cashing and payments of sums due for transactions.	Warsaw Sienkiewicza 4.
Central Agency of the Artistic Industry, Foreign Trade Office.	Sale of the products of the artistic industry at home and abroad, supply of raw materials and technical articles to the artistic industry.	Warsaw, Al Jerozolimskie 63.

Ceiling Price of Bread Raised in Newfoundland

St. John's, April 2, 1947.—(FTS)—The Commissioner for Supply has, by order effective April 1, 1947, increased the wholesale and retail ceiling prices of white, brown and raisin or sweet bread by three cents per loaf. Wholesale price for white and brown bread is now 17 cents per loaf while the new retail price is 18 cents. The wholesale price for raisin or sweet bread is now 19 cents, while the retail price is 20 cents.

Commodity Comments

By Export Division, Foreign Trade Service

Foods and Related Commodities

Condensed Milk—Condensed milk continues in short supply and exports are being permitted only to the British West Indies and St. Pierre and Miquelon.

Evaporated Milk—A contract has again been signed with the U.K. covering 600,000 cases from 1947 production.

Whole and Skim Milk Powder—As production is satisfactory, it has been decided to place spray process whole milk powder on an unrestricted export basis until further notice. Control may be tightened later in the year should a shortage of fluid milk develop, necessitating the retention of the powder for the domestic market. Meanwhile export permits will be granted freely.

Canned Chicken—In order to assist packers in moving a surplus of canned chicken, which has developed particularly in Prince Edward Island, an overall export allocation of 500,000 lbs. was recently established. Each packer has been assured export permits for up to 1,500 cases (48-7 oz.) and told that consideration will be given to applications for additional quantities if markets can be located.

Tallow—This remains under international allocation, Canada being on an import basis. Supplies are thus not available for export at present, and unlikely to be in the near future.

Casein—While Canada is now an exporter of casein, a rise in U.S. prices has drained off a substantial quantity, with the result that no further exports can be considered at present. There is a possibility that the position will be better in several months' time.

Blood Sausage—Export permits will be granted freely covering tinned blood sausage for any destination other than the U.S.

Pickled Pork Products—For the time being, export permits covering pickled pork products (excluding mess cuts) for Newfoundland and the British West Indies will be approved on an unrestricted basis.

Fish, Salted—International allocations of salted groundfish will be abolished as of July 1. No decision has yet been made, however, as to whether permit restrictions will be removed after that date. No permits are required for shipments of dried, salted or pickled herring, mackerel and alewives.

Fish, Canned—Effective April 1, permits are not required for the export of canned fish other than canned salmon of the 1946-47 pack.

Chemicals and Allied Products

Insecticide Cryolite—Freely available. Used in the protection of fruit trees and ground crops.

Spruce Oil—Small quantities of this item, which is used mainly for medicinal purposes and in perfumery preparations, are available.

Canada Balsam—Used for medicinal purposes, in the manufacture of spirit varnishes and as a cement for glass in optical work. This product is available in limited quantities.

Pine Needle Oil—Small amounts are available. This is used as a solvent, emulsifying agent, deodorizer, germicidal, insecticide; in metal polishes, fungicides, textile processing, perfumery and medical treatment, etc.

Lycopodium Powder—Small quantities have been offered. It is used in the manufacture of pyrotechnics and in pharmaceutical preparations.

Isobutylene—Polymer Corp. Ltd., Sarnia, Ont., reports this item immediately available for export. Its main uses are in the manufacture of synthetic resins and as an intermediate for organic chemicals.

Tertiary Butyl Alcohol—Polymer Corp. Ltd., are interested in inquiries. This product is used chiefly as an intermediate in the manufacture of organic chemicals and as a solvent.

Non-Ferrous Metals

Cobalt—While the bulk of Canada's surplus production is contracted to the U.K. with some going to the Far East, small shipments of cobalt and stellite can be made available to new customers.

Cadmium—Little or no cadmium is available for new customers, the bulk of Canada's surplus production being taken by the U. K.

Magnesium and Alloys—Both magnesium metal and alloys are in good supply, with Dominion Megnesium anxious to receive orders. Because of its lightness and machinability, this metal can be readily used for housing for instruments, crank cases, gear boxes, spinning bobbins, spinning and twisting equipment in the textile industry, portable tools, castings for portable power saws, wheelbarrows, garden tools, office machines, luggage cases, binoculars, vacuum cleaner parts, superstructure of buses, trailers and street cars, radio sets, ledger covers, sporting equipment, toys, etc.

Calcium—Produced by Dominion Magnesium, this is in free supply. Calcium is generally used as a scavenger and de-oxidizer in the production of steel, and as a substitute for antimony in hardening lead for cables, etc.

Lead—This metal remains in short supply, production having been committed for this year, mainly to the U.K. and U.S.. The U.S. price is now 15c a lb., while the domestic ceiling has been raised from 5c to 10·63c.

Silver—This metal is available for export in fairly substantial quantities.

Zinc—Production of zinc has been committed for this year, principally to the U.K. and the U.S., and none is available for new accounts. The world price on electrolytic zinc is 11·0 to 11·5c a lb., whereas the new domestic ceiling price is 10·25c.

Textiles and Leather

Rayon Dresses—These, particularly spuns and prints, are in fairly free supply.

Yarns—Yarns of all descriptions are unavailable for export, this country being a large importer.

Leatherette—Because of its fabric content and critical short supply in the domestic market, leatherette is not permitted export.

Full-fashioned Hosiery—Substantial distress stocks of pure silk hosiery from the U.S., made from heavy accumulations of raw silk sold by the U.S. Government, have recently appeared in Canada. Retailled at very low prices, they reflect a temporary situation, and do not portend overproduction and lower price levels for hosiery. Their quality has been below standard. In the U.S., pure silk stockings have been discredited by retailers and consumers alike.

Informed opinion holds that a shortage of women's stockings will continue in Canada and the U. S. through the first, and probably well into the second half of 1947. The inadequacy of available yarns is cited in this connection.

Recent increases in the prices of cotton and rayon yarns may result in a price rise for these types of hosiery, but this is by no means certain. The immediate price outlook for nylon hosiery remains unchanged. Current nylon hosiery prices in Canada compare favourably with offerings of comparable qualities in the U.S.

Miscellaneous

"Gibson Girls"—Fifty or more "Gibson Girl" automatic signals are being offered for sale by War Assets Corporation. They are stored in Montreal, and may be purchased for \$25 each. This radio is a simple emergency transmitting system of sturdy construction, designed for operation from a rubber life raft. No receiving equipment is incorporated. The set provides automatic code transmission of predetermined signals, so that any operator, no matter how untrained, can send distress signals. Bearings can be taken from these signals when they are received by rescue parties. The set operates on the International Distress Frequency of 500 kilocycles with a 1000 cycle tone modulation.

M. T. Stewart Appointed Trade Commissioner to New York



Maxwell Thompson Stewart has been appointed Canadian Trade Commissioner to New York, succeeding former Trade Commissioner James A. Strong, who was recently named Canadian Ambassador to Peru.

Announcement of the appointment was made on April 25 by Hon. James A. MacKinnon, Minister of Trade and Commerce, who said that Mr. Stewart will take up his new duties early in May.

Born in Wingham, Ontario, in November, 1904, Mr. Stewart is a Bachelor of Commerce graduate from the University of Toronto. Joining Canada's foreign trade service in 1930, he has served in Bristol, Melbourne, Shanghai, Tokyo, Panama City, and, for the past three years, as Canadian Trade Commissioner at Bogotá, Colombia. He was serving in Tokyo at the time of Pearl Harbour and was among the many officials who were interned for a period by the Japanese before being repatriated on the *Gripsholm* in the summer of 1942.

Variety of British Goods Reach Alexandria

Cairo, March 20, 1947.—(FTS)—Included in some 6,000 tons of British goods which arrived at Alexandria during January were 3,887 cases of whiskey, 128 motor cars, 438 tons of material for the Egyptian State Railways, 334 tons of machinery, 511 tons of textile machinery and 405 tons of fertilizers.

Trade and Tariff Regulations

New Zealand Import Restrictions Changed

Wellington, March 18, 1947.—(FTS)—The New Zealand Customs Department has announced the following changes in the import licensing schedule:

Licences for imports of carpet underfelt from the United Kingdom and other British sources will be granted to the extent of $33\frac{1}{3}$ per cent of the value of the applicant's imports of similar goods from all sources in 1938 provided that definite evidence of availability is produced.

Consideration will be given to applications for licences to import shoes, n.e.i., composed of canvas with rubber soles solutioned to the uppers, from British sources on production of definite evidence of availability. Applications must show the quantity as well as the value of the shoes it is desired to import. This also applies to shoes of the same types, of sizes 0-9 inclusive, classified under item 195.

Consideration will be given to applications in respect of cigarettes and cigarette tobacco to be imported from British sources if definite evidence of availability is produced. Applicants will also be required to show that cigarettes and tobacco to the extent of the licences already held by them have been imported or have good prospects of arriving in the near future.

Applications must show the quantity as well as the value of the goods it is desired to import.

Regarding fish, potted and preserved, n.e.i., an additional allocation has been provided to the extent of 50 per cent of the value of the applicant's imports of similar goods from all sources in 1938. (This brings allocation of import licences in respect of fish, potted and preserved, up to 100 per cent of the value of the applicant's imports of similar goods from all sources in 1938.)

An additional allocation for matches and vestas from any source has been provided to the extent of 100 per cent of value of the applicant's import of similar goods from all sources in 1938. Licences will be granted on that basis to regular importers provided that the applicant has a source of supply available. (This brings allocation of import licences in respect of matches and vestas up to 300 per cent of the value of the applicant's imports of similar goods from all sources in 1938.)

Consideration will be given to applications for licences to import sanitary towels provided that definite evidence of availability is produced.

Duty on Tobacco Increased by Britain

London, April 17, 1947.—(FTS)—The United Kingdom budget, introduced on April 15, increases the full rate of import duty on unmanufactured tobacco from 35s. 6d. per pound to 54s. 10d., with a corresponding increase in the preferential rate for Empire-grown tobacco from 33s. 11½d. per pound to 53s. 3½d. The foregoing rates are the basic rates, that is, duties applicable to unmanufactured unstripped tobacco containing 10 per cent or more by weight of moisture. Rates on other unmanufactured and on manufactured tobaccos have been increased in proportion. The new rates became effective April 16.

The excise duty on home-produced artificial silk has been removed and it is proposed to make corresponding adjustments in customs duties on

imported artificial silk goods with effect from May 1, the preferential rates (accorded to Empire products) remaining at five-sixths of the full rate. Under the new proposals, the full rate will be 32 per cent (formerly 43½ per cent) on "other articles made wholly of artificial silk, or where the value of the artificial silk component exceeds 20 per cent of the aggregate of the values of all components of the article, but containing no silk components".

Effective from April 15, a rebate of the whole amount of the import duty on heavy fuel oil and gas oil is provided, removing the 1d. per gallon import duty to which they have been subject.

Reserved Commodity List of IEFEC Revised

Washington, April 14, 1947.—(F.T.S.)—When the International Emergency Food Council was established, seventeen committees were created to submit recommendations regarding the procurement, international distribution and short-term adjustments in the production of the commodities concerned. This number has been reduced to eleven. The Reserved Commodity List, which comprises items under allocation by the IEFEC, has been under constant surveillance. As the supply position improved, items have been deleted. The revised list now includes the following food and agricultural materials:

Animal Feeding Stuffs—Oil cakes and meals (all types), mixed feed.

Cereals (including Rice)—Wheat and wheat flour, barley, oats, rye, corn and grain sorghums, rice, whole and broken, and all edible rice products, including rice starch and flour.

Cocoa—Cocoa beans, cocoa butter, unsweetened chocolate couverture.

Fats and Oils—All fats and oils (edible and non-edible, including shortening and margarine but excluding tung oil), all oil-bearing seeds, soap.

Fertilizers—Nitrogenous, phosphatic (including rock) and potassic.

Fish—Salted cod, haddock, hake, cusk, pollock, saithe and ling from the 1946 production.

Meat—Fresh, frozen, pickled, salted, smoked, canned and dehydrated meat (excluding fresh and frozen poultry, rabbits and venison).

Pulses—Dry peas and beans (excluding garbanzos or chickpeas).

Seeds—Red clover, white clover, alsike clover, crimson clover, spring vetch and perennial ryegrass.

Soap.

Sugar—Sugar (raw and refined), molasses.

The tonnages of tung oil imported by claimant countries will be considered in revisions of total recommended tonnages of fats and oils for each claimant. Therefore, all governments concerned are requested to furnish the Council with appropriate information on the production and movement of tung oil.

Effective July 1, 1947, fertilizers is to read simply "nitrogenous fertilizers".

Supplies of phosphate rock within the purview of the IEFEC are those concerning which the Council has put forward a recommended distribution for the period July 1, 1946, through June 30, 1947. The distribution of any further supplies becoming available after January 1, 1947, will not be recommended by the Council but should be reported to its Committee on Fertilizers.

Effective July 1, 1947, fish is to be deleted in its entirety.

For information concerning the operation of IEFC and other international agencies influencing the distribution of Canadian food, the reader is referred to an article on this subject by H. A. Gilbert, Chief, Foods Section, Export Division, Foreign Trade Service, in the November 30, 1946, issue of the *Commercial Intelligence Journal*, now *Foreign Trade*.

Colombia Will Permit Imports Of Wheat Up To 70,000 Tons

Action necessary due to successive declines in wheat crops and increasing consumption—Domestic crop allocated to producing and non-producing areas—Local flour mills must contract to purchase their quota of domestic wheat before import licences for foreign wheat are approved.

By M. T. Stewart, Canadian Trade Commissioner

BOGOTÁ, April 2, 1947.—Due to successive declines in the nation's wheat crop in the face of increasing consumption, conservatively estimated at 140,000 tons annually, the Colombian Government has recently passed a decree authorizing importation of up to 70,000 tons per year. In the areas of little or no production, flour mills may import two-thirds of their requirements direct from foreign sources and are required to take the remaining third from quotas of the domestic crop as directed by the Ministry of National Economy. Mills in the producing area will be authorized to import wheat in smaller percentages, depending on the local crop. Generally speaking, the producing areas are the high plateaus of the interior, while the non-producing areas are the tropical regions of the Atlantic and Pacific coasts and the Magdalena River valley.

Domestic Quota Must be Purchased Before Imports Approved

The local flour mills must produce evidence that they have contracted to purchase their allotted quota of domestic wheat before applications for import licences for foreign wheat will be approved by the Ministry of National Economy and the Foreign Exchange Control Board. When these import licences are granted, the foreign exchange necessary for payment is thereby guaranteed. The Ministry of National Economy, according to these regulations, is also empowered to fix the minimum price of domestic wheat and the maximum prices of all flours milled from domestic and imported wheat, based on raw material and production costs in the various parts of the country.

While government officials are not optimistic about securing their minimum requirements of imported wheat in the present crop year, they hope to fill this backlog in the next crop year when imports are expected to be close to the 70,000-ton quantity.



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</i> <i>A Ship</i> <i>A Ship</i>	Elder Dempster Elder Dempster Elder Dempster
Lourenço Marques..	May 22-31		
Lourenço Marques..	June 5-15		
Lourenço Marques. }	May 11-21	<i>Cargill</i> <i>Chandler</i>	Elder Dempster Elder Dempster
Beira.....	June 15-25		
Africa-South—			
Cape Town.....	May 1-10	<i>Saint Bernard</i> <i>Cargill</i> <i>A Ship</i> <i>A Ship</i> <i>Chandler</i>	Elder Dempster Elder Dempster Elder Dempster Elder Dempster Elder Dempster
Port Elizabeth.....	May 11-21		
East London.....	May 22-31		
Durban.....	June 5-15		
	June 15-25		
Argentina—			
Buenos Aires.....	May 5-10	<i>Bjarne a Lia</i> <i>Royal Prince</i>	Montreal Shipping Furness Withy
Buenos Aires.....	June 6-10		
Australia—			
Brisbane.....	Apr. 29-May 5	<i>City of Dieppe</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Brisbane.....	May 12-19	<i>Mahia</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Belgium—			
Antwerp.....	April 25-30	<i>Twickenham</i> <i>Marchdale</i> <i>Prins Alexander</i> <i>Brant County</i> <i>Hedel</i> <i>Beckenham</i> <i>Harold Torsvik</i> <i>Mont Rolland</i>	Cunard Donaldson March Shipping Shipping Limited Canada Steamships Shipping Limited Shipping Limited Cunard Donaldson Canada Steamships Montreal Shipping
Antwerp.....	May 1-8		
Antwerp.....	May 5		
Antwerp.....	May 10-18		
Antwerp.....	May 12		
Antwerp.....	Late May		
Antwerp.....	May 24-31		
Antwerp.....	May 26-June 2		
Brazil—			
Rio de Janeiro.....	June 6-10	<i>Royal Prince</i>	Furness Withy
Santos.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Ceylon—			
Colombo.....	May 1-5	<i>A Ship</i>	McLean Kennedy
Colombo.....	May 10-15	<i>Seaside</i>	March Shipping
Colombo.....	May 18-23	<i>Forest</i>	McLean Kennedy
China—			
Shanghai.....	April 27-30	<i>City of Chester</i>	McLean Kennedy
Shanghai.....	May 30-June 2	<i>City of Khartoum</i>	McLean Kennedy
Shanghai.....	May 5-15	<i>Seaside</i>	March Shipping
Taku.Bar.....			
Cuba—			
Havana.....	May 9-10	<i>Reylon Kent</i>	McLean Kennedy
Eire—			
Dublin.....	Apr. 27-May 1	<i>Fanad Head</i>	McLean Kennedy
Dublin.....	May 7-11	<i>Lord O'Neill</i>	McLean Kennedy
Dublin.....	May 6	<i>Irish Spruce</i>	Shipping Limited
Cork.....			
France—			
Le Havre.....	May 1-8	<i>Marchdale</i>	March Shipping
Le Havre.....	May 10-18	<i>Brant County</i>	Canada Steamships
Le Havre.....	May 24-31	<i>Harold Torsvik</i>	Canada Steamships
Germany—			
Hamburg.....	May 1-8	<i>Marchdale</i>	March Shipping
Greece—			
Piraeus.....	May 10-20	<i>Marchport</i>	March Shipping
Hong Kong.....			
}	April 27-30	<i>City of Chester</i>	McLean Kennedy
	May 5-15	<i>Seaside</i>	March Shipping
	May 30-June 2	<i>City of Khartoum</i>	McLean Kennedy
India—			
Karachi.....	May 1-5	<i>A Ship</i>	McLean Kennedy
Madras.....			
Bombay.....			
Calcutta.....	May 18-23	<i>Forest</i>	McLean Kennedy
Iraq—			
Basra.....	May 5-15	<i>Seaside</i>	March Shipping
Italy—			
Genoa.....	Apr. 25-May 5	<i>Mont Alta</i>	Montreal Shipping
Genoa.....	May 10-20	<i>Marchport</i>	March Shipping
Mediterranean—			
Central and	Apr. 25-May 5	<i>Mont Alta</i>	Montreal Shipping
Western Area.....			
May 10-20	<i>Marchport</i>	March Shipping	
Mexico—			
Vera Cruz.....	May 10-13	<i>Empire Gangway</i>	McLean Kennedy
Netherlands—			
Rotterdam.....	May 1-8	<i>Marchdale</i>	March Shipping
Rotterdam.....	May 5	<i>Prins Alexander</i>	Shipping Limited
Rotterdam.....	May 10-18	<i>Brant County</i>	Canada Steamships
Rotterdam.....	May 12	<i>Hedel</i>	Shipping Limited
Rotterdam.....	May 24-31	<i>Harold Torsvik</i>	Canada Steamships
Rotterdam.....	May 26-June 2	<i>Mont Rolland</i>	Montreal Shipping
Rotterdam.....	April 25-30	<i>Twickenham</i>	Cunard Donaldson
Amsterdam.....			
Late May	<i>Beckenham</i>	Cunard Donaldson	
Newfoundland—			
St. John's.....	April 30	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	May 13	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	May 31	<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.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Northern Ireland— Belfast.....	May 1-4	<i>Torr Head</i>	McLean Kennedy
Philippines— Manila..... Manila..... Manila.....	April 27-30 May 5-15 May 30-June 2	<i>City of Chester</i> <i>Seaside</i> <i>City of Khartoum</i>	McLean Kennedy March Shipping McLean Kennedy
Poland— Gdansk..... Gdansk.....	May 15-23 May 26-June 2	<i>Bayside</i> <i>Mont Rolland</i>	Montreal Shipping Montreal Shipping
Portugal— Lisbon.....	May 5-15	<i>Meridan</i>	Montreal Shipping
Scandinavia— Baltic Ports..... Baltic Ports.....	Apr. 25-May 6 May 13-21	<i>Braeholm</i> <i>Svanholm</i>	Swedish American Line Swedish American Line
Singapore.....	May 5-15	<i>Seaside</i>	March Shipping
Trieste.....	May 10-20	<i>Marchport</i>	March Shipping
United Kingdom— Avonmouth..... Avonmouth..... Bristol..... Cardiff..... Glasgow..... Hull..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... London..... London..... London..... London..... London..... London..... Manchester..... Newcastle..... Swansea.....	April 26-30 May 4-9 April 26-30 April 26-30 May 7-13 May 8-12 April 24-30 Apr. 27-May 1 May 1-5 May 7-11 May 8-15 May 10-18 May 24 June 12 June 14 April 21-27 April 24-29 May 23 June 2 June 7 May 1-5 Apr. 30-May 3 May 5-9 April 26-30	<i>Boston City</i> <i>Dorelian</i> <i>Boston City</i> <i>Boston City</i> <i>Salacia</i> <i>Consuelo</i> <i>Asia</i> <i>Fanad Head</i> <i>Cavina</i> <i>Lord O' Neill</i> <i>Fort Spokane</i> <i>Beaverford</i> <i>Beaverburn</i> <i>Beaverburn</i> <i>Empress of Canada</i> <i>Sibley Park</i> <i>Beaverlake</i> <i>Beaverdell</i> <i>Beaverglen</i> <i>Beaverlake</i> <i>Corrales</i> <i>Manchester Progress</i> <i>Cairnavon</i> <i>Boston City</i>	Furness Withy Cunard Donaldson Furness Withy Furness Withy Cunard Donaldson McLean Kennedy Cunard Donaldson McLean Kennedy Cunard Donaldson Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific Cunard Donaldson Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific Furness Withy Furness Withy Furness Withy Montreal Shipping Furness Withy Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships Alcoa Steamships Canadian National Canadian National Canadian National
Uruguay— Montevideo..... Montevideo.....	May 5-10 June 6-10	<i>Bjarne a Lia</i> <i>Royal Prince</i>	Montreal Shipping Furness Withy
West Indies— Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Bahamas..... Bahamas.....	Apr. 23-May 3 April 26-30 May 4-13 May 7-12 May 14-23 May 24-June 2 May 27-31 June 3-12 June 13-22 June 18-23 May 10 May 27	<i>Alcoa Pilgrim</i> <i>Canadian Constructor</i> <i>Alcoa Pioneer</i> <i>Canadian Challenger</i> <i>Alcoa Pointer</i> <i>Alcoa Partner</i> <i>Canadian Cruiser</i> <i>A Ship</i> <i>A Ship</i> <i>Canadian Constructor</i> <i>Canadian Conqueror</i> <i>Canadian Leader</i>	Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships Canadian National Canadian National Canadian National

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
West Indies (Con.)—			
Bahamas.....	June 4	<i>Canadian Observer</i>	Canadian National
Bahamas.....	June 7-12	<i>Chomecy</i>	Canadian National
Barbados.....	Apr. 23-May 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	April 26-30	<i>Canadian Constructor</i>	Canadian National
Barbados.....	May 4-13	<i>Alcoa Pioneer</i>	Alcoa Steamships
Barbados.....	May 7-12	<i>Canadian Challenger</i>	Canadian National
Barbados.....	May 14-23	<i>Alcoa Pointer</i>	Alcoa Steamships
Barbados.....	May 24-June 2	<i>Alcoa Partner</i>	Alcoa Steamships
Barbados.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
Barbados.....	June 3-12	<i>A Ship</i>	Alcoa Steamships
Barbados.....	June 7-12	<i>Chomecy</i>	Canadian National
Barbados.....	June 13-22	<i>A Ship</i>	Alcoa Steamships
Barbados.....	June 18-23	<i>Canadian Constructor</i>	Canadian National
Bermuda.....	Apr. 23-May 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	April 26-30	<i>Canadian Constructor</i>	Canadian National
Bermuda.....	May 4-13	<i>Alcoa Pioneer</i>	Alcoa Steamships
Bermuda.....	May 7-12	<i>Canadian Challenger</i>	Canadian National
Bermuda.....	May 14-23	<i>Alcoa Pointer</i>	Alcoa Steamships
Bermuda.....	May 24-June 2	<i>Alcoa Partner</i>	Alcoa Steamships
Bermuda.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	June 3-12	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	June 13-22	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	June 18-23	<i>Canadian Constructor</i>	Canadian National
British Guiana.....	Apr. 23-May 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
British Guiana.....	April 26-30	<i>Canadian Constructor</i>	Canadian National
British Guiana.....	May 4-13	<i>Alcoa Pioneer</i>	Alcoa Steamships
British Guiana.....	May 7-12	<i>Canadian Challenger</i>	Canadian National
British Guiana.....	May 14-23	<i>Alcoa Pointer</i>	Alcoa Steamships
British Guiana.....	May 24-June 2	<i>Alcoa Partner</i>	Alcoa Steamships
British Guiana.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
British Guiana.....	June 3-12	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	June 7-12	<i>Chomecy</i>	Canadian National
British Guiana.....	June 13-22	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	June 18-23	<i>Canadian Constructor</i>	Canadian National
Dominica.....	Apr. 26-30	<i>Canadian Constructor</i>	Canadian National
Dominica.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
Dominica.....	June 18-23	<i>Canadian Constructor</i>	Canadian National
Grenada.....	Apr. 23-May 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	April 26-30	<i>Canadian Constructor</i>	Canadian National
Grenada.....	May 4-13	<i>Alcoa Pioneer</i>	Alcoa Steamships
Grenada.....	May 7-12	<i>Canadian Challenger</i>	Canadian National
Grenada.....	May 14-23	<i>Alcoa Pointer</i>	Alcoa Steamships
Grenada.....	May 24-June 2	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
Grenada.....	June 3-12	<i>A Ship</i>	Alcoa Steamships
Grenada.....	June 13-22	<i>A Ship</i>	Alcoa Steamships
Grenada.....	June 18-23	<i>Canadian Constructor</i>	Canadian National
Guadeloupe.....	May 7-12	<i>Canadian Challenger</i>	Canadian National
Guadeloupe.....	June 7-12	<i>Chomecy</i>	Canadian National
Jamaica.....	May 10	<i>Canadian Conqueror</i>	Canadian National
Jamaica.....	May 27	<i>Canadian Leader</i>	Canadian National
Jamaica.....	June 4	<i>Canadian Observer</i>	Canadian National
Jamaica.....	June 7-12	<i>Chomecy</i>	Canadian National
Martinique.....	May 7-12	<i>Canadian Challenger</i>	Canadian National
Martinique.....	June 7-12	<i>Chomecy</i>	Canadian National
Montserrat.....	April 26-30	<i>Canadian Constructor</i>	Canadian National
Montserrat.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
Montserrat.....	June 18-23	<i>Canadian Constructor</i>	Canadian National
St. Kitts.....	Apr. 23-May 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	April 26-30	<i>Canadian Constructor</i>	Canadian National
St. Kitts.....	May 4-13	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Kitts.....	May 7-12	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	May 14-23	<i>Alcoa Pointer</i>	Alcoa Steamships
St. Kitts.....	May 24-June 2	<i>Alcoa Partner</i>	Alcoa Steamships
St. Kitts.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
St. Kitts.....	June 3-12	<i>A Ship</i>	Alcoa Steamships

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
St. Kitts.....	June 13-22	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	June 18-23	<i>Canadian Constructor</i>	Canadian National
St. Lucia.....	Apr. 23-May 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	April 26-30	<i>Canadian Constructor</i>	Canadian National
St. Lucia.....	May 4-13	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Lucia.....	May 14-23	<i>Alcoa Pointer</i>	Alcoa Steamships
St. Lucia.....	May 24-June 2	<i>Alcoa Partner</i>	Alcoa Steamships
St. Lucia.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	June 3-12	<i>A Ship</i>	Alcoa Steamships
St. Lucia.....	June 13-22	<i>A Ship</i>	Alcoa Steamships
St. Lucia.....	June 18-23	<i>Canadian Constructor</i>	Canadian National
St. Vincent.....	Apr. 23-May 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	April 26-30	<i>Canadian Constructor</i>	Canadian National
St. Vincent.....	May 4-13	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Vincent.....	May 7-12	<i>Canadian Challenger</i>	Canadian National
St. Vincent.....	May 14-23	<i>Alcoa Pointer</i>	Alcoa Steamships
St. Vincent.....	May 24-June 2	<i>Alcoa Partner</i>	Alcoa Steamships
St. Vincent.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
St. Vincent.....	June 3-12	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	June 13-22	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	June 18-23	<i>Canadian Constructor</i>	Canadian National
Trinidad.....	Apr. 23-May 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	April 26-30	<i>Canadian Constructor</i>	Canadian National
Trinidad.....	May 4-13	<i>Alcoa Pioneer</i>	Alcoa Steamships
Trinidad.....	May 7-12	<i>Canadian Challenger</i>	Canadian National
Trinidad.....	May 14-23	<i>Alcoa Pointer</i>	Alcoa Steamships
Trinidad.....	May 24-June 2	<i>Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	May 27-31	<i>Canadian Cruiser</i>	Canadian National
Trinidad.....	June 3-12	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	June 7-12	<i>Chomedy</i>	Canadian National
Trinidad.....	June 13-22	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	June 18-23	<i>Canadian Constructor</i>	Canadian National

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland—			
St. John's.....	May 6-9	<i>Fort Amherst</i>	Furness Withy
United Kingdom—			
Southampton.....	May 6-	<i>Aquitania</i>	Cunard White Star
West Indies—			
Antigua.....	May 2	<i>Canadian Constructor</i>	Canadian National
Antigua.....	May 14	<i>Canadian Challenger</i>	Canadian National
Antigua.....	May 15-16	<i>Alcoa Pioneer</i>	Alcoa Steamships
Antigua.....	June 2	<i>Canadian Cruiser</i>	Canadian National
Antigua.....	June 4-5	<i>Alcoa Partner</i>	Alcoa Steamships
Antigua.....	June 24-25	<i>A Ship</i>	Alcoa Steamships
Antigua.....	June 25	<i>Canadian Constructor</i>	Canadian National
Bahamas.....	May 15	<i>Canadian Conqueror</i>	Canadian National
Bahamas.....	June 1	<i>Canadian Leader</i>	Canadian National
Bahamas.....	June 9	<i>Canadian Observer</i>	Canadian National
Bahamas.....	June 17	<i>Chomedy</i>	Canadian National
Barbados.....	May 2	<i>Canadian Constructor</i>	Canadian National
Barbados.....	May 14	<i>Canadian Challenger</i>	Canadian National
Barbados.....	May 15-16	<i>Alcoa Pioneer</i>	Alcoa Steamships
Barbados.....	June 2	<i>Canadian Cruiser</i>	Canadian National
Barbados.....	June 4-5	<i>Alcoa Partner</i>	Alcoa Steamships
Barbados.....	June 15	<i>Chomedy</i>	Canadian National
Barbados.....	June 24-25	<i>A Ship</i>	Alcoa Steamships
Barbados.....	June 25	<i>Canadian Constructor</i>	Canadian National
Bermuda.....	April 25-28	<i>Fort Townshend</i>	Furness Withy

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Bermuda	May 2	<i>Canadian Constructor</i>	Canadian National
Bermuda	May 14	<i>Canadian Challenger</i>	Canadian National
Bermuda	May 15-16	<i>Alcoa Pioneer</i>	Alcoa Steamships
Bermuda	June 2	<i>Canadian Cruiser</i>	Canadian National
Bermuda	June 4-5	<i>Alcoa Partner</i>	Alcoa Steamships
Bermuda	June 24-25	<i>A Ship</i>	Alcoa Steamships
Bermuda	June 25	<i>Canadian Constructor</i>	Canadian National
British Guiana	May 2	<i>Canadian Cruiser</i>	Canadian National
British Guiana	May 14	<i>Canadian Challenger</i>	Canadian National
British Guiana	May 15-16	<i>Alcoa Pioneer</i>	Alcoa Steamships
British Guiana	June 2	<i>Canadian Cruiser</i>	Canadian National
British Guiana	June 4-5	<i>Alcoa Partner</i>	Alcoa Steamships
British Guiana	June 17	<i>Chomedy</i>	Canadian National
British Guiana	June 24-25	<i>A Ship</i>	Alcoa Steamships
British Guiana	June 25	<i>Canadian Constructor</i>	Canadian National
Dominica	May 2	<i>Canadian Constructor</i>	Canadian National
Dominica	June 2	<i>Canadian Cruiser</i>	Canadian National
Dominica	June 25	<i>Canadian Constructor</i>	Canadian National
Grenada	May 2	<i>Canadian Constructor</i>	Canadian National
Grenada	May 14	<i>Canadian Challenger</i>	Canadian National
Grenada	May 15-16	<i>Alcoa Pioneer</i>	Alcoa Steamships
Grenada	June 2	<i>Canadian Cruiser</i>	Canadian National
Grenada	June 4-5	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada	June 24-25	<i>A Ship</i>	Alcoa Steamships
Grenada	June 25	<i>Canadian Constructor</i>	Canadian National
Guadeloupe	May 14	<i>Canadian Challenger</i>	Canadian National
Guadeloupe	June 17	<i>Chomedy</i>	Canadian National
Jamaica	May 11	<i>Canadian Highlander</i>	Canadian National
Jamaica	May 15	<i>Canadian Conqueror</i>	Canadian National
Jamaica	May 16-19	<i>Oakmount Park</i>	Pickford and Black
Jamaica	June 1	<i>Canadian Leader</i>	Canadian National
Jamaica	June 3-6	<i>Dufferin Bell</i>	Pickford and Black
Jamaica	June 9	<i>Canadian Observer</i>	Canadian National
Jamaica	June 17	<i>Chomedy</i>	Canadian National
Jamaica	June 30-July 3	<i>Oakmount Park</i>	Pickford and Black
Martinique	May 14	<i>Canadian Challenger</i>	Canadian National
Martinique	June 17	<i>Chomedy</i>	Canadian National
Montserrat	May 2	<i>Canadian Constructor</i>	Canadian National
Montserrat	June 2	<i>Canadian Cruiser</i>	Canadian National
Montserrat	June 25	<i>Canadian Constructor</i>	Canadian National
St. Kitts	May 2	<i>Canadian Constructor</i>	Canadian National
St. Kitts	May 14	<i>Canadian Challenger</i>	Canadian National
St. Kitts	May 15-16	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Kitts	June 2	<i>Canadian Cruiser</i>	Canadian National
St. Kitts	June 4-5	<i>Alcoa Partner</i>	Alcoa Steamships
St. Kitts	June 24-25	<i>A Ship</i>	Alcoa Steamships
St. Kitts	June 25	<i>Canadian Constructor</i>	Canadian National
St. Lucia	May 2	<i>Canadian Constructor</i>	Canadian National
St. Lucia	May 15-16	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Lucia	June 2	<i>Canadian Cruiser</i>	Canadian National
St. Lucia	June 4-5	<i>Alcoa Partner</i>	Alcoa Steamships
St. Lucia	June 24-25	<i>A Ship</i>	Alcoa Steamships
St. Lucia	June 25	<i>Canadian Constructor</i>	Canadian National
St. Vincent	May 2	<i>Canadian Constructor</i>	Canadian National
St. Vincent	May 14	<i>Canadian Challenger</i>	Canadian National
St. Vincent	May 15-16	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Vincent	June 2	<i>Canadian Cruiser</i>	Canadian National
St. Vincent	June 4-5	<i>Alcoa Partner</i>	Alcoa Steamships
St. Vincent	June 24-25	<i>A Ship</i>	Alcoa Steamships
St. Vincent	June 25	<i>Canadian Constructor</i>	Canadian National
Trinidad	May 2	<i>Canadian Constructor</i>	Canadian National
Trinidad	May 14	<i>Canadian Challenger</i>	Canadian National
Trinidad	May 15-16	<i>Alcoa Pioneer</i>	Alcoa Steamships

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Trinidad.....	June 2	<i>Canadian Cruiser</i>	Canadian National
Trinidad.....	June 4-5	<i>Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	June 17	<i>Chomedy</i>	Canadian National
Trinidad.....	June 24-25	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	June 25	<i>Canadian Constructor</i>	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Belgium—			
Antwerp.....	April 22-29	<i>Marchdale</i>	March Shipping
China—			
Shanghai.....	Apr. 27-May 8	<i>Lakeside</i>	March Shipping
France—			
Marseilles.....	April 17-27	<i>Mont Sorrel</i>	Montreal Shipping
Germany—			
Hamburg.....	April 22-29	<i>Marchcape</i>	March Shipping
Hong Kong	Apr. 27-May 8	<i>Lakeside</i>	March Shipping
India—			
Bombay.....	Apr. 27-May 8	<i>Lakeside</i>	March Shipping
Iraq—			
Basra.....	Apr. 27-May 8	<i>Lakeside</i>	March Shipping
Italy—			
Genoa.....	April 17-27	<i>Mont Sorrel</i>	Montreal Shipping
Genoa.....	April 20-30	<i>Mont Clair</i>	Montreal Shipping
Mediterranean—			
Central and } Western Areas... }	April 17-27 April 20-30	<i>Mont Sorrel</i> <i>Mont Clair</i>	Montreal Shipping Montreal Shipping
Netherlands—			
Rotterdam.....	April 22-29	<i>Marchcape</i>	March Shipping
Norway—			
Oslo.....	May 10-15	<i>Drammensfjord</i>	March Shipping
Kristiansand.....			
Stavanger.....			
Bergen.....			
Trondheim.....			
Poland—			
Gdansk.....	April 22-29	<i>Marchcape</i>	March Shipping
Singapore	Apr. 27-May 8	<i>Lakeside</i>	March Shipping
Venezuela—			
La Guaira.....	Apr. 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.....	Apr. 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.....	Apr. 24—May 11	<i>Lake Chilco</i>	North Pacific Shipping
Africa-South— Cape Town..... East London..... Durban.....			
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.....			
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..... Shanghai..... Shanghai..... Shanghai..... Shanghai..... Shanghai.....			
Shanghai..... Shanghai..... Shanghai..... Shanghai..... Shanghai..... Shanghai.....	April 14—29 April 21—24 May 2—12 May 9—10 May 23—24 June 6—7 June 20—21	<i>Lake Shawinigan</i> <i>Hiram S. Maxim</i> <i>Lake Cowichan</i> <i>Jonathan Harrington</i> <i>Thomas F. Hunt</i> <i>Island Mail</i> <i>China Mail</i>	Canada Shipping American Mail Line Empire Shipping American Mail Line American Mail Line American Mail Line 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.....			
May 20—21	<i>Coastal Adventurer</i>	C. Gardner Johnson	
Cuba— Manzanillo.....	May 20—21	<i>Coastal Adventurer</i>	C. Gardner Johnson
Ecuador— Guayaquil.....	Late April	<i>Don Aurelio</i>	Empire Shipping
France— North Coast.....	April 28	<i>Awray</i>	Empire Shipping
Guatemala— San Jose..... San Jose.....	Late April May 20—21	<i>Don Aurelio</i> <i>Coastal Adventurer</i>	Empire Shipping C. Gardner Johnson
Honduras— Amapala.....	May 20—21	<i>Coastal Adventurer</i>	C. Gardner Johnson
Hong Kong.....	May 9—10	<i>Jonathan Harrington</i> <i>Thomas F. Hunt</i> <i>Island Mail</i> <i>China Mail</i>	American Mail Line
	May 23—24		American Mail Line
	June 6—7		American Mail Line
	June 20—21		American Mail Line

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Japan—			
Keelung.....	April 14-29	<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.....	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.....	May 20-21	<i>Coastal Adventurer</i>	C. Gardner Johnson
Philippines—			
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
South Sea Islands—			
Papeete.....	} Late May	<i>Waitemata</i>	Canadian Australasian
Rarotonga.....			
United Kingdom—			
Liverpool.....	May	<i>Pacific Enterprise</i>	Furness Pacific
Liverpool.....	May	<i>Pacific Exporter</i>	Furness Pacific
London.....	April 14-29	<i>Lake Manitou</i>	Empire Shipping
London.....	May	<i>Pacific Enterprise</i>	Furness Pacific
London.....	May	<i>Pacific Exporter</i>	Furness Pacific
Venezuela—			
La Guaira.....	} Early May	<i>Don Alberto</i>	Empire Shipping
Maracaibo.....			
Puerto Cabello.....			

Egypt Reduces Prices of Various Woods

Cairo, April 8, 1947.—(FTS)—The Ministry of Commerce and Industry announces that prices of various qualities of wood have been reduced in the proportion of one to three pounds per cubic metre.

Petroleum Refinery Equipment Arrives at Haifa

Cairo, April 3, 1947.—(FTS)—Equipment has arrived at Haifa for the extension of the Iraq Petroleum Company's refinery. The arrival of pipe seems to indicate that the second pipe-line will soon be installed between Iraq and Haifa.

Foreign Commercial Representatives in Canada

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

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

Foreign Commercial Representatives in Canada

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

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

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

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

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

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

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

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

Union of South Africa—J. H. Brand, Commercial Attaché, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Steamship Service to Belgian Congo Starts

Steamship connections between New York, Matadi, in the Belgian Congo, and Lobito Bay, Portuguese West Africa, are being established by the Belgian Line, whose agents in New York are the Atlantic Overseas Corporation, 10 Pearl Street, 4. The S.S. *Capitaine Frankignoul* was scheduled to make the first sailing, calls being made at Philadelphia, Baltimore and Hampton Roads if sufficient cargo offers.

Foreign Trade Service

Head Office Directory

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

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

Trade Commissioner Service

Director, G. R. Heasman (2530)

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

Assistant Director, H. W. Cheney (3058)

Area Officers—

Asia, G. S. Hall (5249)

British Commonwealth, V. A. White (4404)

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

Latin America (5605)

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

Export Division

Director, W. F. Bull (6748)

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

Assistant Director, G. A. Newman (5983)

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

Commodity Officers—

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

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

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

Food allocations, K. L. Melvin (3172)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

General products, W. H. Grant (3209)

Miscellaneous products, P. G. Jones (4160)

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

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

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

*Token Shipments to U.K.—*A. E. Fortington (5670).

W. H. Black (5670)

Foreign Trade Service

Head Office Directory—Continued

Import Division

Director, Denis Harvey (5417)

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

Assistant Director, C. F. McGinnis (7163)

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

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

Trade Controls, W. G. Hopkins (6552)

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

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

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

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

Commercial Relations and Foreign Tariffs Division

Director, H. R. Kemp (5151)

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

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

L. E. Couillard (7594)

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

United States, G. C. Cowper (2250)

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

Europe, E. J. McMeekin (2250)

Latin America, H. V. Jarrett (5642)

Industrial Development Division

Director, G. D. Mallory (3819)

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

Trade Publicity Division

Director, B. C. Butler (2479)

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

Assistant Director, J. Fergus Grant (2186)

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

Foreign Trade Service

Associated Agencies Concerned With Development of Foreign Trade

Canadian Government Exhibition Commission

479 Bank Street, Ottawa

Director, Glen Bannerman (3558)

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

Assistant Director, F. P. Cosgrove (7818)

Wheat and Grain Division

Director, C. F. Wilson (5648)

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

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

Canadian Commercial Corporation

No. 2 Temporary Building, 70 Lyon Street, Ottawa

Managing Director, W. D. Low (3736)

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

Secretary, J. D. McCarthy (4955)

Comptroller, G. F. Wevill (5316)

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

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

Export Credits Insurance Corporation

17 O'Connor Street, Ottawa

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

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

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

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

Foreign Trade Service Abroad

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

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

Argentina

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

Territory includes Uruguay and Paraguay.

Australia

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

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

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

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

Belgian Congo

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

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

Belgium

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

Brazil

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

São Paulo—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edifício 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—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edifício Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

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

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

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

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

France

Paris—YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy, 3 rue Scribe. Territory includes Switzerland, Algeria, Morocco and Tunisia.

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—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.

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 14	Nominal Quotations April 21
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2440	.2435
Australia.....	Pound	....	3.2240	3.2240
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0544	.0544
Chile.....	Peso	Off.	.0517	.0517
		Export	.0322	.0322
Colombia.....	Peso	....	.5714	.5714
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2083	.2083
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1330	4.1330
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6306	3.6306
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0142	.0142
French Pacific Possessions.....	Franc	....	.0201	.0201
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2518	.2518
Iceland.....	Krona	....	.1541	.1541
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2059	.2059
Netherlands.....	Florin	....	.3769	.3769
Netherlands East Indies.....	Florin	....	.3769	.3769
Netherlands West Indies.....	Florin	....	.5302	.5302
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1538	.1538
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4701	.4701
Sweden.....	Krona	....	.2783	.2783
Switzerland.....	Franc	....	.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