

FOREIGN TRADE

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COVER SUBJECT—Canadian cattle for China being loaded aboard the *S.S. Lindenwood Victory* last month in Vancouver. The shipment consisted of 700 Holstein and Jersey heifers and bulls and Ayrshire bulls. Ninety Canadian hogs were also included in the consignment of livestock, the first made from this country to China. The purchase was effected through UNRRA at a cost of \$231,000, and the animals will be distributed on arrival to hospitals and agricultural institutions.

Photo by Claude Dettloff.

Canada Represented by Exhibit At British Industries Fair

Display, supplemented by an illustrated brochure, portrays this country as a customer, producer, world trader and as Britain's butcher, baker and grocer—Industrial opportunities are outlined.

CANADA will be represented by an official display at the British Industries Fair, which opens its doors in London and Birmingham next Monday, and continues until May 16. The present pattern differs from that of prewar days, in that the group effect has been introduced, thereby enabling British industry to present a more comprehensive picture of its position and possibilities.

Conditions, to which aerial bombardment contributed, do not permit of participation by individual firms from overseas. An opportunity was afforded Canada of conveying some conception of her position as a world trader to people of the United Kingdom and to visitors from other countries to the British Industries Fair. The Canadian Government Exhibition Commission designed a display that could be confined to the limited space available without destroying the impression that Canada is possessed of great resources.

The exhibit is supported by an attractive brochure for distribution at the British Industries Fair, and by Canadian Trade Commissioners in Great Britain to businessmen unable to examine the display at Olympia and Earls Court. The story of this country is set forth in five sections, which may be summarized as follows:

Canada Portrayed as a Customer

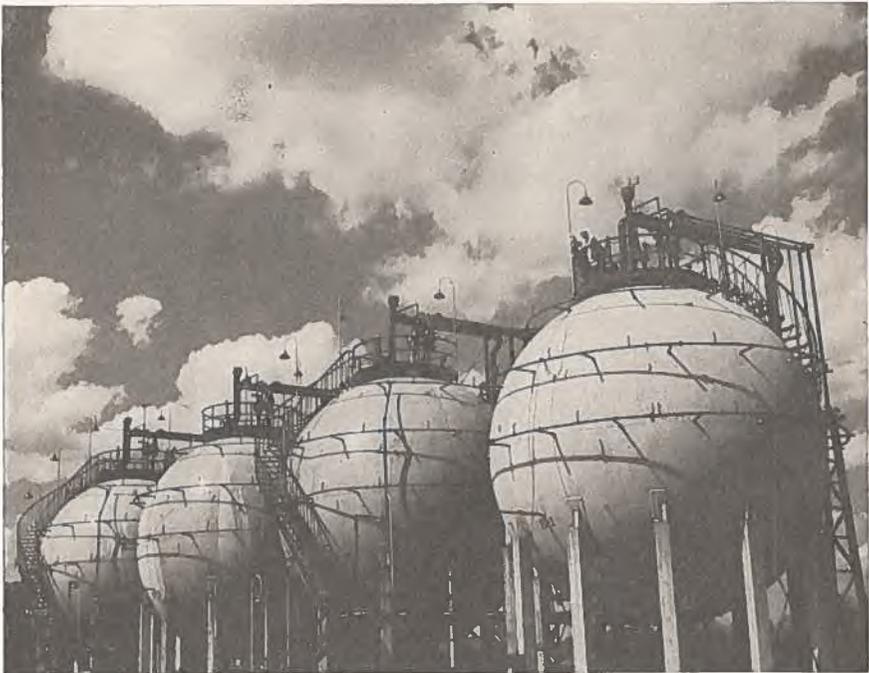
(a) Canada—The Customer: Canada wants British goods, and will provide a continuing market for merchandise that has long been held in high repute. Shipping, which has contributed so much to the commerce of Britain, will benefit from a two-way traffic across the Atlantic, and the quick turn-round that can be provided at either end. The population of Canada is small, compared with that of the United Kingdom, though it has increased from five to twelve million since the beginning of the present century. The net national income amounted in 1946 to £2,165 million, which is more than double the prewar figure. Canadians enjoy a high standard of life, and expenditure for goods and services amounted in that year to £1,529 million.

While Canada has been developed along broad lines, which brought her into third place among nations engaged in foreign trade, she can never attain a high degree of self-sufficiency. Like the United Kingdom, she must import a wide variety of raw materials, and is prepared to purchase any goods that will improve the present standard of living. Ten years ago, Canada imported from Great Britain goods valued at £23.4 million, of which the ten most important items were tin plate, anthracite coal, worsted tops, worsteds and serges, whisky, tea, woollen yarn, china tableware, cotton yarn and rum. The corresponding figure for 1946 was £33.2 million, in which allowances should be made for marked price changes.

Canada Portrayed as a Producer

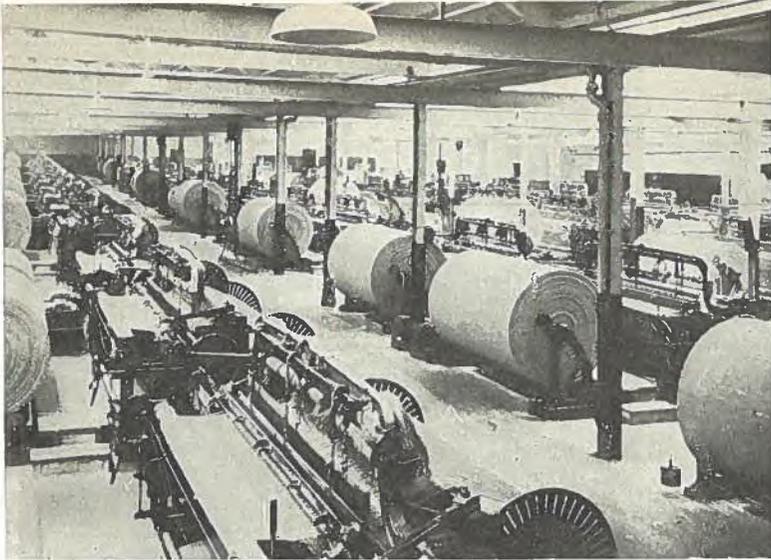
(b) Canada—The Producer: Agriculture is the principal occupation of Canadians, but the proportion so employed has declined from more than one-half to less than one-third during a period of forty years. The proportion in manufacturing increased by more than three per cent in this interval, and corresponding advances are recorded by supporting industries, such as construction, transportation, trade and finance. Farm production has been assisted by the application of science, mechanization and electrification, and increased by 88 per cent during the war, despite manpower shortages and difficulties in obtaining new equipment. Canada's farm families and 176,000 agricultural workers now share a cash income of £558,000,000 a year. This creates a large domestic demand for consumer goods.

Great progress has been made in industrial development, stemming from the natural resources of forest and fur, precious metals and minerals, water power and others yet undiscovered in the land mass of 3,462,103 square miles, one-third of which lie in the Northwest Territories. Raw materials from this vast area are converted into wood products of all kinds, newsprint and fine paper, refined metals and products, and many other processed goods. Others, such as bauxite, are imported in volume and converted with cheap electrical energy. The net result is the creation of an export structure that exhibits a balanced division between natural products and manufactured articles. Conversely, a broad range of consumer goods for retail sale and equipment for industry are purchased from other countries.



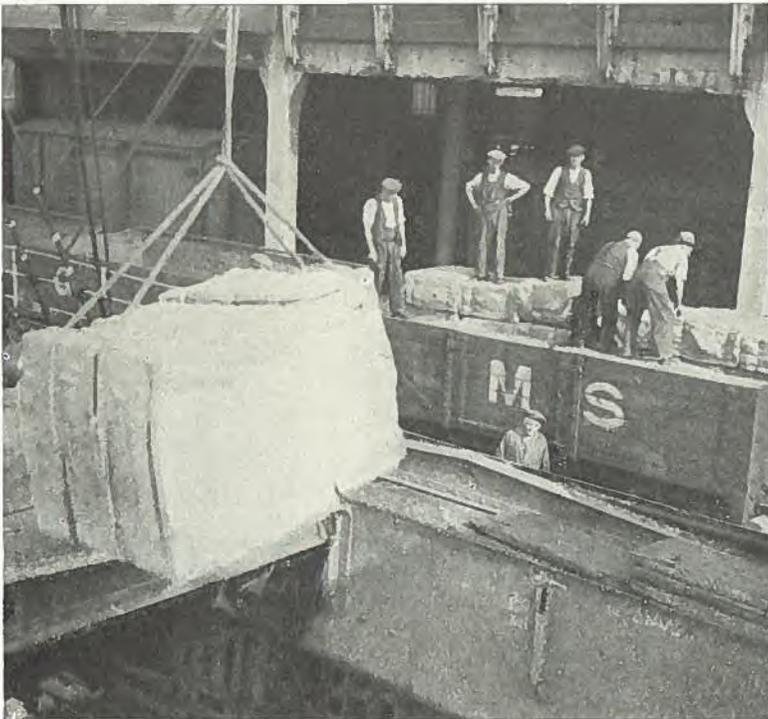
Polyspheres of the Polymer Corporation's synthetic rubber plant in Sarnia, where some 120,000,000 pounds of Buna-S and Butyl rubber are produced annually. An extensive "chemical area" is being developed in the vicinity, through the provision of petroleum by-products and salt beds.

National Film Board Photo



Interior of a Scottish plant, from which linoleum hessians are shipped in large quantities to Canada and other parts of the world.

Britain requires foodstuffs that can be furnished by Canada, raw materials for her great secondary industries, such as aluminium, copper, lead and platinum, timber to rebuild her homes and for the replacement of worn railway sleepers, pit props for her mines, plywood for aeroplane construction and the crates in which an ever-increasing volume of high



Woodpulp from Canada being discharged at the Bristol City Docks.

grade goods may be shipped all over the world, and newsprint on which to record contemporary history of such importance to all sections of the community. Canada can supply these and many other products, and is fully prepared to accept British goods in return. Healthy, two-way trade is a desirable objective.

Industrial Opportunities Outlined

(c) Canada—Industrial Opportunity: Plentiful supplies of water power, which are readily accessible, provide the basis of Canada's industrial progress since the beginning of this century, when the annual net value of her manufactures was only £43 million. This figure has risen to more than £945 million a year, while hydro-electric installations during the same period increased from 173,000 to 10,283,000 horsepower. The demand for munitions and other war materials stimulated the expansion of power facilities. These are now available for the manufacture of goods required to raise the standard of life in a world at peace.

Canada is encouraging the establishment of new industries or branch plants, thereby furnishing additional employment for Canadians, producing consumer goods already in short domestic supply and providing merchandise for export to other countries in exchange for goods required to maintain the present standard of living. Facilities are available for the assembly or manufacture under licence of many articles.

Canada Profits by Geographical Position

(d) Canada—World Trader: Canada is prepared to profit from her geographical position, when trade barriers are lowered and goods are again in plentiful supply. Commerce already flows through traditional channels. A flood of merchandise pours over Canada's southern boundary. Shipping services to Great Britain have been re-established, though the character and capacity of the available tonnage falls far short of that in operation before the war. A similar situation exists on the Pacific,



Two-way trade is portrayed by this scene at Newport Docks, Cardiff, showing galvanized sheets and tinplates awaiting shipment to Canada in containers made of Canadian wood.

for many of the fine vessels that carried the colours and reputation of Canada into Far Eastern ports were sunk or transferred for service under the British Ministry of War Transport.

Britain's Butcher, Baker and Grocer

(e) Canada—Butcher, Baker and Grocer: Great Britain has for many years been Canada's principal oversea consumer for a wide variety of staple and fancy foodstuffs; from wheat in bulk to prepared sweets. Agricultural production of essential items was substantially increased during the war to meet the needs of armed forces and a civilian population that was unable to secure supplies from many of its normal sources. Definite quantities of staple items, such as bacon and cheese, are set aside for shipment to the United Kingdom at production points. These "set asides" virtually removed canned salmon and eight of every eleven pounds of cheese from the Canadian domestic market and from the rationing system imposed during the war. A steady flow of foodstuffs eastward across the Atlantic was ensured.



Over a period of seventy-five years, Canada has established a standard of quality for her cheese of cheddar type, which has enjoyed a ready sale in Great Britain. The quality is being steadily improved, and it is proposed to identify by stencil markings this product of Canada. Shipments to the United Kingdom in 1946 amounted to 1,042,000 cwts.

National Film Board Photo

Although volume was of prime consideration during this period of conflict, standards were raised through the application of technical methods. Products were scientifically selected, tested, graded and packaged. These developments, with improved transportation facilities and controlled temperatures, now enable shippers to deliver in British ports produce of the highest possible quality. Advances achieved during wartime were continued into the first full year of peace. On the basis of imports, Canada supplied 86 per cent of Britain's foreign requirements of wheat and flour, 73 per cent of the bacon and ham obtained from abroad, 45 per cent of the eggs and 26 per cent of the cheese landed in British ports. The quality of Canadian bacon, cheese and eggs is being steadily improved.

The text of the brochure, of which the above is only a small part, is supplemented by an animated map of Canada, art work, tables, sketches and photographs. An invitation is also extended to the Canadian International Trade Fair, being held in Toronto in the summer of 1948.

Superior Steamship Services to Singapore Stimulating Trade

Foodstuffs being shipped in large volume from Canada—Boom conditions prevailing throughout Malaya—Income tax system being considered in colony—Serious labour shortages experienced—Assistance rendered to industry.

By Paul Sykes, Canadian Trade Commissioner

SINGAPORE, April 8, 1947.—Foodstuffs are again moving in considerable volume between Canada and Singapore, with the re-establishment of shipping services, which are superior to those available in prewar years. Rubber has been shipped to Atlantic Coast ports, together with tin and other commodities, mainly gums and sago flour. Shipments to Pacific Coast ports have been more sporadic and in smaller volume. Canadian exports to this colony have consisted, to a large extent, of canned fish, fruits and vegetables, motor vehicles and parts, flour, rolled oats, newsprint and fountain pens. Monthly values of such trade have shown substantial increases, having risen from S\$169,317 in August, 1946, to S\$586,373 in December.

Singapore appears to be in the throes of a rehabilitation boom. As conditions in the colony largely reflect those prevailing throughout Malaya, of which this is the principal port and commercial centre, the whole country can be said to be in more or less the same state. With the initial transition from war to peace, the return to duty of officials and business executives, the partial relinquishment of control by the services, the re-establishment of civil government and the restoration of public utility services, the country has now had considerable experience in readjusting its economy and in resuming production and trade on a normal, if in some cases a drastically revised, basis.

Tin Production Greatly Reduced

Malaya's industrial production is primarily concerned with rubber and tin. Secondary industries include canned pineapples, spices, seeds, oils, edible roots, coconut products and a variety of other tropical commodities. Tin production has suffered severely as a result of war damage to mining and refining equipment. The industry remains under government control as far as sales and prices are concerned, exports being allocated by the Combined Tin Committee in Washington. Production during 1946 has been estimated at 8,432 tons, while exports, mainly to the United States, Continental Europe, India, Canada and the United Kingdom, were 7,499 tons as compared with the 1941 figure of 61,645 tons. Demand is said to be variable, despite a world-wide shortage of supplies, while ex-control prices of £700 per ton compare with the controlled figure ex-smelters of £423. The industry is suffering from labour shortages and abnormally high wage levels which are so severe that, despite fair returns, many mines cannot operate economically. Loans made to the industry by the government, in an effort to assist rehabilitation, already amount to several million dollars.

Rubber Industry Suffered Little Damage

The rubber industry will probably show a much more rapid record of revival than any other major industrial undertaking in Malaya. Estates are said to have suffered little damage, while processing equipment, which is of a simple type, is capable of ready repair or conversion. It is as yet uncertain whether natural rubber will regain its former position in world trade. But, for the time being, demand cannot be satisfied, and it appears improbable that regulation of production and exports, as existed in pre-war years, will have to be instituted for some time to come. Exports of crude rubber increased from 25,196 long tons in January, 1947, to 41,087 long tons in February, and it is expected that this trend may continue as long as internal conditions in the industry permit. Canada is, of course, one of Malaya's principal markets for rubber, having ranked fourth among countries of destination during February, 1947, with 2,393 tons.

In so far as minor industries are concerned, development and exports have been sporadic. The output of pineapples and exports of the canned product, in which Canada is keenly interested, have been hampered by labour shortages and the lack of efficient canning equipment. These deficiencies will, no doubt, be corrected shortly, in view of the obvious benefits available from a revived export trade. The output of oils, seeds, spices and similar goods is likewise in course of revival and can be expected to show due progress along with the restoration of law and order and the appreciation that overseas markets are generally available.

Government Assistance to Industry

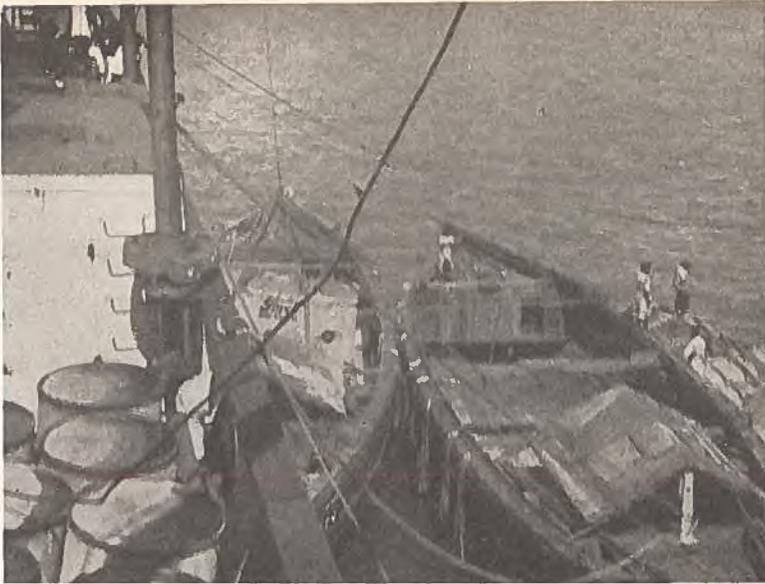
The government of the Malayan Union has recently issued a notification that it is prepared to co-operate in the revival of local industries through the issue of loans to approved firms for specified purposes. These loans will be made under the terms of the Industrial Rehabilitation (Finance) Ordinance 1947, which provides for the establishment of a supervisory board to receive applications and allot loans as desirable. The limit which has been set to the issue of such loans is S\$75,000,000.

Singapore's Trade Comparable to Prewar Values

A valuable indication of Singapore's recovery since the end of the war is found in figures of the colony's foreign trade for the calendar year 1946. Imports were valued at S\$766,000,000 and exports at S\$668,000,000, making a total of S\$1,434,000,000. This figure compares favourably with the 1937 and 1938 records of S\$1,603,600,000 and S\$1,140,900,000. This is particularly the case when it is considered that tin exports, which are usually second only to rubber in value, amounted to less than one-tenth of their prewar average. It is an interesting fact also that import and export trade during the last four months of the year made up no less than 71 per cent of the total.

Government Exercises Import and Exchange Controls

As in other sterling areas, Malaya exercises import and exchange controls over the purchase of goods from Canada and other hard currency countries and over the export of Canadian dollars for trade or other purposes. The administration of such regulations conforms closely to basic principles, but is subject to interpretation by officials of the Singapore and Malayan Union governments in the light of particular local conditions



Discharging Canadian cars into lighters at Singapore.

and requirements. Close contact is maintained with all such government offices, and it can be said without hesitation that, as far as dollars are available and Canadian goods of a reasonably essential type are obtainable, little difficulty in connection with import or exchange permits need be anticipated.

Propose to Establish System of Income Tax

Singapore and Malaya have not to date had a system of income tax. Singapore, in fact, has been a "free port" and has collected customs and excise taxes only on a few imports such as spirits and tobaccos. Government expenditure, however, has been increasing at a marked rate and is faced with further expansion. In order to meet such requirements, as well as to level out the incidence of tax burdens, it is now proposed to establish a system of income tax. No definite decision on the subject has yet been made public, but it seems probable that some such action may be expected fairly shortly. The necessary machinery and its operation will be involved and expensive, but the eventual results should be salutary and beneficial to the community as a whole.

Serious General Labour Shortage

Anomalous as it may seem, in an ex-enemy occupied area, there is a serious labour shortage throughout Malaya, with consequent repercussions in the form of strikes and similar troubles. The position will no doubt right itself in course of time, but for the moment operates as a very serious hindrance to the rate of industrial and trade revival which is generally desired. The situation may be eased through greater co-operation among employers, possibly through immigration, and to some degree also through the development of improved relationships with the trade unions.

There have been various black market tendencies, associated mainly with foodstuffs, motor vehicles, rents and other goods which have been in

short supply. The government has established ceiling prices in a few instances, in an effort to control the position, and is still carrying on a publicity campaign, designed to prevent excessive price increases in the cost of essentials. It appears that some degree of profiteering will persist until general conditions are much more stable than at present.

Shortage of Housing

Singapore is experiencing the same serious shortage of housing and office accommodation as has burdened other parts of the world. Rents are subject to control, but houses can generally be obtained only through paying high rentals for furniture or premiums for keys, while sale prices are several times their prewar levels. Landlords are banding together in an effort to have rent controls abolished or relaxed, but it appears improbable that any official move along such lines can be expected in the early future.

Trade With Other Markets

The extremely disturbed conditions in the Netherlands East Indies and Siam prevent any detailed reference to Canadian trade with these countries. Recent business with Java has included the supply of certain quantities of motor vehicles, aircraft, paper, chemicals and other goods, but the trade shows no sign of reverting to a normal basis for some time. In Siam, the lack of foreign exchange continues to act as an almost complete prohibition against imports of any Canadian products.

Regional Office of Foreign Trade Service Now Established in Western Canada

H. W. Brighton has arrived in Vancouver to assist businessmen of western provinces in developing trade with other countries.

CLOSER contact will be maintained between the Department of Trade and Commerce and businessmen in Western Canada through the establishment of an office of the Foreign Trade Service in Vancouver. H. W. Brighton, who has served abroad in Buenos Aires, Lima, Cape Town and Panama City as a trade commissioner, will be in charge of this regional office.

He will assist in the stimulation of interest in foreign trade through personal visits to firms in Western Canada, and furnish potential exporters with information concerning the sale of their products in other lands. Mr. Brighton will be enabled to provide visiting buyers with assistance, directing them to the appropriate sources of supply. He will investigate complaints received by the Department of Trade and Commerce relating to Western Canada, and explore avenues for the development of foreign trade. Mr. Brighton will represent the Export Permit Branch, and provide information concerning the operations of the Canadian Commercial Corporation and Export Credit Insurance Corporation.

Born in Brockville, Ont., Mr. Brighton graduated from McGill University. He joined the Canadian Trade Commissioner Service in 1929, and was posted to various countries. He has been Director of the Export Section, Shipping Priorities Committee, in Ottawa, since 1943. His office in Vancouver will be located temporarily with that of the Wartime Prices and Trade Board in the Marine Building.

New Trade Procedure Applies To Imports from Germany

Regulations apply only to imports from Germany; exports thereto continue under government control—Trading facilities to be restored and improved as soon as possible—General policy is to obtain highest possible prices—Control to be relaxed—German export procedure outlined—Imports into Germany government controlled.

By European Section, Foreign Trade Service

FOLLOWING the lifting on March 4, 1947, of Trading with the Enemy Regulations by the Governments of the United Kingdom and the United States, details of the new procedure governing trade between these countries and the British and United States zones of Germany have been made available. This procedure, which refers only to exports from Germany, imports being temporarily on government account only, is also applicable to Canadian trade with the British and United States zones. Separate announcements will be made concerning trade with the French and Russian zones.

It is intended that trade with Germany should return as soon as possible to normal channels. As a major step, now taking place, contracts will be permitted between German sellers and foreign buyers. The restrictions in the new procedure are due to the difficult economic situation in the two zones, but these will be removed as rapidly as possible.

New Procedure Applies to Imports

The new procedure concerns the importation of goods from Germany into Canada, including those processed in Germany from materials supplied by Canadian firms, whether payment is made in cash or in kind. Payment for goods imported from the two zones will be in sterling or United States dollars.

At the German end, because it is necessary to ensure that the best use is made of scarce fuel, materials and capacity, the exporter must get the approval of the local German economic authority and the Joint Export Import Agency (U.S./U.K.) to any contract. The agency has the final responsibility in Germany for the foreign trade relations with the two zones, and it acts as the export licensing authority.

Trading Facilities to be Improved

Arrangements for Canadian businessmen to visit Germany are to be extended shortly. At the same time, it might be pointed out that British, United States and French authorities have notified that, owing to the current German economic situation in the western zones and the increasing difficulty of providing accommodation, it has been decided that, after May 15, 1947, no industrial technical investigators into German industry under the auspices of British Intelligence Objectives Sub-Committee (BIOS) and United States Field Intelligence Agency Technical (FIAT), will be permitted to enter their zones, and that all investigations of this nature will be terminated as of June 30, 1947.

Letter post is already in operation. Air mail, parcel post and telegraph services are to be restored as soon as possible, but transport and communication services generally are still inadequate in Germany, and, although

representatives of the military government will do all they can to improve facilities, would-be buyers will have to operate initially under difficult conditions. Efforts are to be made to restore additional commercial services—banking, post office, handling agents, free access, etc.—as soon as possible.

Highest Possible Prices to be Obtained

For the present all exports from the two zones will be priced and paid for in foreign currency. It is vital to the interest of the two occupying powers that the returns from German export trade should be as great as possible. Contracts will be scrutinized by the Export-Import Agency to see that appropriate prices are charged.

Procedure for Trade Resumption

The main elements of price fixing must continue to be the offers made by foreign buyers and the knowledge of the German exporter of what his goods are worth. In many cases it will be some time before the German exporter can build up the necessary knowledge, but the general policy will be to obtain the highest possible prices.

Trade Controls will be Relaxed

The notice issued by the Secretary of State of Canada on June 25, 1946, respecting Trading with the Enemy Regulations, wherein it was stated that limited private trade might be resumed with persons residing in Germany but must be carried on exclusively through the Canadian Commercial Corporation, subject to the various controls still in force, has now been superseded by his notice of April 23, 1947, eliminating the necessity of conducting private trade through the Canadian Commercial Corporation.

This, therefore, will permit Canadian importers to be free to sign contracts with German exporters for the supply of goods and incidental services, subject to the necessary commercial facilities being re-established.

To summarize the contract procedure, the following should be noted:

Contracts will be signed with German suppliers, but must be approved by the Export-Import Agency. The contract will include the following points:

- (a) The prices will be quoted in currency other than German marks. In the case of sales to Canada, the currency will be sterling or United States dollars.
- (b) The contract will not be effective until it has been approved by the Export-Import Agency.
- (c) German exports to Canada will be sold either f.o.b. or f.o.r. at frontier.

Firm Offers Expected from Buyers

Buyers will be expected to make firm offers direct to sellers, with a specified time limit for acceptance. Such offers may be made by post or, when it is restored, by telegraphic communication. In appropriate cases an arbitration clause may be inserted. It is not possible at present for a German to sue or be sued outside of Germany.

Imports from Germany into Canada will be paid for in sterling or United States dollars, but it must be remembered that, owing to shortages of fuel and raw materials in Germany, control authorities may not approve of many export orders German manufacturers would wish to accept.

German Export Procedure Outlined

The following statement outlines the German export procedure from the United States and United Kingdom zones, and may be of interest in enabling importers to see how the procedure already described fits into the general plan.

1. Foreign trade is controlled by the Joint Export-Import Agency (United States-United Kingdom), with headquarters at Minden, and branch offices in each of the eight areas (Lander) into which the Anglo-American zones are divided and in Berlin.

2. The Export-Import Agency scrutinizes all contracts to see that the highest competitive prices are obtained. In normal international trade, sellers base their export prices on their domestic costs converted into foreign currency by means of a rate of exchange. Owing to the disparities between different internal prices in Germany, a legacy of pre-war German price-fixing practices, no single exchange rate is practicable which would at one and the same time enable the German seller to receive a reasonable price in marks and ensure that foreign buyers pay a reasonable price, having regard to competitive world prices. To overcome this difficulty, prices are being quoted in foreign exchange and bear no uniform relation to the mark prices received by the German supplier. It is the expectation of the two occupying powers that, as soon as possible, German trade will be established on the basis of a single rate of exchange for the mark.

3. *Contracts*—German sellers may sign contracts with foreign importers for the sale of goods or incidental services. When the transaction has reached the stage at which a contract would normally be concluded, the German must refer it to his appropriate German Ministry of Economics, whose responsibility it will be to consider the general desirability of the proposed transaction. When the Regional Ministry of Economics has given its approval, the seller will so inform the importer, who may then write or, when possible, telegraph a firm offer with a stated time limit (normally 28 days). The terms of the contract will be subject to the approval of the Ministry of Economics and the Export-Import Agency, who will consider it in the light of currency, terms of payment, prices and availability of fuel and materials. The approval of these authorities does not constitute a firm undertaking that the fuel and the materials will be forthcoming, but should be regarded by the two contracting parties as a reasonable assurance that every effort will be made to see that the materials will be made available within the time necessary for the supplier to fulfil his contract.

4. *Payment*—For the present the Export-Import Agency will normally require the opening of an irrevocable letter of credit at the buyer's bank. It is hoped that, after the necessary experience has been gained, it will be possible to agree to a less restrictive method of payment and to consider the export of German goods on a consignment basis. On the receipt of evidence that the buyer has complied with the conditions of payment, the Export-Import Agency will issue an export licence to the exporter.

Purchases Government Controlled

For the time being all goods sent into the United Kingdom and United States zones of Germany, except materials for processing, will be purchased by either the United Kingdom or United States Governments or by the Joint Export-Import Agency.

While as a result of the notice issued by the Secretary of State, dated April 23, 1946, private trading with the stated zones of Germany otherwise than through the Canadian Commercial Corporation is no longer considered trading with the enemy, and the information given above is considered sufficient to enable such direct trading to proceed, nevertheless, it should be noted that the services of the Canadian Commercial Corporation will remain available to such Canadian traders as may require advice, guidance or assistance.

Any action now being taken by the Canadian Commercial Corporation as a result of enquiries or commitments already made by the trade in Canada may be terminated, provided the contract in connection therewith has not been entered into between the Corporation and the Joint Export-Import Agency.

Pickled Sheep and Lamb Pelt Prices Reach High Levels in New Zealand

Allocation of 30 per cent of crop to United Kingdom held largely responsible—Intense competition for balance at auctions in Wellington.

By Import Division, Foreign Trade Service

PRICES for New Zealand pickled sheep and lamb pelts have reached very high levels, due in large part to the fact that 30 per cent of the crop has this year been set aside for shipment to the United Kingdom. Intense competition for the balance was noted at the February and March auctions in Wellington, and is expected to continue throughout the season. The third sale of pickled pelts was scheduled for April 30. The free market prices, compared with the reserve and basic prices at the first two auctions, are as follows:

Average Prices at Pickled Pelt Auctions

	February 26		March 26	
	Sheep per doz.	Lamb per doz.	Sheep per doz.	Lamb per doz.
Auction realization	1233/7	100/-	110/9	86/11
30% U. K. allocation	100/-	62/6	100/-	62/6
Vendor or producer	51/8	31/10	51/8	31/10

(In shillings)

Total Offerings of Pickled Pelts

	Dozen	Dozen
Sheep pelts	12,624	44,613
Lamb pelts	180,411	144,706
	193,035	189,319

Total Values Realized

Sheep pelts	£ 78,008.17.2	£267,017.13.8
Lamb pelts	902,426.11.6	629,060.8.10
	£980,435.8.8	£896,078.2.6
Amount paid to producer at scheduled prices	£320,431.7.3	£343,972.10.2
Amount paid to Meat Industry Stabilization Account	660,004.1.5	552,105.12.4
	£980,435.8.8	£896,078.2.6

Italian Crop Estimates for 1946-47 Indicative of Economic Recovery

Imports have always been required to supplement agricultural production—Industry shows noteworthy recovery in current crop year—Production of food items fairly satisfactory as compared with prewar level—Livestock numbers depleted by war.

By J. P. Manion, Canadian Commercial Representative

(Editor's Note—This is the first of two reports on Italian agriculture.)

ROME, March 1, 1947.—The economy of Italy, the population of which has for a long time been too large in relation to its productive capacity, depends primarily on agriculture. The aridity of the soil, the prevalence of unseasonable conditions, and alternating periods of drought and plenty, while conducive to early development, have set a definite limit upon productive capacity, which has long since been reached.

It is only by constant and persistent effort that Italy is able to reach the maximum of its agricultural capacity. When it does so, even this maximum must be supplemented by imports from abroad. When natural conditions are unfavourable, production falls far below requirements. There is never a question of carrying over from one year to the next. However, Italy has always reacted strongly in the face of adverse circumstances. The stolid patience of the peasant has been assisted by an industrial effort which has enabled the country to supplement domestic shortages by imports. Nevertheless, recovery from the effects of the war will be difficult and will require long and continued effort.

The following figures are indicative of the variations in consumption and production of principal foodstuffs in Italy in recent years:

Production and Consumption of Major Foodstuffs

	Average consumption 1935-40	Average production 1935-40	Production 1945	Production 1946
	Thousands of metric tons			
Wheat	8,185	7,595	4,175	6,114
Corn	3,039	2,893	1,416	2,124
Rice	562	768	377	479
Rye and barley	452	373	205	337
Potatoes	2,713	2,771	1,472	3,064
Sugar	342	329	40	270
Olive oil	279	278	92	160

Noteworthy Recovery in 1946

The foregoing table shows the low level to which Italian agriculture was reduced by 1945. The recovery during the present crop year is therefore all the more noteworthy since many of the existing conditions are the same as prevailed in 1946—lack of fertilizers, tractive power, implements, seed and transport. Compensating factors were less serious drought conditions, war was no longer being waged on part of the land, and many farm labourers had returned from war service or imprisonment.

Before the war, the numbers and sizes of Italian farms were as follows:

Prewar Numbers and Sizes of Farms

Acres	1,000 Units	Per Cent	1,000 Acres	Per Cent
Less than 2.5	1,491	35.6	1,594	2.5
2.5 to 7	1,273	30.3	5,926	9.1
7 to 12	533	12.7	5,170	8.0
12 to 25	492	11.7	8,604	13.3
25 to 250	387	9.2	21,022	32.4
250 to 1,250	17	0.4	8,664	13.3
More than 1,250	3	0.1	13,890	21.4

One-fifth of Arable Land in Large Estates

From the foregoing table it is apparent that two-thirds of the farms were of seven acres or less but accounted for only 2.5 per cent of the arable land. On the other hand, two-thirds of the arable land was divided among only 9.7 per cent of the farms. One-fifth of the land was in large estates, averaging over 4,000 acres each and making up only 0.1 per cent of the farms.

Farm management figures are more satisfactory, since, as shown by the following table, 60 per cent of the farms, accounting for about the same percentage of the acreage, are owned by the farmers.

Statistics of Land Tenure

	Thousand farms	Thousand acres
Farmed by owners	2,478	37,278
Farmed by cash tenants	566	8,248
Farmed by share tenants	531	10,272
Mixed arrangements	621	9,074

In a country as mountainous and rugged as Italy, it is noteworthy that 41 per cent of the land is classed as arable and that only 8 per cent of the whole land area of the country is classed as unproductive. The prewar classifications were as follows:

Prewar Land Classification

	1,000 acres	Per cent of total
Arable land	30,511	41.1
Permanent meadow	2,760	3.6
Permanent grazing	11,137	14.7
Permanent gazing	11,137	14.7
Tree crops	5,634	7.4
Forests	13,747	17.9
Productive but uncultivated	4,759	6.2
Total productive area	70,522	92.0
Total unproductive area	6,102	8.0
Total land area	76,624	100.0

Latest Crop Estimates Indicative of Recovery

To a certain extent production figures for the crop year 1946-47 are still estimates, but the latest of these figures are fairly accurate. For purposes of comparison, 1938 has been chosen as an almost average prewar year, but, where data are available, this figure has been supplemented with average figures for the five-year period 1933-38 in the following table:

Comparative Figures of Agricultural Production

	Average 1933-38	1938-39	Crop years 1945-46	1946-47
	(Thousands of metric tons)			
Wheat	7,193	8,092	4,175	6,114
Corn	2,946	2,936	1,416	2,124
Rice	733	772	377	479
Oats .....	....	629	252	460
Barley	210	248	127	231
Rye	150	138	78	106

Comparative Figures of Agricultural Production—Concluded

	Average	Crop years		1946-47
	1933-38	1938-39	1945-46	
	(Thousands of metric tons)			
Pulses—				
Horse beans			112	282
Dried beans			48	144
Chickpeas			14	42
Lupins		908	18	28
Dried peas			8	15
Vetch			3	11
Lentils			5	10
Chickling vetch			2	4
Potatoes	2,951		1,472	2,732
Sugar beets	3,253		401	2,160
Fresh vegetables (except tomatoes)		1,741	1,654	2,070
Tomatoes		947	530	895
Fresh fruit—				
Lemons		391	219	255
Oranges		348	266	262
Grapes for wine		6,502	4,729	5,419
Table grapes		128	393	430
Other		607	664	621
Nuts (except chestnuts)		156	263	130
Olive oil		219	96	131
Forage crops		29,000	17,344	21,434

The foregoing statistics show the great deficiencies which existed in 1945, especially in the more important food items, such as cereals, pulses, potatoes, and sugar beets. The 1946 estimates are fairly satisfactory in terms of prewar production and are indicative of rapid recovery.

The following table shows prewar production of other foodstuff items, with comparative figures for 1945-46 and 1946-47:

Production Figures for Additional Foodstuffs

	1933-38	1945-46	Estimate
	(Thousands of metric tons)		
Beef and veal	329	186	194
Mutton and lamb	49	31	39
Pork	224	144	150
Poultry, game	119	61	105
Other meats	50	38	38
Fish	178	161	150
Cheese	232	127	137
Butter	48	25	29
Animal fats	202	77	80
Eggs	298	163	160
Sugar	296	72	200
	Figures in Hectolitres		
Milk for consumption	2,265	1,596	1,471

Production of Foodstuffs Reduced

The foregoing table shows a substantial decrease in production for a category of foodstuffs consumption of which was already at a very low level. The total for meat and fish products shown above for 1946-47 is 776,000 tons, or about 37 pounds per person per year.

Supply of most of the products listed above depends on a livestock population which has been greatly depleted through war losses. The following comparative figures for 1938 and 1945 are available:

Comparative Figures of Livestock Population

	1938	1945
Cattle	7,667,000	6,550,000
Swine	2,940,000	3,036,000
Sheep and goats	11,295,000	7,761,000
Horses	791,000	620,000
Mules	431,000	220,000
Donkeys	797,000	682,000
Poultry (estimate)	76,000,000	57,000,000
Rabbits (estimate)	50,000,000	40,000,000

Apparently the number of hogs increased over prewar levels. However, 1938 appears to have been an abnormally low year, as the numbers recorded for 1930 and 1942 were respectively 4,745,000 and 3,725,000. It is stated, nevertheless, that at present the hog population is increasing rapidly, as farmers find it more profitable to convert cereals, particularly corn, into pork.

U.K. Prewar Footwear Imports Were Mainly Women's Shoes

Czechoslovakia most important supplier before war, while other imports came from Switzerland, United States and Canada—Imports of limited quantities of women's leather shoes from Canada permitted as from February 1, 1947—Tendency to purchase higher-priced quality shoes, due to consumer rationing, should stimulate market for Canadian shoes.

By A. E. Bryan, Commercial Counsellor for Canada

(Editor's Note.—This is the last of three articles on the United Kingdom Boot and Shoe industry. The first two appeared in the April 12 and April 19 issues of *Foreign Trade*.)

LONDON, February 21, 1947.—As indicated in the accompanying table showing prewar imports of footwear into the United Kingdom, Czechoslovakia was the most important prewar supplier, footwear imports therefrom comprising mainly women's lower-priced shoes. Switzerland supplied chiefly women's better-grade medium-priced of good style and value.

About half of the imports from the United States comprised women's fairly high-priced shoes of good manufacture, fitting, quality and style. The increasing importance of the United States as a centre, not so much for the creation as for the mass adaptation, of fashions, greatly assisted by the film industry, made American shoes popular.

Canada's Prewar Sales Chiefly Women's Shoes

The market for Canadian leather footwear which was developed in the United Kingdom before the war was also almost entirely for women's shoes, and their appeal was based chiefly on good quality, style, design and fitting.

Canadian manufacturers sold their shoes through resident agents, and the goods reached the public chiefly through specialty retail shoe stores in the large cities and the shoe departments of the large departmental stores. A certain amount of business was also done with multiple store organizations.

Import Restrictions Relaxed

Total prohibition of imports of footwear into the United Kingdom, adopted as a wartime measure in 1939, has been relaxed, and the United Kingdom authorities announced that, effective February 1, 1947, import licences would be granted for the import of limited quantities of women's leather shoes from Canada. Canadian firms which exported this footwear

to the United Kingdom in the prewar period are invited to apply for the necessary certificate to the Export Division, Department of Trade and Commerce, Ottawa. When trading conditions return to normal, and provided competitive and other conditions are favourable, Canadian exporters should be able to expand their sales in this market.

The end of the war found the shoemaking industries of Czechoslovakia and Hungary poorly situated to restart shipments overseas. In the United States, on the other hand, conditions are satisfactory for developing the market as soon as financial arrangements permit payment for imports into the United Kingdom.

United Kingdom Imports of Boots and Shoes of all Kinds (except Rubber)

	With uppers wholly or mainly of leather			Uppers of other ma- terials		Overshoes, slippers, house shoes, etc. £1,000	Total	
	Men's £1,000	Women's £1,000	Chil- dren's £1,000	£1,000	£1,000		1,000 Prs.	£1,000
Grand totals								
1936	19	900	14	77	109	3,409	1,119	
1937	29	1,021	10	55	108	3,908	1,223	
1938	55	1,228	20	39	251	5,665	1,593	
Canada								
1936 .....	..	35	..	..	..	43	35
1937 .....	..	50	..	..	..	67	50
1938 .....	..	43	..	..	..	50	43
Austria								
1936 .....	..	6	..	..	2	27	8
1937 .....	..	4	..	..	2	20	6
1938 .....	..	3	..	..	2	18	5
Belgium								
1936 .....	..	38	..	..	..	58	38
1937 .....	..	39	..	..	..	62	39
1938 .....	..	40	..	..	..	61	40
Czechoslovakia								
1936	11	213	7	10	49	1,447	290	
1937	15	266	9	22	56	2,094	368	
1938	38	347	16	21	159	3,297	581	
France								
1936 .....	..	26	..	5	..	41	31
1937 .....	..	26	..	2	..	38	28
1938 .....	..	27	..	1	..	47	28
Germany								
1936 .....	..	12	..	..	41	635	53
1937 .....	..	13	..	..	17	218	30
1938 .....	..	8	..	..	14	204	22
Hungary								
1936 .....	..	40	..	..	..	143	40
1937 .....	..	64	..	..	..	215	64
1938 .....	..	111	..	..	..	342	111
Italy								
1936 .....	..	..	..	..	..	1	..
1937 .....	..	3	..	..	..	4	3
1938 .....	..	10	..	..	..	14	10
Roumania								
1936 .....	..	17	..	..	..	32	17
1937 .....	..	12	..	..	..	23	12
1938 .....	..	7	..	..	..	11	7
Spain								
1936 .....	..	12	..	..	..	10	12
1937 .....	..	2	..	..	..	2	2
1938 .....	..	..	..	..	..	..	..
Switzerland								
1936	2	325	..	17	..	530	344	
1937	2	348	..	1	..	570	351	
1938	6	361	..	..	..	582	367
United States								
1936 .....	..	174	..	42	6	282	222
1937 .....	..	192	..	24	10	381	226
1938 .....	..	270	..	12	33	700	315

Rationing Affects Sales

Since the introduction of consumer rationing, the general practice of a substantial proportion of purchasers to buy on a price basis has been reversed, the tendency now being to buy at as high a price as possible. It is impossible for anyone to buy many pairs of shoes. Consequently, in laying out coupons, purchasers buy shoes which will give comfort and lasting wear and which will withstand frequent repair. Out of an annual allotment per person of 48 coupons, nine are required to purchase a pair of men's leather shoes and seven for a pair of women's shoes. These developments should stimulate the market for Canadian shoes.

Eventually, of course, the prewar tendency will reassert itself, although perhaps not to the same extent, as soon as supplies are adequate to meet demands and rationing ceases.

Prospects of Canadian manufacturers building up trade in men's footwear are not encouraging, in view of the strongly entrenched position of the local manufacturers. It is significant that Czechoslovakia was practically the only overseas country able to compete in the United Kingdom in men's ranges before the war. Business was done on a price basis, assisted by the availability of Czechoslovakia-controlled retail outlets.

Tariff Duties Favourable

Canadian shoes, provided they do not contain silk or rayon, are admissible into the United Kingdom free of customs duty. Silk and rayon ingredients, however minute in quantity, render them dutiable, the rate depending upon the proportion which the value of the silk or rayon content bears to the value of the finished article.

Women's leather shoes of non-Empire manufacture, of a value exceeding 10s. per pair, are dutiable at the rate of 2s. per pair or 15 per cent ad valorem, whichever is the greater. The rate on other leather shoes of non-Empire origin is 20 per cent ad valorem.

An order made under the Merchandise Marks Act prescribes that imported leather boots, shoes and slippers must be marked with an indication of origin as follows:—"Stamped or impressed on the outer surface of the sole. Where this is not practicable, the mark is to be given by means of a label securely affixed to the outer surface of the sole".

The indication of origin may be either in the form "Made in Canada," "Produced in Canada," or, e.g., "John Smith & Co. Ltd., Hamilton, Ontario."

Mexico Conducting Exploration Program To Ascertain Petroleum Possibilities

Future policy of Petroleos Mexicanos indicated in statement issued on ninth anniversary of the government's expropriation of foreign oil properties—Production of crude petroleum increased from 38,500,000 barrels in 1938 to 46,700,000 barrels in 1946 and an estimated production of 56 million barrels in 1947.

MEXICO CITY, March 22, 1947.—(FTS)—On the ninth anniversary of the Mexican Government's expropriation of all foreign oil properties, Antonio J. Bermudez, Director of Petroleos Mexicanos, has issued a statement in connection with the Mexican petroleum industry and its future policy. A complete program of exploration is being conducted by groups of geologists and geophysicists to cover the extension of the Mexican oil

industry and to obtain general knowledge of petroleum possibilities in the country. As a result of this policy, particularly in the northeastern zone of Mexico, in the municipality of Camargo, excellent possibilities now exist for better production, in addition to a new productive field in Tlacolula, west of Cerro Azul.

In 1946, over 20,000,000 pesos were spent in exploration activities and in drilling wells. The limit of this year's budget has made possible an allocation of 23,200,000 pesos for the purpose, and Petroleos Mexicanos are endeavouring to obtain credits which will increase this to approximately 75,000,000 pesos. In 1938, production of crude petroleum totalled 38,500,000 barrels, which by 1946 has increased to 46,700,000 barrels. The 1947 production estimate is 56,000,000 barrels.

During 1938, over 20,000,000 barrels were processed, and this was increased by 1946 to 42,200,000 barrels. The estimate for processing in 1947 is 50,500,000 barrels.

Volume of Domestic Sales and Exports Increasing

In 1938, domestic sales reached a volume of 22,000,000 barrels, which increased to 32,500,000 barrels in 1946, and in 1947 the estimate is given at 36,800,000 barrels. Exports in 1938 amounted to over 9,000,000 barrels, with an estimate of 11,800,000 barrels in 1947. Losses and consumption by the industry itself are estimated at 7,400,000 barrels.

The National Treasury received from Petroleos Mexicanos as excise duties during 1946 a total of 132,000,000 pesos as compared with 54,000,000 pesos in 1938 and an estimated 154,860,000 pesos during the current year.

New Plant in Operation Last Year

With regard to new construction, Señor Bermudez stated that in 1946 the project "Posa Rica Oleoducto Atzacapotzalco" was terminated, with a total investment of 140,000,000 pesos. The benefits from this new plant have been very evident in view of the elimination of the shortage of gasoline and fuel.

The works of the refinery of Salamanca and the pipeline which will connect it with Poza Rica have already begun with the installation of twenty kilometers of pipe between certain stations. This installation will be used to increase the conveyance capacity of the new plant.

Exchange Conservation Measures Proposed by Egypt

Cairo, April 15, 1947.—(FTS)—The Egyptian Government proposes to allow a profit of 35 per cent on the landed cost price of goods supplied from the sterling area, and only 20 per cent on imports from hard currency countries. Such a move is practicable under the regulations already in force for the fixing of maximum profits on all types of imported goods.

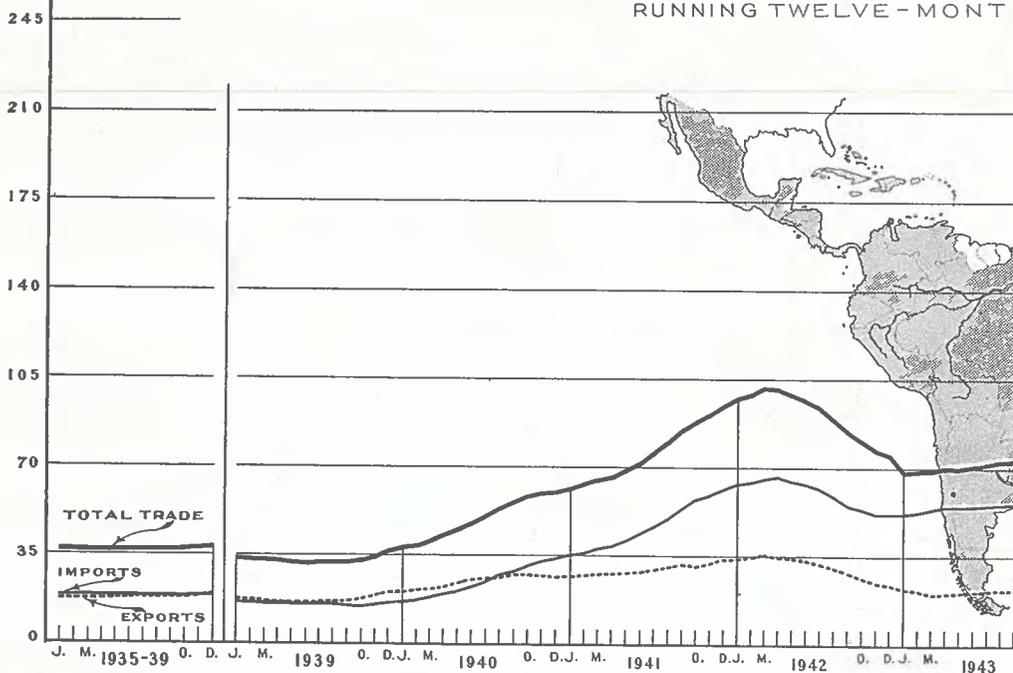
The Minister of Finance has stated that on the expiry of the hard currency agreement with the United Kingdom on July 15, 1947, Egypt will have to obtain its exchange requirements through exports or the conversion of sterling assets. From that date, therefore, hard currency earnings would be earmarked for imports essential to the country's economic development. In this direction, a special committee was being formed to review the Egyptian customs tariff, with the intention of reducing duties on essential items.

Sterling credits in Britain could not be scaled down, as settlement in full is necessary for the renewal of industrial equipment, railway stock, as well as for the execution of projects held up by the war.

MILLION DOLLARS

CANADIAN TRADE WITH LATIN AMERICAN REPUBLICS, 1939-47

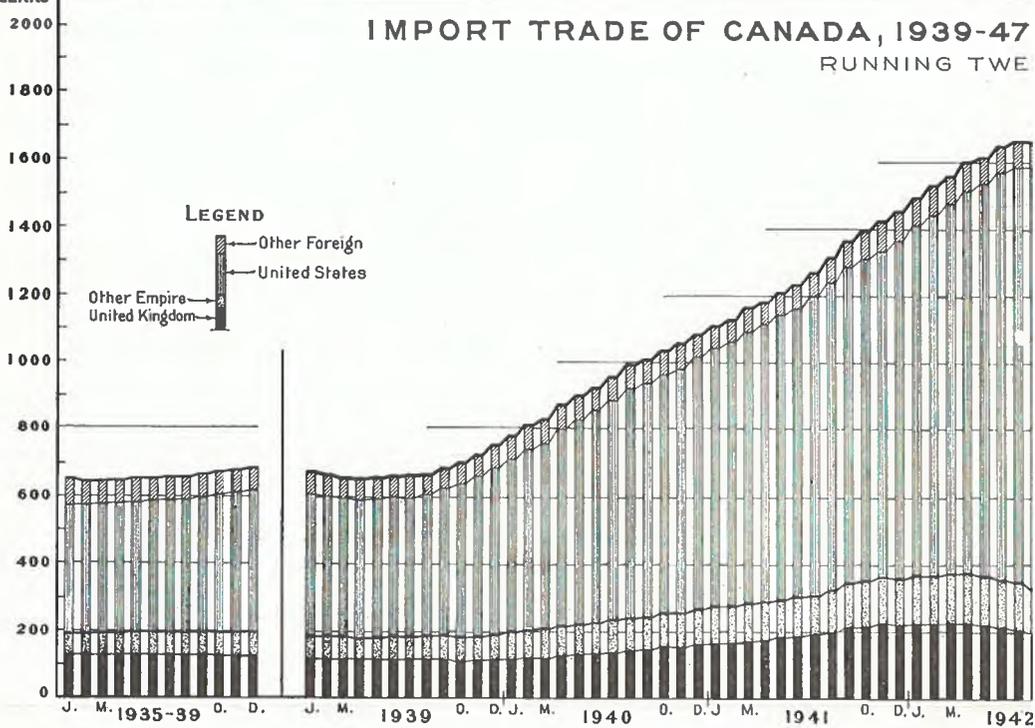
RUNNING TWELVE-MONTH



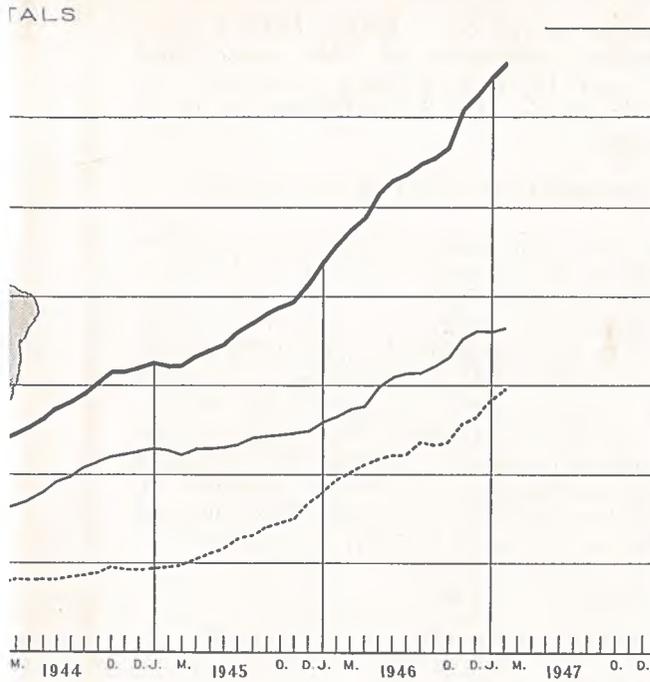
MILLION DOLLARS

IMPORT TRADE OF CANADA, 1939-47

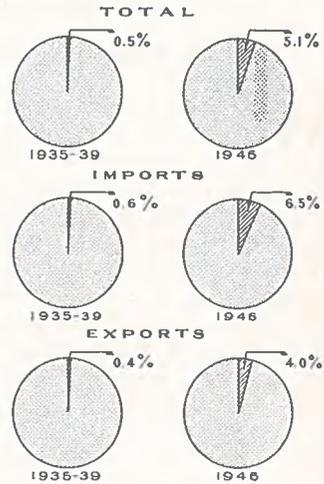
RUNNING TWELVE-MONTH



AVERAGE FOR THE BASE PERIOD, 1935-39

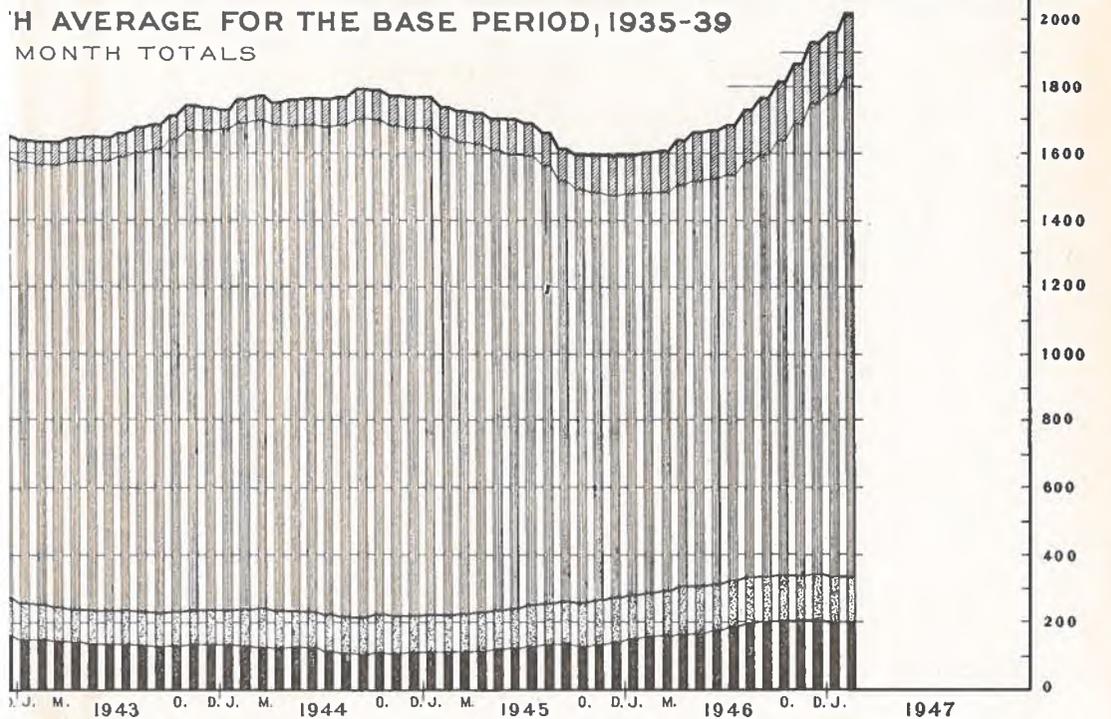


RELATIVE PROPORTIONS OF TRADE WITH LATIN AMERICAN REPUBLICS TO TOTAL CANADIAN TRADE AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR



MONTHLY AVERAGE FOR THE BASE PERIOD, 1935-39

MONTH TOTALS



U.S. Farm Stocks of Grain Low, but Prospects for New Crops Good

Holdings of all grains, except corn, below 1946 level— Estimate of total wheat production in 1947 more than 83,000,000 bushels over 1946 peak figure—Outlook for fruit crops uniformly good—March production of dairy produce above average.

By T. N. Beaupré, Assistant Commercial Secretary, Canadian Embassy

WASHINGTON, April 14, 1947.—The current season is considered backward in varying degrees in all parts of the United States, with the exception of the West, according to information released by the United States Department of Agriculture. There it varies from normal or early in the Mountain States to well advanced in the Pacific northwest. However, it is expected that much of the delay in farm activities will be overcome, if the weather during April is generally favourable. Nevertheless, it is likely that some shift from spring planting intentions will occur, especially in areas where it is already becoming late for spring seeding, as in Missouri and Kansas. Some of the acreage intended for spring grains, especially oats, will be planted to row crops. The following table shows stocks of grain on farms as of April 1, 1947:

Stocks of Grain on Farms

Crop	Average 1936-45		1946		1947	
	Per Cent	1,000 Bu.	Per Cent*	1,000 Bu.	Per Cent*	1,000 Bu.
Corn for grain	46.8	1,097,513	39.8	1,032,856	43.3	1,294,709
Wheat	21.4	186,066	17.9	198,481	12.1	139,855
Oats	37.4	422,150	37.2	571,372	35.6	536,787
Barley	†31.1	†103,411	26.5	70,691	25.4	66,818
Rye	†36.4	†14,282	12.5	2,989	9.1	1,693
Soybeans .....	....	....	15.6	29,872	12.7	24,966

*Per cent of previous year's crop.

†Short-time average.

Corn.—The 1,295 million bushels on farms as of April 1 is second only to the all-time high of 1943, despite a record large disappearance of corn from farms since January 1. This disappearance would have been even greater if the marketing of livestock at lighter weights and smaller numbers of hogs in some areas had not lowered feeding requirements.

Wheat.—Wheat stocks as of April 1 are the smallest since 1938. Wheat has moved from the farms at a rate never before equalled. High prices and demands for wheat for relief purposes encouraged heavy marketings, which were facilitated by good weather when the wheat was moving off the farms and there was a satisfactory supply of railway cars at most elevators, although heavy truck movements were noted in some areas.

Oats.—Farm holdings of oats are estimated at 537 million bushels. This is below the record figure of last year but 10 per cent above the ten-year average. Disappearance of oats between January 1 and April 1, at 362 million bushels, was the second largest on record. Feeding rates were about normal, but livestock numbers were smaller.

Barley.—Stocks of barley on farms at April 1, 1947, are estimated at 66,818,000 bushels, the lowest since estimates began in 1940. Current stocks are about 4 million bushels less than a year ago and almost 37 million bushels less than the 1940-45 average.

Disappearance during the first quarter of 1947, at 43 million bushels, was 12 million bushels less than during the same period in 1946.

Rye.—The supply of rye on farms, 1·7 million bushels, is the smallest for this date for the eight years of record and only about half the amount available at this time last year.

Soybeans.—Stocks of soybeans, estimated at 25 million bushels, are nearly 5 million bushels less than last year. However, only about 17·5 million bushels are required if March planting intentions are carried out, and current holdings should be sufficient for the country as a whole.

Following are estimates of the 1947 crop of winter wheat and the principal citrus fruits, with comparative past production figures:

Production of Winter Wheat and Citrus Fruits

Crop	Average	1946	Indicated
	1936-45	Thousand bushels	
Winter wheat	653,893	873,893	973,047

Citrus Fruits*	Average	1945	Indicated
	1935-44	Thousand boxes	
Oranges and tangerines	81,450	104,520	119,960
Grapefruit	40,083	63,550	62,490
Lemons	11,520	14,500	14,700

*Season begins with the bloom of the year shown and ends with the completion of harvest the following year.

Winter Wheat.—The 1947 winter wheat crop is forecast at 973,047,000 bushels on the basis of crop conditions, fall and winter moisture supply and other factors affecting yield per acre and abandonment. This figure is 99 million bushels in excess of the record 1946 crop and about 319 million bushels larger than the 1936-45 average.

Total 1947 Wheat Crop Estimated at 1,238,000,000 Bushels

Considering this estimate in conjunction with that made for the spring wheat crop, the total wheat crop would be about 1,238,000,000 bushels, or more than 83,000,000 bushels in excess of last year's peak production.

Citrus.—Total orange production for the 1946-47 season is estimated at 115·2 million boxes as compared to 100·3 million boxes last year. Early and mid-season varieties total 53·4 million boxes this year as against 46·9 million last season. Valencias are estimated at 61·7 million boxes. About 56·7 million boxes of oranges (49 per cent of production) were utilized by April 1. Of these, 15 million boxes were processed and the remainder used fresh. The 58·5 million boxes remaining on April 1 include 34 million boxes of California Valencias, very few of which will not be harvested until next summer or fall.

The grapefruit crop, estimated at 62·5 million boxes, is slightly under the 1945-46 figure of 63·6 million, but 20 per cent above the 1944-45 crop. Utilization, as of April 1, totalled 29 million boxes, of which 19 million boxes were processed.

Tangerine harvesting is almost completed. With production estimated at 4·8 million boxes, only 4 million boxes were utilized, the remainder of the crop being abandoned because of unfavourable prices.

Other Fruit Crop Prospects Uniformly Good

Fruit crop prospects on April 1 were uniformly good throughout the nation.

Apples.—Trees and fruit buds in all commercial sections came through the winter in good condition, with practically no freeze or frost damage. The bud set suggests an average crop, although the set of fruit could easily be reduced by frosts in April or early May or by unfavourable pollinating conditions. This is particularly true in the East and Midwest. However, a cold March, which kept apple buds dormant later than usual in these areas, has reduced the freeze danger.

Peaches.—In the ten southern early-peach states, trees are in good condition, and the bud set appears adequate for a good crop. In mid-western peach areas, trees and buds came through in good condition except in Oklahoma, Kansas and Missouri, where low temperatures killed buds. This will result in short crops in these areas. California peaches, both clingstones and freestones, have set heavily. In Washington, full bloom occurred two weeks earlier than usual, and the trees wintered very well.

Plums and Prunes.—California plum trees have made an excellent start and, in the important areas, trees are carrying a heavy set of fruit. In Michigan the season is approximately three weeks late, lessening the danger of frost injury. Prune orchards in California, Oregon and Washington are all reported in good condition, and prospects for a good crop are favourable.

Cherries.—Sweet-cherry prospects in the Eastern States are good, as low temperatures have kept the trees in a dormant stage, thus reducing the chances of frost damage. Orchards wintered well in California, Washington and Oregon and show good prospects.

The season for Eastern sour cherries is unusually late. Buds are still in the dormant stage, but the frost danger period extends to the end of April. In general, orchards wintered well.

Pears.—Orchards in California, Washington and Oregon are in excellent condition, and present prospects point to good crops. In the Eastern States, prospects are generally favourable, trees in most commercial areas being still dormant.

Grapes.—In California, most vineyards are in good condition, and prospects are for a heavy crop, although bloom has not occurred except in Desert Valley. In the Eastern States, vines wintered well, but are still dormant.

Early Potato and Vegetable Crop Prospects Favourable

Irish Potatoes.—The winter crop in Florida was much smaller than last year, due to blight and cold weather. However, an average yield from a small acreage was harvested in Texas.

The early spring crop in Florida was retarded, due to unfavourable weather conditions. Harvest of the early spring crop in Texas began March 18, and a good crop is indicated.

In North Carolina the plants are just showing through the ground. In South Carolina the crop is late, but reasonably good stands are reported. Harvesting should begin about May 10 if the weather continues favourable.

The commercial crop in Alabama is in good condition, but volume movement is not expected before May 1. In Louisiana and Arkansas,

planting is just about completed. Condition of the California crop is very good, and movements in some volume are expected by the end of April.

Vegetables.—A tonnage of spring vegetables 18 per cent below that of 1946 but 9 per cent above average is indicated from incomplete reports. Summer vegetables may also be in smaller volume than last year.

Average Production of Milk per Cow at High Level

Milk production on United States farms during March, 1947, totalled 9.9 billion pounds, 9 per cent above the 1936-45 March average. The increase of 16 per cent over the February figure was normal. The number of milk cows was lower than in 1946, but production per cow was a record high for the month. Milk production per cow in crop reporters' herds on April 1 averaged 15.97 pounds. This is the fourteenth consecutive month in which milk per cow exceeded previous high records for the date. Due partially to bad weather conditions, which delayed pasture development, grain and concentrates were being fed more liberally to milk cows. Many complaints of high costs of grain and concentrates were reported. The milk-feed and butterfat-feed price ratios in mid-March indicate only an average economic incentive to feed.

Production of Poultry and Eggs Above Average

Farm flocks laid 6,171,000,000 eggs in March, 9 per cent less than last year but 17 per cent above the 1936-45 average. Production per layer in March was 16.4 eggs as compared with the average of 15.1 eggs.

Chicks and young chickens of this year's hatchings are estimated at 209,079,000, which is less than last year by 5 per cent but 24 per cent above the ten-year average.

Mid-March egg prices averaged 40.1 cents per dozen as compared with 32.1 cents this time last year and the ten-year average of 22.4 cents.

Chicken prices averaged 26.6 cents per pound, live weight, on March 15 as compared with 23.3 cents a year ago and an average of 17.9 cents.

At the same time the mid-March cost of food for the United States farm poultry ration was \$4.77 per 100 pounds as compared with \$3.07 a year ago and an average of \$2.10.

Great Britain Buys Canned Salmon And Crab From Soviet Union

Supplies for which contract made will supplement those from other sources—Former Japanese fisheries incorporated in Soviet area.

LONDON, April 14, 1947.—(FTS)—The British Ministry of Food has contracted with the Soviet Union for the purchase of 150,000 cases (10,000,000 cans) of Group 1 red salmon, and 25,000 cases (2,500,000 cans) of canned crab. The cans will weigh approximately one pound each. According to the Right Hon. John Strachey, Minister of Food, this fish will provide a useful addition to British supplies, although it amounts only to a small part of total requirements. No deliveries can be expected for some months, however.

The Minister pointed out that the contract re-established an important prewar source of supply, which had even greater potentialities now that the former Japanese fisheries have been incorporated in the Soviet area.

This is the first contract concluded between Great Britain and the Soviet Union since before the war, and is included in larger negotiations presently proceeding. The United Kingdom obtained large quantities of dairy and pig products from the Baltic states before the war, and the resumption of this trade would be welcomed, in the opinion of Mr. Strachey.

Ecuador Introduces New System Of Trade and Exchange Control

Effective February 8, 1947—Lists of essential articles established for which permits are issued without restriction and exchange provided at official rate—No import permits granted for any articles not specifically listed in decree—Brief résumé of 127 articles in decree given.

By W. G. Stark, Commercial Secretary, Canadian Embassy

LIMA, April 17, 1947.—Exchange control has been in effect in the Republic of Ecuador for a considerable number of years. Recently, however, according to an Ecuadorean Decree, effective February 8, 1947, a new system of export, import and exchange control has been introduced.

The chief change under the new system is that lists of "essential articles" are established. A record of such goods is available in the Department of Trade and Commerce, in Ottawa. Permits are to be issued for the importation of these without restriction, and exchange will be provided by the Central Bank of Ecuador at the official rate in payment therefor. Formerly, importers were allotted a small individual import quota which they could use for such goods as they required. The new decree stipulates that no import permits will be granted, with certain minor exceptions, for any articles not specifically listed in the decree.

Duplicate of Permit Should be Kept by Exporter

Canadian exporters should not ship goods to Ecuador unless they have been furnished with a duplicate copy of the "Permiso de Importación" (import permit), the term of which should not have expired before shipment is made. Under present exchange conditions, it is preferable only to ship on letter of credit or letter of guarantee terms. The latter instrument is a guarantee by a responsible Ecuadorean bank that the account will be paid on arrival and is a measure devised to fit in with the ruling that only the Central Bank of Ecuador is allowed to issue actual letters of credit.

Large Number of Applications for Permits

As a result of the decree, large quantities of merchandise have been ordered within the last two months. Permits applied for amount to nearly one-half of the total imports of a normal year. A fair proportion of the goods covered by these applications will probably never arrive, due to shortage of supplies, as, in most cases, shippers will insist on a letter of credit or guarantee for which credit facilities abroad have been nearly exhausted. It is possible that the lists of essential commodities may be narrowed. This fact naturally encouraged importers to secure permits for any merchandise while they could. The exchange situation will

probably be eased after May/June, as soon as the export season starts, for there is a good demand for Ecuadorean rice and cacao currently at fairly high prices. The Central Bank of Ecuador still has a considerable exchange reserve which can be used to meet an emergency. Local currency to pay for exchange is short. Consequently, it is preferable not to ship goods against sight draft, as there is already a very heavy internal demand for sucres to convert into dollars to meet outstanding letters of credit or guarantee.

In addition to the foregoing remarks, a brief résumé of the 127 articles of the decree in question is as follows:

Directorate of Foreign Trade to Administer Permit Matters

The Directorate of Foreign Trade, a dependency of the Ministry of Economy, is to administer all matters regarding import and export permits. The Central Bank of Ecuador will have a representative therein; the director and head office will be in Quito; a sub-director and office at Guayaquil, and other offices at Cuenca and Manta, whereas provision is also made for the establishment of additional offices if required. All applications for import permits shall be directed to one of these offices.

Foreign Exchange at Official Rate for Necessary Imports

By Article 27 of the decree, it is provided that the Central Bank of Ecuador shall issue foreign exchange at the official rate, for the payment of imports authorized by the offices of Foreign Trade for "necessary" articles. These latter are then listed numerically according to the corresponding tariff items of the Customs Tariff and include both the majority of goods required by Ecuador and those usually shipped from Canada to that republic. Details of the list have been forwarded to the Department of Trade and Commerce, in Ottawa, and can be consulted by interested exporters. Import permits will not be granted for any goods not included and, although further lists were supposed to be published of definitely unnecessary, and therefore prohibited, articles, this has not been done as yet.

Import permits are to be divided into the following categories: (a) commercial; (b) industrial; (c) agricultural; (d) private; (e) official.

Six Copies of Permit Issued

Six copies of each permit are to be issued, the duplicate copy being the one which is sent to the shipper. The latter presents this to the respective Ecuadorean Consul, who will verify its conformity with the consular invoice before viséing the latter. In order to obtain an import permit, which is not transferable, the importer must submit in duplicate an authenticated copy of the order which should show the names of the importer and shipper, local agent, terms of payment, the country of origin, the quantity, weight or measurement of the merchandise, and the f.o.b. or c.i.f. value thereof. Import permits will have a validity of 120 days for goods shipped from the American continent and 180 days for imports from other continents. Should these periods prove insufficient, permits may be extended for an additional period of 60 days, provided evidence is submitted that the goods will eventually be despatched and application therefor is made before the original permit lapses. Provision is made for the issue of import permits with a duration of as long as two years in the case of machinery or accessories which have to be specially manufactured. Partial shipments of goods are permitted within the period

of validity of the permit. Provision is also made for consular officials to visé the despatch of goods, permits for which have lapsed, in cases of emergency or *force majeure*.

Exceptions to the Permit Regulations

There shall be the following exceptions where goods do not require import permits:

- (a) Articles sent as presents in non-commercial quantities.
- (b) Samples the value of which do not exceed U.S.\$25.
- (c) Articles classified under the following numbers of the Ecuadorean Customs Tariff: 1201, 1206 to 1212, and 1215 to 1219. These are chiefly goods entered temporarily for spectacles, exhibitions, reimportations of fruits and other goods, objets d'art, travellers' samples, etc.
- (d) Goods which have no commercial value, such as samples, calendars, posters and other propaganda material.
- (e) Containers to be used for the exportation of Ecuadorean products.
- (f) Books and printed matter.

Imports effected under (a), (b), (c), (d) and (e) are not entitled to the issue of foreign exchange. To obtain exchange for imports under (f), when their value exceeds U.S.\$50, the imported must submit a commercial invoice certified by an Ecuadorean Consul at the place of origin.

Articles 47 to 62 set out the provisions governing the export of Ecuadorean products and the obligation of exporters to hand over to the Central Bank of Ecuador such foreign exchange as is derived therefrom.

Only Central Bank Authorized to Deal in Foreign Exchange

Only the Central Bank of Ecuador is authorized to deal in foreign exchange, consequently it is prohibited for any private person or company to sell, dispose or negotiate their foreign exchange to anyone else. Transport companies are authorized to buy drafts or cheques in foreign exchange from travellers, but they must surrender such exchange to the Central Bank within 48 hours at the official rate of exchange. These provisions have weakened somewhat the black market, due to the lack of demand.

There are further provisions re tourist transfers, absentees, insurance premiums, foreign exchange for dividends, imports by mining companies not requiring exchange, and salaries of employees of foreign companies.

Price Control Maintained over Imported Merchandise

With reference to former decrees, limiting profits on imported merchandise, the Director of Foreign Trade under the present legislation is authorized to maintain a control over the prices of imported merchandise. He is empowered to fix a maximum profit or to confiscate any imported merchandise which is being sold in contravention of this regulation.

In the event of a shipment arriving without being covered by a valid permit or without any permit whatsoever, the importer may be fined not less than 25 per cent and not more than 50 per cent of the c.i.f. value of the goods. However, should the Director of Foreign Trade determine that the goods have been imported in bad faith, he may order their confiscation.

Importer can be Punished for Refusing Shipments

Under the present decree, an importer who refuses, without justifiable reason, to take up the shipment when it arrives at the Customs, can be punished with a forced closing of his business for a minimum period of 180 days. Also, should he fail to deposit the necessary local currency to cover the foreign exchange provided by the Central Bank of Ecuador against goods bought on credit terms, the same penalty may be applied.

Exporters Liable to Penalties under Certain Conditions

Exporters to Ecuador should observe that, if an importer can prove, by means of the Arbitration Commission of the Chamber of Commerce, that the goods he has received do not conform to those ordered, and there has been bad faith or lack of seriousness on the part of the shipper, no additional import permits shall be issued in favour of the same shipper until compensation has been forthcoming for the damage caused to the local importer. This same penalty can also be applied to foreign shippers who refuse to pay in due course commissions owing to their representatives in Ecuador.

Trade Mark Requirements in China In Need of Considerable Revision

This report was prepared in view of increasing inquiries from Canadian firms—Inquiries were made with the appropriate Chinese government departments to ascertain what changes, if any, have been made or contemplated in postwar trade mark laws.

By L. M. Cosgrave, Commercial Counsellor for Canada

SHANGHAI, March 21, 1947.—The existing trade mark law in China is in need of considerable revision. A number of modifications may be made in the near future. In the meantime, however, government authorities recommend that trade marks should be registered under the existing trade mark laws in order that adequate protection may be available. For the information, therefore, of Canadian firms desirous of renewing old-established trade marks or registration of new brands, a brief outline of the procedure is supplied.

Each commodity to be covered must be specified. A word or words mark must have a Chinese name, which need not necessarily be on the mark itself.

According to present trade mark regulations, a medicinal mark may not be registered or renewed until each medicinal preparation concerned is analysed and a sales permit has been issued by the health authorities, or until such evidence is produced to the Bureau. However, at present the Trade Mark Bureau is not insisting upon these requirements until adequate facilities are available for analysis in China.

Separate Registrations Necessary for Commodities in Different Groups

If commodities fall in different groups or categories, separate registrations are necessary. Each registration requires fifteen copies of mark or label and a block not exceeding 3½ inches square in size. The documents required are a power of attorney and a certificate of nationality, to be

certified by a notary public or commissioner for oaths with his official seal affixed thereto.

When a trade mark has been in continuous use in China, evidence of its first user is required, without which the mark may be treated as a new mark.

Label or Mark in Actual Use Should be Registered

It is preferable to register a trade mark or label in actual use, whether in colours or otherwise, in its entirety and without deletions therefrom. Registration of colours gives additional protection, but it does not prevent the use of other colours.

In all cases, the name and address of selling agents or consignees in China should be indicated in order that the appointed trade mark agent or attorney may communicate with them when necessary regarding the Chinese names of the applicants and the marks or commodities concerned.

At the present time, charges for professional services in connection with the registration of trade marks are as follows:

Each registration or renewal	£5	5s.	0d.
Each assignment	£6	6s.	0d.
Each duplicate or new certificate	£5	5s.	0d.
Each change of name of applicant	£5	5s.	0d.
Each protest or hearing	£6	6s.	0d.
Each re-examination or re-hearing	£6	6s.	0d.

The above charges do not include disbursements that may be made in respect of Trade Mark Bureau fees, postage and stamp duty. These fees were recently increased from CNC\$500 to CNC\$20,000 for registration and from CNC\$50 to CNC\$2,000 for application fees. (Present exchange rate, CNC\$12,000 equals U.S.\$1.)

Copies of the necessary forms for the registration or renewal of trade marks, together with a list of reputable legal firms in China, are on file in the Commercial Relations and Foreign Tariffs Division of the Department of Trade and Commerce, Ottawa.

Singapore Rapidly Regaining Prewar Position as Port

Singapore, April 12, 1947.—(FTS)—Singapore is rapidly regaining its former position as one of the leading ports of call on trade routes of the world. Shortages of tonnage and commodities have reduced the volume of business handled by many ports, other than those from which grain and certain other goods are shipped. Singapore, which depended to a large extent on its "entrepôt" trade, has suffered from reduced traffic returns and port revenues. It is recorded, however, that 1,523 vessels were handled "alongside" during the year ended March 31, 1946, which is more than 50 per cent of the total in 1940-41, amounting to 2,905. The decline from prewar figures is attributed, in part, to the fact that incoming vessels now carry full cargoes, whereas they arrived with part cargoes some years ago.

From the tonnage viewpoint, the net registered figure of vessels berthing at the Singapore's Harbour Board's jetties during 1946-47 was 4,599,625 as compared with 6,465,997 in 1940-41. Still more significant of the revival in Malaya's trade and the position of the port of Singapore are the records of cargo handled in 1946-47, apart from coal and fuel oil, as compared with the figures for the year 1940-41 (in parentheses): imports, 1,562,671 tons (1,617,980); exports, 742,459 tons (1,382,914). These figures apply only to deep-sea vessels and take no account of the very large tonnage of shipping and cargo handled by numerous native coastal craft.

Foreign Trade Enquiry

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

23. **China**—Malcolm and Company (China) Limited, 12 The Bund, Shanghai, China, an old established firm, well known in the Far East as mechanical engineers and engineering importers who played an important role in construction work for the Chinese Government, the Hong Kong Government and in the Malayan Union before the war, is interested in obtaining the following products from Canada: aluminium ingots, asphalt, building paper, copper ingots, copper sheets and pipe, corrugated sheets, corrugated steels, lead ingots, lead bars, lead sheets, lead pipes, locks, pulp and paper, pig iron, pipes, pipe fittings, roofers' supplies, steels (for construction), stucco, tile, tubes, waterproofing compound, windows, zinc sheet, zinc boiler plate and zinc spelter. File: T.E. 162.

Postal Information

Direct Parcel Post to Germany Resumed

The direct parcel post service from Canada to Germany is resumed, and parcels up to a weight limit of 11 pounds may now be despatched by direct steamship, as well as via the United Kingdom, subject to the conditions at present in effect for parcels to Germany.

Telegraph Service to Germany Resumed

Telegraph service from Canada with civilians in Germany has been re-established following the authorization of such service by the military governments in the British and American zones. Traffic to Berlin or to places in areas occupied by France or U.S.S.R. does not come under the authorization. The German states affected by this new ruling include: Bremen, Bavaria, Wurtemberg, Hesse, Schleswig Holstein, Oldenburg, Hamburg, Hanover, Schaumburg, Lippe, Westfalen and Brunswick. Telegrams are restricted to personal or social matters. Languages admissible under the new service are English, French, German and Russian.

Canadian International Trade Fair

Manufacturers and producers in this country are reminded that, if they propose exhibiting their commodities at the Canadian International Trade Fair, applications must be submitted before July 15, 1947, to the Canadian Government Exhibition Commission, 479 Bank Street, Ottawa. Brochures, in English and French, concerning this trade fair are now available for distribution. Others, in Spanish, Portuguese and Dutch, have been forwarded to Canadian Trade Commissioners.

The minimum area for which application may be made is 120 square feet, and exhibits are limited to ten feet in depth.

The trade fair is taking place in Toronto from May 10 to June 22, 1948.

Trade and Tariff Regulations

India Permits Additional Exports of Black Pepper

The Government of India have decided to release a further quota of 6,000 tons of black pepper for export by the trade from India during the period April to September, 1947, to the following countries: United States of America, 2,000; United Kingdom, 1,240; Eire, 35; Australia, 130; New Zealand, 35; Canada, 200; Belgium, 80; Netherlands, 80; Denmark, 70; Sweden, 130; Norway, 35; Switzerland, 15; Portugal, 70; Italy, 70; Greece, 35; Tangier, 20; Malta, 15; Spain, including Spanish Morocco, 70; Turkey, 70; British East Africa, 15; Middle East, Africa and Persian Gulf, 1,000; Afghanistan, 70; Ceylon, 45; other countries of the Western Hemisphere, 400; and British West Indies, 70 tons.

Sterling Transactions With Italy

Sterling on Italian transferable accounts may be transferred to Canadian accounts for current transactions, effective April 21, 1947, and sterling on Canadian transferable accounts may be transferred to Italian accounts, under United Kingdom regulations, according to an announcement by the Foreign Exchange Control Board.

Gordon Bennett Johnson Retiring This Month

Gordon Bennett Johnson, O.B.E., Canadian Government Trade Commissioner at Glasgow, Scotland, is retiring this month from the Foreign Trade Service, completing a career that commenced in the Royal Engineers and carried him to China before he was appointed a member of the Commercial Intelligence Service. Born in Belleville, Ontario, on November 18, 1880, Mr. Johnson attended the Royal Military College of Canada, from which he graduated with honours in 1900. He received one of two commissions in the Royal Engineers, awarded graduates by the War Office, and attended the School of Military Engineering at Chatham, England. He was posted to Colchester and in 1903 transferred to Colombo, Ceylon.

Mr. Johnson was offered a post as engineer on the construction staff of the Shanghai-Nanking Railway in 1905, and resigned his commission. He remained with the railway until its completion in 1908, and then returned to Canada. After a period in California and Mexico, Mr. Johnson followed his profession of engineering in this country. He was appointed Canadian Government Trade Commissioner in Japan and China in 1913, with offices in Yokohama and Shanghai.

With the outbreak of hostilities in 1914, he rejoined the Royal Engineers, with which he served until 1919, retiring with the rank of major. On his return to the Commercial Intelligence Service, Mr. Johnson was appointed Canadian Government Trade Commissioner in Rio de Janeiro, Brazil, from which he was transferred to Glasgow in 1921. His territory was recently extended to include Iceland, which is closely connected with Scotland by steamship services out of Leith.

Mr. Johnson married Vaughn Avery, a daughter of the late F. W. Avery, of Ottawa, in 1912, and had two sons, the younger of whom was killed in action in Northwest Europe in April, 1945.



Ocean-Going Sailing Schedules

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

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

Departures from Montreal

*Calls at Halifax about five days later

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	May 1-10	<i>Saint Bernard</i>	Elder Dempster
Lourenço Marques..	May 22-31	<i>A Ship</i>	Elder Dempster
Lourenço Marques..	June 5-15	<i>A Ship</i>	Elder Dempster
Lourenço Marques. }	May 11-21	<i>Cargill</i>	Elder Dempster
Beira..... }	June 15-25	<i>Chandler</i>	Elder Dempster
Africa-South—			
Cape Town.....	May 1-10	<i>Saint Bernard</i>	Elder Dempster
Port Elizabeth.....	May 11-21	<i>Cargill</i>	Elder Dempster
East London.....	May 22-31	<i>A Ship</i>	Elder Dempster
Durban.....	June 5-15	<i>A Ship</i>	Elder Dempster
	June 15-25	<i>Chandler</i>	Elder Dempster
Argentina—			
Buenos Aires.....	May 5-10	<i>Bjarne a Lia</i>	Montreal Shipping
Buenos Aires.....	May 14-16	<i>William S. Halstead</i>	Montreal Shipping
Buenos Aires.....	June 6-10	<i>Royal Prince</i>	Furness Withy
Australla—			
Brisbane.....	Apr. 5-May 12	<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.....	May 1-5	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	May 1-8	<i>Marchdale</i>	March Shipping
Antwerp.....	May 5	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	May 10-18	<i>Brant County</i>	Canada Steamships
Antwerp.....	May 10	<i>Hedel</i>	Shipping Limited
Antwerp.....	May 17	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	Late May	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	May 24-31	<i>Harald Torsvik</i>	Canada Steamships
Antwerp.....	May 26-June 3	<i>Mont Rolland</i>	Montreal Shipping
Antwerp.....	May 27	<i>Harpefjell</i>	Brock Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Brazil— Rio de Janeiro..... } Santos..... }	June 6-10	<i>Royal Prince</i>	Furness Withy
Rio de Janeiro.....	May 14-16	<i>William S. Halstead</i>	Montreal Shipping
Ceylon— Colombo..... Colombo..... Colombo..... Colombo.....	May 5-10 May 10-15 May 15-20 May 20-25	<i>Lambrook</i> <i>Seaside</i> <i>Trewellard</i> <i>Forest</i>	McLean Kennedy March Shipping McLean Kennedy McLean Kennedy
China— Shanghai.....	May 30-June 2	<i>City of Khartoum</i>	McLean Kennedy
Shanghai..... } Taku Bar..... }	May 5-15	<i>Seaside</i>	March Shipping
Colombia— Barranquilla..... Barranquilla.....	May 17-21 June 11-14	<i>Apollo</i> <i>Benny</i>	Saguenay Terminals Saguenay Terminals
Cuba— Havana.....	May 8-9	<i>Rexton Kent</i>	McLean Kennedy
Curacao..... }	May 17-21 June 11-14	<i>Apollo</i> <i>Benny</i>	Saguenay Terminals Saguenay Terminals
Denmark— Copenhagen.....	May 26	<i>Ornefjell</i>	Brock Shipping
Eire— Dublin..... Dublin.....	May 7-11 Late May	<i>Lord O'Neill</i> <i>Inishowen Head</i>	McLean Kennedy McLean Kennedy
Dublin..... } Cork..... }	May 5 May 31	<i>Irish Spruce</i> <i>Irish Elm</i>	Shipping Limited Shipping Limited
France— Le Havre..... Le Havre..... Le Havre.....	May 1-8 May 10-18 May 24-31	<i>Marchdale</i> <i>Brant County</i> <i>Harald Torsvik</i>	March Shipping Canada Steamships Canada Steamships
Germany— Hamburg..... Hamburg.....	May 1-8 May 26-June 3	<i>Marchdale</i> <i>Mont Rolland</i>	March Shipping Montreal Shipping
Greece— Piraeus.....	May 15-25	<i>Marchport</i>	March Shipping
Hong Kong..... }	May 5-15 May 30-June 2	<i>Seaside</i> <i>City of Khartoum</i>	March Shipping McLean Kennedy
India— Karachi..... } Madras..... } Bombay..... } Calcutta..... }	May 5-10 May 5-15 May 20-25	<i>Lambrook</i> <i>Seaside</i> <i>Forest</i>	McLean Kennedy March Shipping McLean Kennedy
Bombay..... } Madras..... } Calcutta..... }	May 15-20	<i>Trewellard</i>	McLean Kennedy
Italy— Genoa..... Genoa..... Genoa.....	May 1-8 May 5-12 May 15-25	<i>Mont Alla</i> <i>Mont Sandra</i> <i>Marchport</i>	Montreal Shipping Montreal Shipping March Shipping
Malayan Union— Penang..... } Port Swettenham..... }	May 24-28	<i>Phrontis</i>	Cunard Donaldson
Mediterranean— Central and Western Areas..... }	May 1-8 May 5-12 May 15-25	<i>Mont Alla</i> <i>Mont Sandra</i> <i>Marchport</i>	Montreal Shipping Montreal Shipping March Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mexico— Vera Cruz	May 15-18	<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 17	<i>Prins Maurits</i>	Shipping Limited
Rotterdam	May 24-31	<i>Harald Torsvik</i>	Canada Steamships
Rotterdam	May 26-June 3	<i>Mont Rolland</i>	Montreal Shipping
Rotterdam	May 27	<i>Harpefjell</i>	Brock Shipping
Rotterdam	May 1-5	<i>Twickenham</i>	Cunard Donaldson
Amsterdam	Late May	<i>Beckenham</i>	Cunard Donaldson
Netherlands East Indies—			
Batavia	May 24-28	<i>Phrontis</i>	Cunard Donaldson
Samarang			
Soerabaya			
Newfoundland—			
St. John's	May 11-13	<i>Blue Peter II</i>	Montreal Shipping
St. John's	May 28-31	<i>Blue Peter II</i>	Montreal Shipping
New Zealand—			
Auckland	May 12-17	<i>City of Eastbourne</i>	Montreal Australia New Zealand Line
Wellington			
Lyttelton			
Dunedin			
Northern Ireland—			
Belfast	May 1-4	<i>Torr Head</i>	McLean Kennedy
Belfast	Late May	<i>Inishowen Head</i>	McLean Kennedy
Norwegian Ports.....	May 26	<i>Ornefjell</i>	Brock Shipping
Philippines—			
Manila	May 5-15	<i>Seaside</i>	March Shipping
Manila	May 30-June 2	<i>City of Khartoum</i>	McLean Kennedy
Poland—			
Gdansk	May 15-23	<i>Bayside</i>	Montreal Shipping
Gdansk	May 26-June 3	<i>Mont Rolland</i>	Montreal Shipping
Portugal—			
Lisbon	May 5-12	<i>Mont Sandra</i>	Montreal Shipping
Scandinavia—			
Baltic Ports	Apr. 25-May 6	<i>Braeholm</i>	Swedish American Line
Baltic Ports	May 13	<i>Erland</i>	Swedish American Line
Baltic Ports	May 13-21	<i>Svaneholm</i>	Swedish American Line
Baltic Ports	Early June	<i>Vasaholm</i>	Swedish American Line
Singapore.....	May 5-15	<i>Seaside</i>	March Shipping
	May 24-28	<i>Phrontis</i>	Cunard Donaldson
Trieste.....	May 15-25	<i>Marchport</i>	March Shipping
United Kingdom—			
Avonmouth	May 6-12	<i>Dorelian</i>	Cunard Donaldson
Avonmouth	May 24-28	<i>Salacia</i>	Cunard Donaldson
Hull	May 8-12	<i>Consuelo</i>	McLean Kennedy
Leith	May 5-9	<i>Cairnavon</i>	Furness Withy
Leith	May 20	<i>Cairnesk</i>	Furness Withy
Liverpool	May 1-5	<i>Cavina</i>	Cunard Donaldson
Liverpool	May 7-11	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool	May 10-18	<i>Beaverford</i>	Canadian Pacific
Liverpool	May 17-23	<i>Lord Lloyd George</i>	Cunard Donaldson
Liverpool	May 24	<i>Beaverburn</i>	Canadian Pacific
Liverpool	June 12	<i>Beaverburn</i>	Canadian Pacific
Liverpool	June 14	<i>Empress of Canada</i>	Canadian Pacific

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom			
—Con.			
London.....	May 1-5	<i>Beaverglen</i>	Canadian Pacific
London.....	May 6-10	<i>Corrales</i>	Canadian Pacific
London.....	May 8-15	<i>Fort Spokane</i>	Cunard Donaldson
London.....	May 16-20	<i>Beaverdell</i>	Canadian Pacific
London.....	May 27	<i>Harpefjell</i>	Brook Shipping
London.....	June 2	<i>Beaverglen</i>	Canadian Pacific
London.....	June 7	<i>Beaverlake</i>	Canadian Pacific
Manchester.....	May 7-10	<i>Manchester City</i>	Furness Withy
Manchester.....	May 22	<i>Manchester Regiment</i>	Furness Withy
Manchester.....	May 29	<i>Manchester Trader</i>	Furness Withy
Newcastle.....	May 5-9	<i>Cairnavon</i>	Furness Withy
Newcastle.....	May 20	<i>Cairnesk</i>	Furness Withy
Uruguay—			
Montevideo.....	May 5-10	<i>Bjarne a Lia</i>	Montreal Shipping
Montevideo.....	May 14-16	<i>William S. Halsted</i>	Montreal Shipping
Montevideo.....	June 6-10	<i>Royal Prince</i>	Furness Withy
Venezuela—			
La Guaira.....	May 17-21	<i>Apollo</i>	Saguenay Terminals
La Guaira.....	June 11-14	<i>Benny</i>	Saguenay Terminals
West Indies—			
Antigua.....	May 4-13	<i>Alcoa Pioneer</i>	Alcoa Steamships
Antigua.....	May 7-12	* <i>Canadian Challenger</i>	Canadian National
Antigua.....	May 14-23	<i>Alcoa Pointer</i>	Alcoa Steamships
Antigua.....	May 24-June 2	* <i>Alcoa Partner</i>	Alcoa Steamships
Antigua.....	May 27-31	* <i>Canadian Cruiser</i>	Canadian National
Antigua.....	June 3-12	<i>A Ship</i>	Alcoa Steamships
Antigua.....	June 13-22	* <i>A Ship</i>	Alcoa Steamships
Antigua.....	June 18-23	* <i>Canadian Constructor</i>	Canadian National
Bahamas.....	May 10	* <i>Canadian Conqueror</i>	Canadian National
Bahamas.....	May 27	* <i>Canadian Leader</i>	Canadian National
Bahamas.....	June 4	* <i>Canadian Observer</i>	Canadian National
Bahamas.....	June 7-12	* <i>Chometry</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>Chometry</i>	Canadian National
Barbados.....	June 13-22	* <i>A Ship</i>	Alcoa Steamships
Barbados.....	June 18-23	* <i>Canadian Constructo</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.....	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>Chometry</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.....	May 27-31	* <i>Canadian Cruiser</i>	Canadian National
Dominica.....	June 18-23	* <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

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
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>Chomedy</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>Chomedy</i>	Canadian National
Martinique	May 7-12	* <i>Canadian Challenger</i>	Canadian National
Martinique	June 7-12	* <i>Chomedy</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	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
St. Kitts	June 13-22	* <i>A Ship</i>	Alcoa Steamships
St. Kitts	June 18-23	* <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	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	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
St. John's	May 13-16	<i>Fort Townshend</i>	Furness Withy
United Kingdom—			
Southampton	May 6	<i>Aquitania</i>	Cunard White Star
West Indies—			
Bermuda	May 13-16	<i>Fort Amherst</i>	Furness Withy
Jamaica	May 11	<i>Canadian Highlander</i>	Canadian National
Jamaica	May 16-19	<i>Oakmount Park</i>	Pickford and Black
Jamaica	June 3-6	<i>Dufferin Bell</i>	Pickford and Black
Jamaica	June 30-July 3	<i>Oakmount Park</i>	Pickford and Black

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
China— Shanghai.....	May 1-10	<i>Lakeside</i>	March Shipping
Hong Kong	May 1-10	<i>Lakeside</i>	March Shipping
India— Bombay.....	May 1-10	<i>Lakeside</i>	March Shipping
Iraq— Basra.....	May 1-10	<i>Lakeside</i>	March Shipping
Italy— Genoa.....	Apr. 28-May 10	<i>Mont Clair</i>	Montreal Shipping
Mediterranean— Central and Western Areas... }	Apr. 28-May 10	<i>Mont Clair</i>	Montreal Shipping
Norway— Oslo.....	May 9-12 June 1	<i>Drammensfjord</i> <i>Vindafjord</i>	March Shipping March Shipping
Kristiansand.....			
Stavanger.....			
Bergen.....			
Trondheim.....			
Singapore	May 1-10	<i>Lakeside</i>	March Shipping
Venezuela— Guanta.....	May 19-21	<i>Shakespeare Park</i>	Saguenay Terminals
Puerto Cabello.....			
Maracaibo.....			

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. 25-May 12	<i>Lake Chilco</i>	North Pacific Shipping
Africa-South— Cape Town..... } East London..... } Durban..... }	Apr. 25-May 12 May 15-June 1	<i>Lake Chilco</i> <i>Lake Nipigon</i>	North Pacific Shipping North Pacific Shipping
Australia— 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
China— Shanghai..... } Tsingtao..... } Taku Bar..... }	May 11 June 6 June 24	<i>Mongabarra</i> <i>Vilja</i> <i>Vito</i>	Empire Shipping Empire Shipping Empire Shipping
Shanghai.....	May 2-12	<i>Lake Cowichan</i>	Empire Shipping
Shanghai.....	May 9-10	<i>Jonathan Harrington</i>	American Mail Line
Shanghai.....	May 23-24	<i>Thomas F. Hunt</i>	American Mail Line
Shanghai.....	June 6-7	<i>Island Mail</i>	American Mail Line
Shanghai.....	June 20-21	<i>China Mail</i>	American Mail Line
Colombia— Cartagena..... } Barranquilla..... }	Early May	<i>Don Alberto</i>	Empire Shipping

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
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
Guatemala— San Jose.....	May 20-21	<i>Coastal Adventurer</i>	C. Gardner Johnson
Honduras— Amapala.....	May 20-21	<i>Coastal Adventurer</i>	C. Gardner Johnson
Hong Kong	May 9-10	<i>Jonathan Harrington</i>	American Mail Line
	May 23-24	<i>Thomas F. Hunt</i>	American Mail Line
	June 6-7	<i>Island Mail</i>	American Mail Line
	June 20-21	<i>China Mail</i>	American Mail Line
Japan— Keelung.....	May 2-12	<i>Lake Cowichan</i>	Empire Shipping
New Zealand— Auckland.....	Late May	<i>Waitemata</i>	Canadian Australasian
Auckland.....	Early June	<i>Waihemo</i>	Canadian Australasian
Nicaragua— Corinto.....	May 20-21	<i>Coastal Adventurer</i>	C. Gardner Johnson
Palestine— Haifa.....	May 9-21	<i>William J. Gray</i>	Anglo Canadian Shipping.
Panama— Balboa.....	Early May	<i>Don Alberto</i>	Empire Shipping
Balboa.....	May 20-21	<i>Coastal Adventurer</i>	C. Gardner Johnson
Philippines— Manila.....	May 23-24	<i>Thomas F. Hunt</i>	American Mail Line
	June 6	<i>Vilja</i>	Empire Shipping
	June 6-7	<i>Island Mail</i>	American Mail Line
	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.....	May 20-21	<i>Coastal Adventurer</i>	C. Gardner Johnson
La Union.....			
South Sea Islands— Papeete.....	Late May	<i>Waitemata</i>	Canadian Australasian
United Kingdom— Liverpool.....	Early June	<i>Pacific Enterprise</i>	Furness Pacific
	Early July	<i>Pacific Exporter</i>	Furness Pacific
London.....	Early June	<i>Pacific Enterprise</i>	Furness Pacific
	Early July	<i>Pacific Exporter</i>	Furness Pacific
Venezuela— La Guaira.....	Early May	<i>Don Alberto</i>	Empire Shipping
Maracaibo.....			
Puerto Cabello.....			

S.S. *Beavercove* Makes Maiden Trip in July

The Canadian Pacific cargo liner *Beavercove*, which was launched on the Clyde last July, will sail from Liverpool on July 23 for Montreal. She is the last of four 9,700-ton deadweight vessels built since the war, the others being the *Beaverdell*, *Beaverglen* and *Beaverlake*.

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 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 21	Nominal Quotations April 28
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2435	.2435
Australia.....	Pound	....	3.2240	3.2240
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0544	.0544
Chile.....	Peso	Off.	.0517	.0517
		Export	.0322	.0322
Colombia.....	Peso	....	.5714	.5714
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2083	.2083
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1330	4.1330
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6306	3.6306
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0142	.0142
French Pacific Possessions.....	Franc	....	.0201	.0201
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2518	.2518
Iceland.....	Krona	....	.1541	.1541
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2059	.2059
Netherlands.....	Florin	....	.3769	.3769
Netherlands East Indies.....	Florin	....	.3769	.3769
Netherlands West Indies.....	Florin	....	.5302	.5302
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1538	.1538
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4701	.4701
Sweden.....	Krona	....	.2783	.2783
Switzerland.....	Franc	....	.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