

# FOREIGN TRADE

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**COVER SUBJECT**—S.S. *Ottawa Valley*, recently acquired by the Montreal Australia New Zealand Line, Limited, which sailed from Halifax in the early part of March for Auckland, Wellington, Lyttelton and Dunedin with a full cargo. Built in Victoria, B.C., and launched in 1944, the S.S. *Ottawa Valley* has a gross tonnage of 7,164, a net tonnage of 4,295, a length of 416 feet, beam of 57 feet and depth of 37 feet. She is an oil-burner. Prior to her purchase last February, this vessel was operated by the Canadian Transport Company as the S.S. *Mission Park*.

# U.S. Production of Oil Burners Shows Marked Expansion

*Installations in private homes increased from 12,500 in 1920 to approximately 3,000,000 in 1946—2,936,845 domestic and 383,560 industrial oil burners in operation—Production reached all-time high in 1946—Prices show upward trend—Canada among principal markets—Future outlets in centres having populations of less than 50,000.*

By W. D. Wallace, Assistant Commercial Secretary, Canadian Embassy

WASHINGTON, D.C., April 7, 1947.—The use of fuel oil burners for heating purposes in the United States has expanded rapidly during the past twenty-six years. There were, of course, two periods when declines in sales were recorded. One was in the early part of the 1930-33 depression, and the other was the 1942-45 war period, when production was curtailed by government restrictions, and the industry was manufacturing war materials. Two of the chief factors in the change from coal to oil have been the many strikes in the coal industry since 1924, which have been most serious in recent years, and the greater convenience of operating with oil as compared with coal.

## Oil Heating in Three Million Homes

The greatest expansion has been in the installation of domestic oil burners in private homes. In 1920 about 12,500 homes were using oil heating, whereas by the end of 1946 the number was estimated at 3,000,000. The chief competitors of oil burners in automatic heating for domestic purposes are gas burners and automatic coal stokers, but oil burners are in the greatest demand and account for almost 50 per cent of the current new installations.

Industry also has shown a decided shift to the use of oil burners for heating and power purposes, but it has not been as rapid as the change over for residential use. In the past ten years the railroad industry has been making a pronounced change from coal-burning to Diesel electric locomotives, and today the diesel locomotives account for almost 95 per cent of the orders placed for railroad locomotives.

## Production in 1946 Totalled 580,326 Units

The production of oil burners reached a new peak in 1946, despite the shortages of materials to complete the finished product. This is reflected in the fact that the production of complete burner units was well below the prewar average, while conversion burners were above that average. According to a report of the United States Department of Commerce, production in 1946 amounted to 580,326 units as against 177,772 units in 1945, and factory shipments totalled 579,453 as compared with 182,130. Stocks on hand at the close of the year amounted to only 7,039 burners, while unfilled orders were estimated at over one million units.

Of the 1946 production, residential burners accounted for 437,935 units; residential boiler burner units, 24,469; residential water-heating units, 42,236; and residential furnace burner units, 37,059. The remaining production consisted of 37,306 commercial and industrial burner units.

## Domestic Oil Burners in Operation Total 2,936,845

It is estimated that at the close of 1946 there were 5,918,550 automatic domestic heating installations operating in the United States, of which 2,936,845 (49.6 per cent) were oil burners, 1,764,565 (29.8 per cent) gas burners, and 1,217,140 (20.6 per cent) were stokers. Despite the shortages of oil burners and installation materials, dealers sold 455,218 units in 1946, or nearly 37 per cent more than were ever installed in any one year.

The following table, from the trade publication *Fuel Oil and Oil Heat*, shows the annual sales and the number of domestic oil burners in use at the end of the years 1935 to 1946:

|      | Sales   | No. in Use |
|------|---------|------------|
| 1935 | 150,510 | 1,152,125  |
| 1936 | 220,075 | 1,340,675  |
| 1937 | 210,740 | 1,530,545  |
| 1938 | 179,360 | 1,667,745  |
| 1939 | 236,140 | 1,862,330  |
| 1940 | 302,210 | 2,135,125  |
| 1941 | 333,250 | 2,402,060  |
| 1942 | 99,510  | 2,386,290  |
| 1943 | 33,445  | 2,375,455  |
| 1944 | 49,915  | 2,392,265  |
| 1945 | 145,596 | 2,525,655  |
| 1946 | 455,218 | 2,936,845  |

Of the total 1946 sales, 402,261 (88.4 per cent) were conversion burners, 23,309 (5.1 per cent) were boiler burner units, and 29,645 (6.5 per cent) were furnace burner units. The prewar averages of installations were 80.5 per cent for conversion burners, 9.1 per cent for boiler burner units, and 10.4 per cent for furnace burner units. The low percentage of complete units is attributed to the fact that a large proportion of the 1946 total burner production was accounted for by small manufacturers who did not make complete oil-fired units.

## Commercial Oil Burners in Use Total 383,560

Sales of commercial and industrial oil burners in 1946 amounted to 40,968 units, an increase of 32.7 per cent over the 1945 figure of 30,515 units, but almost 27 per cent below the record sales of 55,360 units in 1942. Shipments for the past year reached 38,247 units as against 30,900 in 1945, an increase of 8.8 per cent. Only 15,012 of the heavy boilers, or slightly less than 40 per cent, were used for commercial heating. Of the heavy boiler shipments, 12,893 (33.7 per cent) were horizontal rotary equipment, 13,323 (34.8 per cent) were high-pressure burners for heavy oil, and 12,031 (31.5 per cent) were low-pressure burners for heavy oil. Commercial heating installations in operation at the close of 1946 amounted to 383,560 units, 11.2 per cent over the total of 345,090 units in operation in 1945.

The following table shows the annual sales and the number of commercial burners operating at the end of each of the years 1935 to 1946:

|      | Sales  | No. Operating |
|------|--------|---------------|
| 1935 | 14,990 | 176,240       |
| 1936 | 18,435 | 192,830       |
| 1937 | 19,380 | 210,275       |
| 1938 | 13,955 | 222,880       |
| 1939 | 16,445 | 237,680       |
| 1940 | 20,710 | 256,320       |
| 1941 | 34,750 | 287,595       |
| 1942 | 55,360 | 293,120       |
| 1943 | 44,470 | 285,045       |
| 1944 | 30,705 | 320,680       |
| 1945 | 30,515 | 345,090       |
| 1946 | 40,498 | 383,560       |

It will be noted from the foregoing table that there has been a steady increase in the number of burners in operation each year, except 1943 when there was a slight decline. The statistics indicate the trend of industry away from coal to oil. It is estimated that in 1946 oil burners replaced 31,495 domestic and commercial coal stokers.

#### Prices of Domestic Oil Burners Show Upward Trend

Since 1941 there has been a steady increase in the retail and factory sale prices of oil burners, but the largest increases took place in 1946 following the removal of price control. The retail sales of domestic oil burners in 1946 totalled \$186,299,500 as against \$49,245,200 in 1945 and \$113,546,400 in 1941. The factory value of 1946 sales was \$66,625,300 as compared with \$17,845,400 in 1945 and \$41,931,800 in 1941. Conversion burners valued at \$148,812,500 accounted for 79.9 per cent of the 1946 sales, which were the highest on record, while boiler burner units, representing 9.6 per cent of the total sales, and furnace burner units, accounting for 10.5 per cent of the total, amounted to \$17,956,000 and \$19,530,900, respectively.

The average retail price of conversion oil burner installations was \$370 in 1946, or 18.2 per cent above the 1945 average value of \$313 and 48 per cent over the 1941 average of \$250. The factory value of conversion oil burners averaged \$119 in 1946, an increase of 26.6 per cent over the previous year's average of \$94 and 49.3 per cent above the 1941 average of \$81.

#### Price Increases Apply to All Types

Wholesale and retail price increases in 1946 were not confined to any particular type of conversion burner. The following table from the January issue of *Fuel Oil and Oil Heat* shows the average retail and wholesale prices of conversion burners in 1946 and 1945:

| Type of Conversion Burner | Retail |       | Wholesale |       |
|---------------------------|--------|-------|-----------|-------|
|                           | 1946   | 1945  | 1946      | 1945  |
| High-pressure .....       | \$367  | \$305 | \$113     | \$ 90 |
| Low-pressure .....        | 398    | 381   | 135       | 120   |
| Vertical rotary .....     | 395    | 362   | 144       | 123   |
| Vaporizing .....          | 319    | 215   | 90        | 65    |

The average retail price of factory assembled boiler burner units in 1946 was \$770, an increase of 16.1 per cent over the 1945 figure of \$663 and 40.7 per cent above the 1941 value of \$547 per unit. The average factory value increased by 45.2 per cent, from \$276 in 1945 to \$401 per unit in 1946. The increase in factory price over the 1941 average price of \$243 per unit was 65 per cent.

During 1946, retail prices for factory assembled warm-air units averaged \$659, an increase of 24.1 per cent over the 1945 average retail price of \$531 and 13.2 per cent above the 1941 average of \$582 per unit. The factory value of these furnace burner units averaged \$318 per unit in 1946 as compared with \$243 in 1945 and \$234 in 1941, increases of 30.9 and 35.9 per cent respectively.

#### Record Exports of Domestic Oil Burners in 1946

In addition to being the world's largest producer of domestic and commercial or industrial oil burners, United States manufacturers have enjoyed a considerable foreign trade and have exported to nearly all world markets. As will be noted from the accompanying table, showing

exports of domestic burners for the years 1935, 1939 and 1944 to 1946, the principal markets have been Canada and European and South American countries.

### United States Exports of Domestic Oil Burners

| COUNTRY               | 1935  |         | 1939  |         | 1944  |        | 1945  |         | 1946*  |           |
|-----------------------|-------|---------|-------|---------|-------|--------|-------|---------|--------|-----------|
|                       | Units | \$      | Units | \$      | Units | \$     | Units | \$      | Units  | \$        |
| Canada                | 278   | 50,648  | 1,144 | 109,776 | 149   | 13,726 | 5,346 | 369,436 | 36,930 | 1,900,831 |
| Mexico                | 71    | 8,728   | 67    | 7,089   | 350   | 43,148 | 463   | 43,382  | 323    | 37,732    |
| Argentina             | 448   | 64,058  | 282   | 48,969  |       |        | 4     | 411     |        |           |
| Brazil                | 25    | 3,569   | 102   | 23,632  | 10    | 1,804  | 11    | 1,819   |        |           |
| Colombia              | 2     | 570     | 2     | 597     | 14    | 3,862  | 87    | 12,144  |        |           |
| Ecuador               |       |         | 3     | 504     | 93    | 3,233  | 94    | 5,717   |        |           |
| Uruguay               | 7     | 1,898   | 15    | 5,529   |       |        | 2     | 267     | 145    | 12,987    |
| Venezuela             | 2     | 495     | 101   | 10,238  | 14    | 1,709  | 126   | 8,777   |        |           |
| Newfoundland          |       |         | 13    | 1,193   | 129   | 11,592 | 309   | 35,913  | 226    | 17,892    |
| United Kingdom        | 55    | 5,885   | 38    | 2,422   | 4     | 1,346  |       |         |        |           |
| France                | 617   | 101,946 | 171   | 21,926  |       |        |       |         |        |           |
| Netherlands           | 483   | 54,986  | 318   | 31,179  |       |        |       |         | 159    | 22,617    |
| Norway                | 103   | 17,200  | 473   | 60,285  |       |        |       |         |        |           |
| Sweden                | 441   | 63,822  | 1,435 | 136,211 |       |        | 20    | 859     | 1,395  | 163,130   |
| Spain                 | 83    | 19,066  |       |         |       |        |       |         |        |           |
| Greece                | 334   | 46,556  | 219   | 23,214  |       |        |       |         |        |           |
| Rumania               | 295   | 40,834  | 24    | 4,925   |       |        |       |         |        |           |
| Egypt                 | 35    | 5,050   | 31    | 2,796   |       |        | 24    | 1,672   |        |           |
| Union of South Africa |       |         |       |         |       |        |       |         |        |           |
| Africa                | 24    | 3,448   | 115   | 11,164  |       |        | 11    | 1,158   |        |           |
| New Zealand           | 17    | 1,912   | 9     | 934     |       |        | 12    | 1,106   |        |           |
| Palestine             | 422   | 36,311  | 172   | 11,406  |       |        |       |         |        |           |
| Other Countries       | 340   | 49,873  | 256   | 30,113  | 24    | 5,175  | 261   | 12,169  | 1,734  | 194,323   |
| TOTAL                 | 4,082 | 576,855 | 4,990 | 544,102 | 787   | 85,595 | 6,770 | 494,830 | 40,912 | 2,349,512 |

\*Estimates only; breakdown by countries is incomplete

During the period 1935 to 1939, exports of domestic oil burners averaged 5,159 per year, with an average value of \$646,764. The chief markets in this period were Sweden, France, Canada, Netherlands, Norway, and Argentina. As a result of the outbreak of war and the loss of European markets, exports declined to 2,969 units valued at \$348,374 in 1940, Canada taking 1,516 units valued at \$158,523. The other principal markets were South America, Union of South Africa, and Palestine.

For the period 1941 to 1945, annual exports of domestic oil burners averaged 2,266 units valued at \$187,514. During these years the chief export markets were Canada, Mexico, Colombia, Newfoundland, and Argentina.

In 1946, exports of domestic oil burners attained an all-time high of 40,912 units valued at \$2,349,512. Canada continued to be the leading market, taking 36,930 units valued at \$1,900,831. Exports were resumed to some of the European markets, particularly the Netherlands and Sweden.

#### Canada Chief Market for Industrial Oil Burners

As in the case of domestic oil burners, United States manufacturers have exported industrial or commercial oil burners to all parts of the world. However, contrary to the decline in exports of domestic oil burners during the war years, shipments abroad of industrial burners were above prewar averages. The accompanying table shows the exports of industrial or commercial oil burners for the years 1935, 1939 and 1944 to 1946.

## United States Exports of Industrial Oil Burners

| COUNTRY            | 1935         |                | 1939         |                | 1944         |                | 1945         |                | 1946*        |                  |
|--------------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|------------------|
|                    | Units        | \$               |
| Canada.....        | 129          | 16,815         | 569          | 55,230         | 636          | 132,699        | 1,751        | 283,419        | 3,361        | 395,609          |
| Mexico.....        | 87           | 15,700         | 157          | 18,539         | 502          | 73,340         | 502          | 190,803        | 881          | 245,992          |
| Argentina.....     | 92           | 22,246         | 302          | 55,913         |              |                |              |                |              |                  |
| Brazil.....        | 65           | 13,688         | 75           | 12,160         | 30           | 8,555          | 82           | 23,101         |              |                  |
| Colombia.....      | 8            | 3,568          | 54           | 4,218          | 19           | 1,880          | 16           | 8,933          |              |                  |
| Chile.....         | 1            | 123            | 3            | 988            | 10           | 2,472          | 26           | 7,578          |              |                  |
| Peru.....          | 15           | 1,922          | 34           | 2,491          | 30           | 1,085          | 91           | 16,788         |              |                  |
| Venezuela.....     | 34           | 8,151          | 45           | 6,184          | 33           | 5,269          | 270          | 60,792         | 263          | 57,734           |
| Cuba.....          | 15           | 2,952          | 48           | 7,972          | 43           | 10,252         | 100          | 31,198         | 202          | 52,222           |
| Newfoundland       |              |                | 1            | 156            | 26           | 2,848          | 78           | 13,340         |              |                  |
| Netherlands        |              |                |              |                |              |                |              |                |              |                  |
| West Indies        |              |                | 89           | 4,981          | 8            | 3,109          | 7            | 734            |              |                  |
| United Kingdom     | 7            | 2,119          | 21           | 1,141          |              |                | 6            | 986            |              |                  |
| France.....        | 142          | 22,212         | 6            | 777            |              |                |              |                |              |                  |
| Netherlands.....   | 16           | 2,588          | 36           | 5,351          |              |                |              |                | 231          | 76,054           |
| Norway.....        | 21           | 6,188          | 142          | 20,756         |              |                |              |                | 113          | 54,092           |
| Sweden.....        | 8            | 1,473          | 402          | 51,979         |              |                | 4            | 1,393          | 463          | 92,736           |
| Greece.....        | 45           | 7,507          | 44           | 10,160         |              |                |              |                |              |                  |
| Spain.....         | 138          | 22,405         |              |                |              |                |              |                |              |                  |
| Rumania.....       | 43           | 8,859          | 85           | 14,127         |              |                |              |                |              |                  |
| Philippines.....   | 46           | 6,460          | 19           | 1,801          |              |                |              |                |              |                  |
| Palestine.....     | 15           | 2,143          |              |                |              |                |              |                |              |                  |
| Union of South     |              |                |              |                |              |                |              |                |              |                  |
| Africa.....        | 8            | 1,469          | 27           | 3,246          |              |                | 6            | 111            |              |                  |
| India.....         | 6            | 300            | 3            | 630            |              |                | 2            | 1,190          |              |                  |
| Other Countries... | 106          | 27,768         | 128          | 39,731         | 182          | 35,424         | 385          | 107,297        | 975          | 284,127          |
| <b>TOTAL.....</b>  | <b>1,047</b> | <b>196,656</b> | <b>2,290</b> | <b>298,531</b> | <b>1,519</b> | <b>276,933</b> | <b>3,326</b> | <b>747,663</b> | <b>6,489</b> | <b>1,258,566</b> |

\*Estimates only; breakdown by countries is incomplete

It will be noted that in the prewar years, 1935 to 1939, annual exports of industrial burners averaged 1,442 units with an average value of \$223,125. The chief markets in this period were Canada, Argentina, Mexico, Venezuela, France, and Sweden.

In the war years, 1940 to 1945, United States exports averaged 1,870 units per year with an annual average value of \$341,845. There was little change in the principal export markets for industrial oil burners, even though the European market was lost. During these years shipments went principally to Canada, Mexico and various South American countries.

In 1946, exports of industrial oil burners established a new high, amounting to 6,489 units valued at \$1,258,566. Canada was the chief market, accounting for 3,361 units with a value of \$395,609. Markets were reopened in Europe during the past year, and substantial shipments were made to Sweden, Norway, and the Netherlands.

### Diesels Replacing Coal-burning Locomotives

During recent years there has been a definite trend on the part of United States railroads to shift from coal-burning to oil-burning locomotives. This change may be attributed chiefly to the recurring labour troubles in the coal industry. One of the leading locomotive producers estimates that 95 per cent of the nation's orders for locomotives are for Diesel electrics, as compared with 20 per cent twelve years ago. In 1945, orders for Diesels amounted to 702 out of 856 locomotives ordered. At the close of 1946, orders for Diesels amounted to 534 as against 64 for coal-burning locomotives; during 1946 the industry took delivery of 473 Diesels and 83 coal-burning locomotives.

The railway companies have about \$2,000,000,000 invested in coal-burning locomotives, for most of which there are many additional years of usefulness. As this investment is too large to scrap, it will be a long time before oil-burning Diesels and electric locomotives outnumber the coal-burning type on the railroads of this country.

#### **Future Market in Smaller Centres**

Capacity for the manufacture of oil burners, both domestic and industrial, is well above actual production, so that industry, materials being available, can meet almost any reasonable demand for burners during the next few years. At the recent convention of the Oil Heat Institute, it was predicted that within ninety days the supply will be equal to current demand for domestic burners and that sales will then be made from inventory. It is estimated that more than 750,000 burners will be produced in 1947, and this production will be sufficient to meet domestic requirements as well as a large part of the export demand. The future market for domestic oil burners will be for the most part in cities and towns under 50,000 population, since in the past about 85 per cent of the burners sold have been purchased by 35 per cent of the people, residents of large cities.

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## **United Kingdom Budget Shows Adverse Balance of Payments**

*In 1946 total oversea deficit of trading account was £400 million, but gap in 1947 expected to be higher unless vigorous action taken to reduce it—Excise duties on artificial silk to be removed as well as duty on imported hydro-carbon oils—Customs duty on tobacco increased.*

**By A. E. Bryan, Commercial Counsellor for Canada**

**L**ONDON, April 17, 1947.—The internal financial problems of this country are, in the official view, relatively easy compared with the external difficulties created by the heavy adverse balance of payments. The Chancellor of the Exchequer, in submitting the Budget to Parliament, declared that no other country in the world, without exception, faced so difficult a problem. The sterling balances would never have arisen had lend-lease been the common rule among all the Allies, and he pointed out that this huge balance could never be discharged, or even diminished, except by unrequited exports. In 1946, the total oversea deficit of trading account was £400,000,000, but the gap in 1947 will be considerably higher unless vigorous action is taken to reduce it.

The accounts with soft currency areas just about balanced last year, so that the hard currency deficit on current trading in 1946 was approximately equal to the total oversea deficit.

#### **Hard Currency Deficiency Likely to be Higher in 1947**

In 1947 the hard currency deficiency is likely to be substantially higher. The dollar prices have been rising and the United Kingdom authorities have been drawing much faster than they intended on the

United States and Canadian credits. The essence of the difficulty, according to the Chancellor, is that the United Kingdom has too much to buy for dollars because too little comes forward from the rest of the world. It has so far been selling too little for dollars, although it is hoped that the results of the International Trade Organization conference will help by increasing the flow of international trade.

#### **Repeal of Excise Duties on Artificial Silk Proposed**

The Budget proposes to repeal the excise duties on artificial silk from May 1. There is a complicated system of customs duties on imported artificial silk products which gives some advantage to home-produced materials. These duties will be adjusted in such a way as to correspond with the repeal of the excise duty, but leaving the advantage to the home-produced material undiminished.

As regards hydro-carbon oils, as from April 15 the duty of a penny a gallon on imported heavy fuel oil and gas oil is removed. The subsidy payable in respect of such imported oils at an amount equivalent to the rate of duty will be discontinued. This step is designed to encourage the conversion of coal burning plants to oil.

#### **Customs Duties on Tobacco Increased**

The customs duty on imported, unmanufactured, unstripped, leaf tobacco (containing 10 per cent or more moisture), as from April 16, has been raised from 35s. 6d. per pound to 54s. 10d. per pound. The corresponding preferential rate goes up from 33s. 11½d. to 53s. 3½d. Rates on other forms of tobacco have been increased proportionately and the general effect is to put up the tobacco duties by 50 per cent.

In defence of this decision, it was stated that current consumption of tobacco in the United Kingdom exceeds 250,000,000 pounds a year or one-third more than before the war. About 80 per cent is imported from the United States, which the Treasury considers an improvident drain on scarce dollar reserves. It is a surprising fact that total exports from the United Kingdom to the United States at the present time barely exceed in value United Kingdom consumption of American tobacco.

#### **Silk Stockings Free of Purchase Tax**

In the field of purchase tax, the Board of Trade has arranged that silk stockings shall be added to the wide range of tax-free utility clothing, and certain other reductions are made in respect of sports goods and miscellaneous articles.

In view of the fuel shortage, however, purchase tax has been reimposed on certain appliances and domestic apparatus of a kind suitable for operation from electric or gas mains.

#### **Revenue and Expenditure Exceed Estimates Last Year**

The total revenue of the United Kingdom in the financial year just concluded was £3,341,000,000 or £180,000,000 more than the estimate. Total expenditure was £3,910,000,000 or £23,000,000 above the estimate. Expenditure for the coming year is estimated to be approximately £3,181,000,000, a reduction of 19 per cent from the previous year. The fall in defence commitments alone, compared with the year just ended, is £754,000,000, or 46 per cent.

# New Zealand Now Permits Sale of Canadian-Made Cigarettes

*Local production unable to meet demand—Imports under special licence made to offset shortage—Inability of factories to obtain labour reduces production—Quality of some Canadian brands are disappointing.*

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

WELLINGTON, March 27, 1947.—Considerable interest has been shown in the sale of Canadian cigarettes in New Zealand in the last few months. This new supply has relieved the domestic shortage in New Zealand. In the past it has been the policy of the New Zealand Government to exclude the imports of all cigarettes, and the country was dependent on local producers for its supplies. When it became apparent that the local production was not sufficient to meet the demand, the government issued special licences to offset the shortage.

## **Domestic Shortages Due to Lack of Labour**

The shortage of cigarettes is due largely to the inability of local factories to obtain sufficient labour. During the war, girls remained in factories largely because of manpower regulations, but they are now seeking more congenial occupations. The large cigarette and tobacco manufacturers in New Zealand are attempting to overcome the difficulty by a policy of decentralization and two of them have recently announced the anticipated opening of factories in small country communities. It is expected that the local shortage will continue for at least two years.

## **Distribution Strictly Controlled**

The method of distribution is clearly defined under instructions from the Factory Controller at Wellington. There are approximately 120 merchants throughout New Zealand who have been regular distributors of cigarettes and tobacco. Supplies are allocated to each province on a percentage basis, taking into consideration population figures. Every merchant receives his share accordingly. When one merchant does not desire to take up his allocation, his supplies are offered to his competitors in the same town in order that equitable distribution may still be preserved.

The profit margin on imported cigarettes is identical with that obtained on local supplies. Canadian cigarettes are sold to the consumer at prices of 1s. 10d. to 2s. per package of twenty in comparison with prices of 9d. to 11d. per package of ten for the local product.

## **Difficult to Assess Future Market**

It is difficult to say how long New Zealand will remain a market for Canadian cigarettes. It will depend upon the ability of producers in New Zealand and in the United Kingdom to supply the required demand. On the whole, Canadian cigarettes are more popular than those imported from South Africa, but there is considerable disappointment with the quality of some of the cigarettes received from Canada. Generally they are new brands and brands not sold on the domestic market in Canada. In some cases the pack has been exceptionally poor.

Consideration should also be given to the possibility of some of the more popular Canadian brands being manufactured in New Zealand under licence.

# Heavy Overseas Investments In Australian Industry Recorded

*Estimated that equivalent of \$20,000,000 from abroad used in development of country, of which \$13,000,000 from Great Britain—Industrial conditions show upward trend during 1946—Shortage of labour retards production.*

By F. W. Fraser, Commercial Secretary for Canada

(Editor's Note—This is the fourth in a series of articles on economic conditions in Australia during 1946. The first three appeared in the April 12th, April 19th and April 26th issues of *Foreign Trade*.)

MELBOURNE, March 29, 1947.—Factory employment in Australia reached an all-time high in September, 1946, when the total number of workers was 775,000, despite the fact that industrial conditions were disturbed. This is about 30,000 more than the wartime peak and over 233,000 above the 1938-39 level. The Australian Government is committed to a policy of full employment, an important feature of which is the development and encouragement of secondary industries, not only to meet domestic demand but to provide export surpluses. Industrial unrest is accordingly causing the government as well as management some concern.

## Overseas Firms Open Branch Plants

Confidence in the future of Australian industry is reflected in the growing number of overseas firms which have opened manufacturing plants in this country since the end of the war or which have indicated their intention of doing so. According to a recent announcement by the Department of Information, up to June 30, 1946, some 29 overseas companies had decided to begin manufacturing in Australia. Of these, 14 were British, 13 American, one Canadian and one a joint British and American undertaking. The new industries are expected to employ over 27,000 persons, and production will include electrical equipment, motor car parts, rayon and wool fabrics, footwear, ladies' wearing apparel, steel containers, elastics, engineering products, pharmaceuticals, steam-generating plant, lifting equipment, clocks, electrical household appliances, flexible shafting, dental equipment, carpets, air compressors, automatic fire sprinklers, razor blades, bitumen and motor fuel oil, and auto servicing equipment. Overseas investments in these undertakings is estimated at £A6,000,000, of which £A4,000,000 will be provided by British firms.

Australian industry is also undertaking a program of expansion, the steel industry alone planning an investment in new plant and equipment of £A5,000,000, and the paper industry of approximately £A9,000,000. According to an official announcement, a national works postwar program of £A248 millions had been approved.

## Coal and Steel Production Recovers

A protracted strike in the coal fields, which began in December, 1945, and extended into January, 1946, reduced coal production to a weekly average of 161,000 tons in January as against an average figure of 235,000 tons for 1938-39. Following the strike settlement, output

improved until an all-time high was reached in September, when the average weekly production was 309,500 tons. Similarly pig iron and ingot steel production fell sharply in 1945-46 but recovered during the first six months of 1946-47 to an average monthly production exceeding pre-war figures by a substantial amount.

#### **Labour Shortage Retards Production**

During the period June, 1945, to September, 1946, about 546,000 men and women were released from the armed services, and some hundreds of thousands formerly employed in war plants were returned to civil occupations. Of those released from the services, about 116,000 went into factories.

However, during the same period, the thousands of factories which were formerly engaged in war production were undergoing conversion to civilian production and, while difficulties were encountered in obtaining new machinery, and raw material shortages created serious problems, one of the main drawbacks to increased production was the continued shortage of labour. As a result, there was an unprecedented number of strikes during the year and an abnormal labour turnover in most industries.

#### **Government Controls Extended**

The Commonwealth Government continued to exercise general control over industry throughout 1946. This control covered the marketing by Statutory Boards of the following primary products: Apples and pears, barley, tobacco leaf, dairy produce, dried and canned fruits, hides and leather, rabbit skins, wine, meat, eggs, potatoes, wheat and wool. The regulations included also the procurement and distribution of food, liquid fuel, tinplate, rubber, flax, timber and coal.

Coupon rationing of clothing, tea, sugar, butter, meat and petrol continued throughout the year, with no change in the food ration scales, but with some modification of the petrol and clothing ration scales.

#### **Import Controls Relaxed**

It was agreed at the Premiers' Conference in August that government controls over prices, wages and rents, land values, capital issues and interest should continue for some time to come, and it was also agreed by Cabinet in November that the rationing of clothes, tea, sugar, butter and meat should continue in 1947.

During the year there was considerable relaxation of the import licensing regulations which, as far as imports of non-sterling origin are concerned, was effected principally by placing under Administrative Control products that were formerly on the prohibited list. In a few cases products of non-sterling origin which were formerly allowed importation in restricted quantities were granted an increase in the import quota. As from August 1, the Division of Import Procurement ceased to operate. A reorganization of the residual functions of the division was effected, and all import licensing matters are now controlled by a Central Import Licensing Branch directly responsible to the Comptroller-General of Customs.

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#### **Export Hatching Eggs to Australia**

A shipment from Canada of 50 White Leghorn and 40 Buff Leghorn hatching eggs arrived recently at Sydney, New South Wales. The eggs were imported by a New South Wales poultryman. The shipment was the first of its kind to Australia.

## Increased Production of Vegetable Oil Seeds In British East Africa Under Consideration

*Additional production of 600,000 tons proposed—By 1951, annual production should be 250,000 tons of margarine and 350,000 tons of oilcake—Output to help meet present deficiency of fats in the national diet of the United Kingdom.*

By C. G. Venus, Office of the Commercial Counsellor for Canada

LONDON, April 2, 1947.—Production in British East Africa of an additional 600,000 tons of vegetable oil seeds per annum is presently under consideration by the British Government. It is maintained that the yield during the first year will produce about 15,000 tons of margarine and 18,000 tons of oilcake. By 1951, the annual production of margarine should amount to 250,000 tons and of oilcake to 330,000 tons. The present deficiency of fats in the national diet of the United Kingdom is equivalent to more than a million tons a year, and this is unlikely to diminish unless new sources of supply can be developed.

### **Propose to Establish 107 Cultivation Areas**

It is proposed to establish eighty areas for the cultivation of ground nuts in Tanganyika Territory, and ten in Kenya Colony. In addition, seventeen are planned for Northern Rhodesia. As a result of the introduction of mechanization, it is expected that labour requirements will be relatively light. The clearing operations at their height will involve the employment of 1,249 Europeans and 57,100 Africans. When cultivation is in full swing, no more than 749 Europeans and 32,100 Africans will be engaged on a permanent basis. In the initial stages, the project will be administered by the United Africa Company, Limited, which has contributed materially to the conception and elaboration of the scheme.

The government intends to arrange that the undertaking shall be transferred to the local governments at a time and on terms to be agreed in the light of experience of the working of the project. Eventually it is hoped that the undertaking will be controlled by the people themselves, possibly on a co-operative basis.

### **Intend to Create a Government Corporation**

Meanwhile, it is the view of the government that the most suitable and efficient instrument for the management of an undertaking of this kind is a government-owned and financed corporation created by statute with clearly defined powers and duties, and with its own separate organization and a responsible board of directors answerable to the government but with the fullest scope for initiative. It is intended to introduce a Bill under which such a corporation can be established in due course.

It is estimated that the maximum cash required for the development and operation of the scheme which the Treasury will be called upon to meet is not likely to exceed £23 millions, taking into account funds which will become available in the development period from the sale of the crops. In addition, it is estimated that about £2,500,000 will be required for railway, port and road construction.

It is calculated that the total average cost per ton of shelled ground nuts, f.o.b. an East African port, will be about £17 18s. at the time of the

maximum indebtedness to the Treasury, falling thereafter as interest charges decrease.

#### **Plan Expected to Reduce Country's Food Bill**

It is, moreover, expected that the plan will effect a considerable saving in the country's food bill. At the end of October, the government decided, in view of the urgency of securing increased supplies of fats, that all necessary preparations for carrying out the first year's work suggested should be put in hand immediately.

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## **Forest Products Providing Over Half Exports to United States**

*Comprise 60 per cent of total shipments from Canada during first quarter of 1947—Price increase partially responsible—Wheat crosses border in transit to other countries—Non-ferrous metals figure largely in total.*

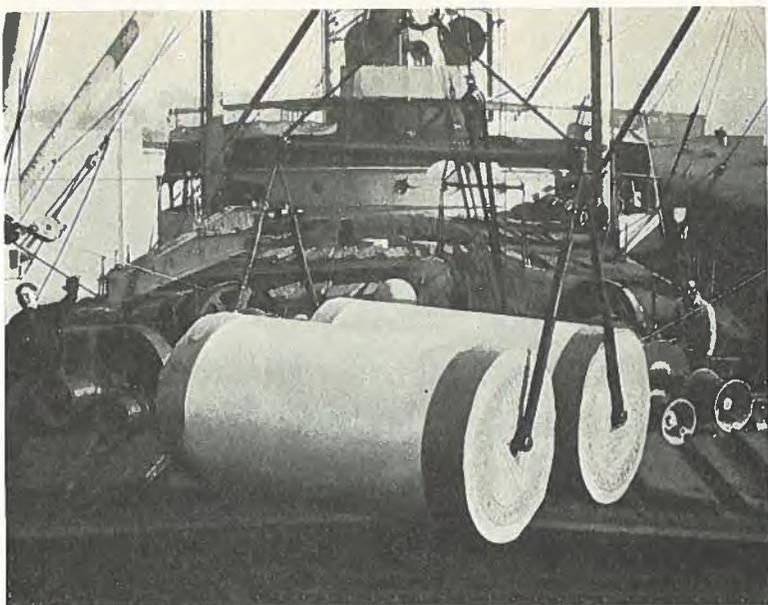
By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

**F**OREST products provided 50 per cent of Canada's exports to the United States during 1946, rising to 60 per cent in the first three months of the current calendar year. The increasing dollar value of newsprint, woodpulp, pulpwood, planks and boards, and shingle shipments to the United States is revealed by quarterly returns. The advance in this group of commodities has been steady, and the aggregate value for the first quarter of 1947 is nearly 50 per cent in excess of that for the corresponding period of last year.

Price increases during the past twelve months are responsible for much of the advance in export values recorded, an example of which is indicated by the movement of newsprint, which provided more than one-quarter of the total shipments to the United States. The dollar value of newsprint exports rose from \$47,000,000 in the first quarter of 1946 to \$65,500,000 in the fourth quarter, or 39 per cent. Comparable tonnage figures indicate an increase of only 21 per cent, from 729,000 tons in the first quarter to 890,000 tons in the fourth quarter. The physical volume of shipments during the first quarter of 1947 shows a decline of 4 per cent, though the higher average price received nearly compensated for any decrease.

#### **Newsprint and Woodpulp Exports Higher**

The disparity between value and volume is even more marked in comparing the exports of 1946 with those of 1939. Newsprint shipments last year were 50 per cent greater than in 1939, though the actual value of these exports was 130 per cent higher. The increase in woodpulp values was even larger, with the value of exports to the United States in the first quarter of 1947 being 50 per cent higher than in the corresponding period of 1946, and five times the average value for three months in 1939. Planks and boards registered the greatest advance, over 80 per cent in value above exports in the first quarter of 1946 and well over five times the



**The dollar value of Canadian newsprint exports to the United States rose from \$47 million in the first quarter of 1946 to \$65.5 million in the fourth quarter, an increase of 39 per cent. Newsprint shipments last year were 50 per cent higher than in 1939. Shipments during the first quarter of 1947 declined 4 per cent over the previous year but increased prices nearly compensate for the loss in tonnage.**

average for 1939. It is not possible to assess accurately the effect of price increases in the two latter groups, due to changes in compositions of the respective items between the periods, and the inability to measure accurately the changes in physical volume of non-homogeneous units. Price advances have occurred, however, and are partially responsible for the rise in the dollar value of exports.

#### **Wheat in Transit Shipped to United States**

No pronounced change is noted in the agricultural and animal products groups, though the aggregate for the first quarter of 1947 is lower than that for the corresponding period of last year. Fish constituted the largest single item, with shipments to the United States during the past year valued at approximately \$39,000,000. Shipments of barley and oats were substantially ahead of those during the corresponding period in 1939, but wheat for consumption in the United States declined to negligible proportions. Exports during the fourth quarter were valued at \$17,800,000, but \$17,500,000 of this total represented wheat in transit through the United States to other countries, principally the United Kingdom, the Union of South Africa, Belgium and the Netherlands. In the absence of any information concerning the ultimate destination at the time of its departure from Canada, the wheat was recorded in trade figures as an export to the United States. Other important items in this group were undressed furs and whisky, both of which were well in advance of the 1939 average. Values during the first quarter of 1947 were lower than in the corresponding period for 1946, though no pronounced trend was indicated.

### **Non-Ferrous Metals Figure Largely in Total**

The non-ferrous metals group, which consists principally of such base metals as aluminum, brass, copper, lead, nickel and zinc, and precious metals, such as platinum and silver, figures largely in Canada's exports to the United States, averaging in value 10 per cent of the total. Quarterly values have been fairly steady over the past year, and price increases have not been excessive. The principal item in the group is nickel, exports of which over the last five quarters have averaged \$10,200,000 per quarter, or 40 per cent higher than in 1939. The second most important item in value was zinc, exports of which were valued at \$17,800,000 in 1946, compared with \$400,000 in 1939. Other base metals showed extensive fluctuations from quarter to quarter, with lead in particularly strong demand over the past few months. Exports of silver were much lower than in 1939. Platinum exports amounted to \$6,500,000 in 1946, but were negligible in 1939.

### **Asbestos and Fertilizers Show Advances**

Other leading exports to the United States appear as single items, rather than as groups. Asbestos, of which Canada has for many years been the world's largest exporter, showed a steady increase over the fifteen months ending last March. Shipments of asbestos to the United States during the first quarter of 1947 were valued at \$5,400,000, which is 60 per cent higher than in the corresponding period of 1946, and nearly three times the 1939 average. Fertilizers to the value of \$17,700,000 were exported in 1946, which represents an increase of 180 per cent over 1939. Exports of farm implements showed an even greater expansion, with 1946 shipments of \$14,400,000 being nearly nine times the average for 1939. Artificial crude abrasives have shown a steady advance during the past year, and for the first quarter of 1947 were 50 per cent higher than in the corresponding period of 1946. Exports to the United States on a quarterly basis are set forth in the following table for 1946, compared with the quarterly average in 1939 and totals for the first three months of the current calendar year:



**British Columbia cedar shingles being unloaded at Erie Basin, Brooklyn, N.Y.**

### Canadian Exports to United States

| Commodity   | 1939               | 1946             |                   |                  |                   | 1947             |
|---|--------------------|------------------|-------------------|------------------|-------------------|------------------|
|   | Average<br>Quarter | First<br>Quarter | Second<br>Quarter | Third<br>Quarter | Fourth<br>Quarter | First<br>Quarter |
| (Thousands of Dollars)                            |                    |                  |                   |                  |                   |                  |
| Total Exports.....                                | 95,097             | 186,351          | 210,090           | 219,319          | 272,181           | 231,947          |
| Fruits, fresh.....                                | 129                | 81               | 21                | 3,000            | 2,048             | 377              |
| Wheat.....  | 12,675             | 56               | 169               | 38               | 17,807*           | 62               |
| Other grains.....                                 | 1,761              | 3,663            | 2,950             | 3,325            | 17,520            | 2,139            |
| Whisky.....                                       | 1,863              | 6,725            | 6,492             | 5,523            | 6,909             | 4,805            |
| Rubber and products.....                          | 57                 | 1,185            | 1,528             | 935              | 1,723             | 951              |
| Other agricultural and vegetable<br>products..... | 3,380              | 9,187            | 7,583             | 5,904            | 9,399             | 8,784            |
| Group total.....                                  | 19,865             | 20,897           | 18,743            | 18,730           | 55,406            | 17,118           |
| Cattle.....                                       | 3,684              | 1,663            | 5,841             | 4,676            | 4,207             | 2,067            |
| Lobsters, fresh.....                              | 504                | 1,800            | 4,543             | 2,257            | 972               | 1,715            |
| Other fish, fresh.....                            | 2,127              | 6,913            | 5,933             | 8,618            | 7,738             | 5,230            |
| Fur skins, undressed.....                         | 1,644              | 7,215            | 6,299             | 3,264            | 2,403             | 6,016            |
| Other animals and animal products..               | 3,069              | 4,776            | 4,339             | 7,892            | 7,603             | 4,067            |
| Group total.....                                  | 11,028             | 22,367           | 26,955            | 26,707           | 22,922            | 19,095           |
| Fibres, textiles and products.....                | 576                | 2,356            | 4,438             | 1,994            | 1,695             | 1,328            |
| Planks and boards.....                            | 4,218              | 12,123           | 11,464            | 16,586           | 20,211            | 21,933           |
| Shingles, red cedar.....                          | 1,914              | 1,947            | 1,826             | 2,453            | 3,222             | 4,759            |
| Pulpwood.....                                     | 2,172              | 5,836            | 4,970             | 10,179           | 7,746             | 5,404            |
| Wood pulp.....                                    | 6,711              | 22,535           | 25,186            | 24,559           | 27,693            | 33,612           |
| Newsprint paper.....                              | 24,267             | 47,066           | 54,956            | 57,256           | 65,504            | 63,797           |
| Other wood and products.....                      | 2,177              | 4,543            | 4,880             | 6,711            | 8,376             | 7,093            |
| Group total.....                                  | 41,459             | 94,050           | 103,282           | 117,744          | 132,751           | 136,598          |
| Iron ore.....                                     | 12                 | .....            | 503               | 2,409            | 1,441             | 5                |
| Alloys.....                                       | 366                | 1,055            | 1,104             | 592              | 1,557             | 2,565            |
| Farm implements and machinery..                   | 462                | 2,567            | 5,007             | 3,615            | 3,271             | 4,718            |
| Other iron and products.....                      | 399                | 1,413            | 2,328             | 1,912            | 3,181             | 3,659            |
| Group total.....                                  | 1,239              | 5,035            | 8,943             | 8,528            | 9,450             | 10,947           |
| Aluminium.....                                    | 173                | 179              | 3,827             | 2,646            | 4,279             | 1,806            |
| Copper.....                                       | 2,128              | 4,123            | 1,364             | 628              | 710               | 2,082            |
| Lead.....   | 100                | 689              | 980               | 1,076            | 1,141             | 3,002            |
| Nickel.....                                       | 7,186              | 7,526            | 12,301            | 10,460           | 11,172            | 9,451            |
| Zinc.....   | 112                | 6,001            | 4,556             | 2,939            | 4,292             | 4,076            |
| Brass.....  | 103                | 307              | 524               | 741              | 366               | 420              |
| Silver.....                                       | 2,069              | 516              | 185               | 1,159            | 731               | 785              |
| Platinum.....                                     | 16                 | 1,007            | 1,422             | 2,393            | 1,747             | 1,148            |
| Other non-ferrous metals and pro-<br>ducts.....   | 498                | 950              | 1,438             | 2,021            | 2,163             | 1,795            |
| Group total.....                                  | 12,385             | 21,298           | 26,597            | 24,063           | 26,601            | 24,565           |
| Asbestos.....                                     | 1,911              | 3,442            | 4,458             | 4,734            | 5,187             | 5,443            |
| Abrasives, artificial, crude.....                 | 849                | 2,009            | 2,605             | 2,243            | 2,696             | 3,032            |
| Other non-metallic mineral products               | 1,281              | 1,368            | 2,104             | 2,633            | 2,779             | 1,826            |
| Group total.....                                  | 4,041              | 6,819            | 9,167             | 9,610            | 10,662            | 10,301           |
| Fertilizer.....                                   | 1,578              | 5,858            | 4,052             | 3,903            | 3,855             | 4,200            |
| Soda and compounds.....                           | 540                | 723              | 902               | 932              | 943               | 976              |
| Other chemicals and allied products               | 303                | 1,912            | 2,473             | 2,044            | 2,401             | 3,250            |
| Group total.....                                  | 2,421              | 8,493            | 7,427             | 6,879            | 7,199             | 8,426            |
| Electrical Energy.....                            | 1,080              | 1,889            | 1,804             | 1,873            | 1,502             | 1,173            |
| Settlers' effects.....                            | 486                | 1,155            | 1,508             | 1,832            | 2,035             | 1,379            |
| Other miscellaneous commodities..                 | 518                | 1,992            | 1,226             | 1,359            | 1,956             | 1,017            |
| Group total.....                                  | 2,084              | 5,036            | 4,538             | 5,064            | 5,493             | 3,569            |

\*Wheat principally shipped to United States for furtherance to other countries.

### Canadian Exports, by Commodity Groups

| MAIN GROUPS                                | March       |              |              | January-March |              |
|--|-------------|--------------|--------------|---------------|--------------|
|  | 1938        | 1946         | 1947         | 1946          | 1947         |
| (Millions of Dollars)                      |             |              |              |               |              |
| Agricultural and Vegetable Products.....   | 13.1        | 47.7         | 45.3         | 132.5         | 142.1        |
| Animals and Animal Products.....           | 10.0        | 30.8         | 25.1         | 95.5          | 79.8         |
| Fibres, Textiles and Textile Products..... | 1.2         | 4.0          | 3.0          | 12.6          | 8.9          |
| Wood, Wood Products and Paper.....         | 18.2        | 44.9         | 69.0         | 126.8         | 187.2        |
| Iron and Products.....                     | 7.0         | 18.1         | 20.7         | 55.7          | 62.3         |
| Non-Ferrous Metals and Products.....       | 17.7        | 18.4         | 23.4         | 46.0          | 62.3         |
| Non-Metallic Minerals and Products.....    | 1.9         | 3.8          | 5.4          | 10.5          | 15.1         |
| Chemicals and Allied Products.....         | 2.3         | 5.6          | 7.4          | 16.5          | 19.1         |
| Miscellaneous Products.....                | 2.0         | 5.0          | 9.6          | 24.4          | 20.2         |
| <b>Total Canadian Exports.....</b>         | <b>73.3</b> | <b>178.4</b> | <b>209.0</b> | <b>520.6</b>  | <b>597.1</b> |

### Canadian Exports, by Geographic Areas

| GEOGRAPHIC AREAS                    | March       |              |              | January-March |              |
|-------------------------------------|-------------|--------------|--------------|---------------|--------------|
|                                     | 1938        | 1946         | 1947         | 1946          | 1947         |
| (Millions of Dollars)               |             |              |              |               |              |
| <b>British Countries</b>            |             |              |              |               |              |
| United Kingdom and Europe.....      | 28.3        | 51.1         | 48.6         | 142.4         | 146.1        |
| America.....                        | 1.8         | 5.4          | 7.5          | 15.8          | 25.5         |
| Africa.....                         | 2.1         | 4.8          | 8.5          | 10.8          | 22.2         |
| Asia.....                           | 1.2         | 5.5          | 5.3          | 22.9          | 12.7         |
| Oceania.....                        | 5.0         | 3.4          | 6.4          | 8.9           | 17.6         |
| <b>Total British Countries.....</b> | <b>38.4</b> | <b>70.2</b>  | <b>76.3</b>  | <b>200.8</b>  | <b>224.1</b> |
| <b>Foreign Countries</b>            |             |              |              |               |              |
| United States and Possessions.....  | 22.9        | 67.3         | 83.8         | 188.3         | 233.3        |
| Latin America.....                  | 1.7         | 6.8          | 9.3          | 21.9          | 35.2         |
| Europe.....                         | 6.3         | 26.7         | 30.5         | 88.2          | 76.1         |
| Other Foreign.....                  | 4.1         | 7.6          | 9.1          | 21.4          | 28.4         |
| <b>Total Foreign Countries.....</b> | <b>35.0</b> | <b>108.2</b> | <b>132.7</b> | <b>319.8</b>  | <b>373.0</b> |
| <b>TOTAL CANADIAN EXPORTS.....</b>  | <b>73.3</b> | <b>178.4</b> | <b>209.0</b> | <b>520.6</b>  | <b>597.1</b> |

### Canadian Exports, by Countries

| Country                  | March         |               |               | January-March  |                |
|--------------------------|---------------|---------------|---------------|----------------|----------------|
|                          | 1938          | 1946          | 1947          | 1946           | 1947           |
| (Thousands of Dollars)   |               |               |               |                |                |
| <b>BRITISH COUNTRIES</b> |               |               |               |                |                |
| <b>Europe:</b>           |               |               |               |                |                |
| United Kingdom.....      | 27,766        | 50,549        | 47,558        | 139,583        | 142,894        |
| Eire.....                | 500           | 610           | 586           | 2,152          | 1,629          |
| Gibraltar.....           | .....         | .....         | 15            | 48             | 93             |
| Malta.....               | 52            | 1             | 456           | 595            | 1,504          |
| <b>Total Europe.....</b> | <b>28,318</b> | <b>51,160</b> | <b>48,615</b> | <b>142,378</b> | <b>146,120</b> |
| <b>America:</b>          |               |               |               |                |                |
| Newfoundland.....        | 652           | 2,102         | 2,837         | 6,237          | 9,426          |
| Bermuda.....             | 108           | 245           | 289           | 652            | 1,053          |
| Barbados.....            | 87            | 451           | 569           | 1,109          | 1,711          |
| Jamaica.....             | 350           | 489           | 723           | 1,712          | 3,048          |
| Trinidad and Tobago..... | 282           | 1,003         | 1,736         | 3,086          | 5,482          |

Canadian Exports, by Countries—Continued

| Country                                  | March  |        |        | January-March |         |
|--|--------|--------|--------|---------------|---------|
|  | 1936   | 1946   | 1947   | 1946          | 1947    |
| BRITISH COUNTRIES—Concluded              |        |        |        |               |         |
| (Thousands of Dollars)                   |        |        |        |               |         |
| <b>America—Concluded</b>                 |        |        |        |               |         |
| Bahamas.....                             |        |        | 229    |               | 923     |
| Leeward and Windward Islands.....        | 163    | 483    | 486    | 1,308         | 1,523   |
| British Honduras.....                    | 19     | 87     | 49     | 243           | 255     |
| British Guiana.....                      | 114    | 526    | 525    | 1,435         | 2,027   |
| Falkland Islands.....                    |        |        |        | 2             |         |
| Total America.....                       | 1,775  | 5,386  | 7,443  | 15,784        | 25,448  |
| <b>Africa:</b>                           |        |        |        |               |         |
| Northern Rhodesia.....                   |        |        | 20     |               | 106     |
| Union of South Africa.....               | 1,775  | 4,137  | 7,612  | 9,207         | 19,507  |
| Other British South Africa.....          |        |        | 5      |               | 5       |
| Southern Rhodesia.....                   | 161    | 260    | 262    | 732           | 1,029   |
| Gambia.....                              | 2      |        |        | 14            | 16      |
| Gold Coast.....                          | 5      | 57     | 103    | 225           | 265     |
| Nigeria.....                             | 6      | 85     | 93     | 172           | 250     |
| Sierra Leone.....                        | 18     | 55     | 58     | 92            | 232     |
| Other British West Africa.....           |        |        |        |               | 2       |
| British Sudan.....                       | 1      | 3      | 7      | 19            | 41      |
| British East Africa.....                 | 92     | 193    | 362    | 372           | 759     |
| Total Africa.....                        | 2,060  | 4,790  | 8,522  | 10,833        | 22,212  |
| <b>Asia:</b>                             |        |        |        |               |         |
| India.....                               | 388    | 4,819  | 3,205  | 20,568        | 6,593   |
| Burma.....                               | 11     | 65     | 73     | 168           | 257     |
| Ceylon.....                              | 19     | 180    | 260    | 563           | 610     |
| Aden.....                                | 15     | 16     | 249    | 49            | 277     |
| British Malaya.....                      | 385    | 54     | 622    | 449           | 1,765   |
| Other British East Indies.....           | 1      |        | 2      | 43            | 8       |
| Hong Kong.....                           | 414    | 242    | 633    | 292           | 1,386   |
| Palestine.....                           | 3      | 64     | 282    | 763           | 1,826   |
| Total Asia.....                          | 1,236  | 5,440  | 5,326  | 22,895        | 12,722  |
| <b>Oceania:</b>                          |        |        |        |               |         |
| Australia.....                           | 3,123  | 2,439  | 4,181  | 6,363         | 13,225  |
| New Zealand.....                         | 1,802  | 927    | 2,182  | 2,420         | 4,187   |
| Fiji.....                                | 38     | 2      | 5      | 97            | 167     |
| Other Oceania.....                       | 16     | 3      | 1      | 8             | 46      |
| Total Oceania.....                       | 4,979  | 3,371  | 6,369  | 8,888         | 17,625  |
| TOTAL BRITISH COUNTRIES.....             | 38,367 | 70,147 | 76,273 | 200,777       | 224,127 |
| FOREIGN COUNTRIES                        |        |        |        |               |         |
| <b>United States and Possessions:</b>    |        |        |        |               |         |
| United States.....                       | 22,697 | 66,465 | 83,098 | 186,351       | 231,947 |
| Alaska.....                              | 22     | 19     | 52     | 41            | 130     |
| American Virgin Islands.....             | 3      | 5      | 17     | 20            | 46      |
| Guam.....                                |        |        | 1      | 3             | 1       |
| Hawaii.....                              | 135    | 404    | 537    | 990           | 612     |
| Puerto Rico.....                         | 48     | 364    | 104    | 929           | 565     |
| Total United States and Possessions..... | 22,905 | 67,257 | 83,809 | 188,334       | 233,301 |
| <b>Latin America</b>                     |        |        |        |               |         |
| Argentina.....                           | 281    | 1,175  | 2,380  | 2,531         | 11,328  |
| Bolivia.....                             | 8      | 42     | 66     | 124           | 193     |
| Brazil.....                              | 294    | 1,324  | 2,058  | 5,600         | 6,190   |
| Chile.....                               | 73     | 327    | 269    | 931           | 834     |
| Colombia.....                            | 110    | 430    | 868    | 1,913         | 2,892   |
| Costa Rica.....                          | 8      | 118    | 106    | 288           | 519     |
| Cuba.....                                | 97     | 421    | 274    | 1,526         | 1,556   |
| Ecuador.....                             | 1      | 75     | 266    | 149           | 686     |
| Guatemala.....                           | 17     | 73     | 168    | 191           | 686     |
| Haiti.....                               | 11     | 166    | 105    | 236           | 555     |
| Honduras.....                            | 24     | 29     | 23     | 93            | 135     |

Canadian Exports, by Countries—Continued

| Country                         | March |        |        | January-March |        |
|---------------------------------|-------|--------|--------|---------------|--------|
|                                 | 1938  | 1946   | 1947   | 1946          | 1947   |
| FOREIGN COUNTRIES—Continued     |       |        |        |               |        |
| (Thousands of Dollars)          |       |        |        |               |        |
| <b>Latin America—Continued</b>  |       |        |        |               |        |
| Mexico.....                     | 302   | 793    | 1,062  | 2,253         | 2,594  |
| Nicaragua.....                  | 36    | 17     | 20     | 50            | 184    |
| Panama.....                     | 25    | 146    | 130    | 393           | 465    |
| Paraguay.....                   |       | 11     | 19     | 21            | 47     |
| Peru.....                       | 95    | 331    | 335    | 801           | 1,645  |
| Salvador.....                   | 3     | 94     | 9      | 130           | 204    |
| San Domingo.....                | 152   | 118    | 74     | 279           | 429    |
| Uruguay.....                    | 28    | 203    | 111    | 533           | 625    |
| Venezuela.....                  | 132   | 837    | 918    | 3,855         | 3,445  |
| Total Latin America.....        | 1,697 | 6,730  | 9,261  | 21,897        | 35,212 |
| <b>Europe:</b>                  |       |        |        |               |        |
| Albania.....                    | 4     |        | 2      | 5             | 25     |
| Austria.....                    | 2     | 260    | 371    | 693           | 728    |
| Belgium.....                    | 501   | 5,924  | 1,402  | 18,152        | 7,339  |
| Bulgaria.....                   | 1     |        |        |               | 9      |
| Czechoslovakia.....             | 244   | 19     | 1,058  | 2,331         | 2,219  |
| Denmark.....                    | 26    | 321    | 399    | 322           | 519    |
| Estonia.....                    |       |        |        |               |        |
| Finland.....                    | 36    | 55     | 154    | 145           | 234    |
| France.....                     | 956   | 8,743  | 6,555  | 19,237        | 19,390 |
| Germany.....                    | 1,307 | 187    | 1,064  | 1,724         | 1,924  |
| Greece.....                     | 189   | 224    | 1,348  | 551           | 2,644  |
| Hungary.....                    |       | 8      | 455    | 9             | 467    |
| Iceland.....                    | 1     | 21     | 310    | 557           | 687    |
| Italy.....                      | 295   | 37     | 3,523  | 2,757         | 6,151  |
| Latvia.....                     | 33    |        |        |               |        |
| Lithuania.....                  |       |        |        |               |        |
| Netherlands.....                | 858   | 3,161  | 5,108  | 13,260        | 12,653 |
| Norway.....                     | 993   | 3,033  | 2,080  | 5,725         | 4,553  |
| Poland.....                     | 103   | 1,083  | 1,379  | 4,456         | 4,124  |
| Portugal.....                   | 11    | 283    | 290    | 918           | 931    |
| Azores and Madeira.....         |       | 10     | 11     | 10            | 55     |
| Roumania.....                   |       |        | 16     |               | 20     |
| Soviet Union.....               | 70    | 2,198  | 1,649  | 13,053        | 2,913  |
| Spain.....                      | 18    | 1      | 12     | 27            | 286    |
| Sweden.....                     | 563   | 619    | 2,164  | 1,583         | 3,038  |
| Switzerland.....                | 48    | 533    | 245    | 1,077         | 1,542  |
| Yugoslavia.....                 | 1     | 2      | 933    | 1,591         | 3,055  |
| Total Europe.....               | 6,260 | 26,722 | 30,528 | 88,183        | 76,106 |
| <b>Other Foreign Countries:</b> |       |        |        |               |        |
| Abyssinia.....                  |       | 3      | 5      | 3             | 22     |
| Afghanistan.....                |       |        | 28     | 1             | 28     |
| Belgian Congo.....              | 6     | 129    | 86     | 358           | 286    |
| China.....                      | 389   | 2,042  | 3,680  | 5,346         | 11,305 |
| Greenland.....                  |       | 19     | 22     | 19            | 55     |
| Egypt.....                      | 30    | 237    | 1,772  | 2,485         | 4,194  |
| French Africa.....              | 19    | 3,257  | 175    | 7,083         | 652    |
| French East Indies.....         | 2     | 14     | 18     | 17            | 549    |
| French Guiana.....              | 1     | 21     | 1      | 25            | 13     |
| French Oceania.....             | 16    | 4      | 14     | 33            | 35     |
| French West Indies.....         | 25    | 12     | 81     | 45            | 400    |
| Madagascar.....                 | 1     | 59     | 3      | 63            | 5      |
| St. Pierre and Miquelon.....    | 23    | 56     | 117    | 167           | 184    |
| Iraq.....                       | 4     | 8      | 352    | 268           | 395    |
| Tripoli.....                    |       |        |        |               | 2      |
| Other Italian Africa.....       |       | 1      |        | 1             |        |
| Japan.....                      | 2,659 |        | 2      |               | 374    |
| Korea.....                      |       |        |        |               |        |
| Liberia.....                    | 3     | 6      | 28     | 15            | 49     |
| Morocco.....                    | 22    | 153    | 167    | 833           | 384    |
| Netherlands East Indies.....    | 75    | 755    | 576    | 2,121         | 1,710  |
| Netherlands Guiana.....         | 4     | 28     | 65     | 54            | 135    |
| Netherlands West Indies.....    | 26    | 46     | 113    | 206           | 371    |
| Iran.....                       | 20    | 27     | 36     | 136           | 134    |
| Philippine Islands.....         | 166   | 182    | 1,242  | 1,356         | 5,475  |
| Portuguese Africa.....          | 182   | 157    | 253    | 333           | 624    |
| Portuguese Asia.....            |       | 2      | 36     | 3             | 36     |

**Canadian Exports, by Countries—Concluded**

| Country                                  | March         |                |                | January-March  |                |
|--|---------------|----------------|----------------|----------------|----------------|
|  | 1938          | 1946           | 1947           | 1946           | 1947           |
| (Thousands of Dollars)                   |               |                |                |                |                |
| <b>FOREIGN COUNTRIES—Concluded</b>       |               |                |                |                |                |
| <b>Other Foreign Countries—Concluded</b> |               |                |                |                |                |
| Siam.....                                | 3             |                | 45             |                | 129            |
| Canary Islands.....                      |               | 19             | 1              | 35             | 35             |
| Spanish Africa.....                      |               |                | 53             |                | 53             |
| Syria.....                               | 7             | 22             | 76             | 72             | 236            |
| Turkey.....                              | 418           | 261            | 55             | 344            | 497            |
| Total Other Foreign Countries.....       | 4,101         | 7,520          | 9,102          | 21,422         | 28,367         |
| <b>TOTAL FOREIGN COUNTRIES.....</b>      | <b>34,962</b> | <b>108,230</b> | <b>132,700</b> | <b>319,833</b> | <b>372,990</b> |
| <b>TOTAL DOMESTIC EXPORTS.....</b>       | <b>73,329</b> | <b>178,377</b> | <b>208,973</b> | <b>520,610</b> | <b>597,117</b> |

**Canadian Exports, by Commodities**

| Commodity                                     | March  |        |        | January-March |         |
|---|--------|--------|--------|---------------|---------|
|   | 1938   | 1946   | 1947   | 1946          | 1947    |
| (Thousands of Dollars)                        |        |        |        |               |         |
| <b>Agricultural and Vegetable Products—</b>   |        |        |        |               |         |
| Fruits.....                                   | 462    | 80     | 776    | 1,177         | 4,344   |
| Vegetables.....                               | 205    | 969    | 2,008  | 3,804         | 4,180   |
| Wheat.....                                    | 4,452  | 24,078 | 13,103 | 63,124        | 48,846  |
| Grains, other.....                            | 744    | 1,327  | 3,745  | 4,261         | 8,620   |
| Flour of wheat.....                           | 1,771  | 8,252  | 13,695 | 25,936        | 39,701  |
| Farinaceous food products, other.....         | 994    | 1,201  | 997    | 3,289         | 3,951   |
| Sugar and products.....                       | 215    | 135    | 293    | 346           | 1,099   |
| Alcoholic beverages.....                      | 985    | 3,472  | 2,327  | 9,080         | 7,083   |
| Vegetable fats and oils.....                  | 5      | 297    | 688    | 1,454         | 2,157   |
| Rubber and products.....                      | 1,361  | 2,082  | 2,579  | 4,970         | 7,507   |
| Seeds.....                                    | 275    | 2,192  | 1,766  | 6,562         | 6,825   |
| Tobacco.....                                  | 1,374  | 1,171  | 2,166  | 2,839         | 4,469   |
| Vegetable products, other.....                | 216    | 2,447  | 1,129  | 5,708         | 3,339   |
| Total.....                                    | 13,059 | 47,703 | 45,272 | 132,550       | 142,121 |
| <b>Animals and Animal Products—</b>           |        |        |        |               |         |
| Cattle.....                                   | 1,065  | 1,157  | 816    | 2,804         | 2,253   |
| Other animals, living.....                    | 151    | 196    | 69     | 431           | 219     |
| Fish and fishery products.....                | 2,516  | 6,830  | 7,109  | 18,777        | 20,400  |
| Furs and products.....                        | 1,415  | 3,056  | 4,140  | 12,920        | 9,927   |
| Leather and products.....                     | 464    | 958    | 1,617  | 2,925         | 5,077   |
| Bacon and hams.....                           | 2,837  | 5,197  | 4,395  | 17,151        | 12,551  |
| Meats, other.....                             | 429    | 7,401  | 2,488  | 23,882        | 16,379  |
| Cheese.....                                   | 146    | 64     | 158    | 3,135         | 638     |
| Milk products, other.....                     | 226    | 585    | 530    | 1,812         | 1,768   |
| Eggs, shell and processed.....                | 7      | 4,358  | 3,164  | 9,115         | 8,331   |
| Animal products, other.....                   | 726    | 1,027  | 651    | 2,513         | 2,220   |
| Totals.....                                   | 9,982  | 30,829 | 25,137 | 95,465        | 79,763  |
| <b>Fibres, Textiles and Textile Products—</b> |        |        |        |               |         |
| Cotton products.....                          | 271    | 976    | 778    | 2,927         | 2,093   |
| Flax, hemp and jute products.....             | 15     | 235    | 90     | 597           | 204     |
| Wool and products.....                        | 115    | 996    | 484    | 5,248         | 1,665   |
| Artificial silk and products.....             | 208    | 654    | 681    | 1,382         | 1,960   |
| Fibres and textile products, other.....       | 550    | 1,106  | 1,037  | 2,474         | 3,027   |
| Total.....                                    | 1,159  | 3,967  | 3,070  | 12,628        | 8,949   |

Canadian Exports, by Commodities—Concluded

| Commodity                                   | March         |               |               | January-March  |                |
|---|---------------|---------------|---------------|----------------|----------------|
|   | 1938          | 1946          | 1947          | 1946           | 1947           |
| (Thousands of Dollars)                      |               |               |               |                |                |
| <b>Wood, Wood Products and Paper—</b>       |               |               |               |                |                |
| Planks and boards.....                      | 3,130         | 7,824         | 17,733        | 22,029         | 46,434         |
| Pulpwood.....                               | 424           | 1,995         | 1,443         | 5,836          | 5,404          |
| Unmanufactured wood, other.....             | 1,898         | 3,784         | 6,701         | 9,396          | 16,388         |
| Wood Pulp.....                              | 2,899         | 8,660         | 14,192        | 25,880         | 37,310         |
| Manufactured wood products, other.....      | 324           | 932           | 681           | 2,009          | 1,661          |
| Newsprint paper.....                        | 8,685         | 19,529        | 25,032        | 55,516         | 71,866         |
| Paper, other.....                           | 766           | 1,668         | 2,442         | 4,775          | 6,641          |
| Books and printed matter.....               | 77            | 479           | 688           | 1,371          | 1,506          |
| <b>Total.....</b>                           | <b>18,202</b> | <b>44,871</b> | <b>68,912</b> | <b>126,812</b> | <b>187,209</b> |
| <b>Iron and Products—</b>                   |               |               |               |                |                |
| Iron ore.....                               |               |               |               |                | 5              |
| Ferro alloys.....                           | 82            | 1,453         | 1,467         | 2,236          | 4,132          |
| Pigs, ingots, blooms, billets.....          | 642           | 170           | 877           | 1,402          | 1,634          |
| Rolling mill products.....                  | 293           | 753           | 393           | 2,397          | 1,598          |
| Locomotives and parts.....                  | 9             | 3,018         | 1,565         | 10,126         | 6,722          |
| Farm machinery and implements.....          | 902           | 2,525         | 3,498         | 6,184          | 8,410          |
| Hardware and cutlery.....                   | 142           | 356           | 365           | 861            | 1,245          |
| Machinery (except farm).....                | 1,085         | 1,218         | 2,638         | 2,783          | 6,496          |
| Automobiles, freight.....                   | 853           | 3,810         | 3,079         | 13,623         | 13,941         |
| Automobiles, passenger.....                 | 2,054         | 35            | 3,583         | 47             | 8,265          |
| Automobile parts.....                       | 396           | 2,645         | 1,356         | 5,790          | 4,663          |
| Railway cars and parts.....                 |               | 1,043         | 69            | 6,926          | 117            |
| Iron products, other.....                   | 559           | 1,141         | 1,879         | 3,356          | 5,054          |
| <b>Total.....</b>                           | <b>7,017</b>  | <b>18,167</b> | <b>20,769</b> | <b>55,731</b>  | <b>62,282</b>  |
| <b>Non-Ferrous Metals and Products—</b>     |               |               |               |                |                |
| Aluminium and products.....                 | 1,824         | 1,593         | 3,855         | 4,052          | 8,934          |
| Brass and products.....                     | 91            | 228           | 258           | 677            | 796            |
| Copper and products.....                    | 5,104         | 3,506         | 3,619         | 9,488          | 9,908          |
| Lead and products.....                      | 673           | 2,173         | 2,897         | 4,046          | 6,273          |
| Nickel.....                                 | 6,178         | 4,484         | 5,099         | 9,826          | 14,448         |
| Precious metals, except gold.....           | 1,731         | 907           | 1,984         | 2,988          | 6,565          |
| Zinc and products.....                      | 1,206         | 2,567         | 3,082         | 7,384          | 8,828          |
| Electrical apparatus, n.o.p.....            | 494           | 2,109         | 1,614         | 5,682          | 4,182          |
| Non-ferrous metal products, other.....      | 443           | 812           | 1,005         | 1,915          | 2,366          |
| <b>Total.....</b>                           | <b>17,744</b> | <b>18,379</b> | <b>23,413</b> | <b>46,058</b>  | <b>62,300</b>  |
| <b>Non-Metallic Minerals and Products—</b>  |               |               |               |                |                |
| Asbestos and products.....                  | 797           | 1,654         | 2,659         | 4,595          | 6,587          |
| Coal.....                                   | 123           | 405           | 209           | 952            | 928            |
| Petroleum and products.....                 | 83            | 148           | 437           | 646            | 1,431          |
| Abrasives, artificial, crude.....           | 468           | 940           | 1,272         | 2,398          | 3,466          |
| Non-metallic mineral products, other.....   | 394           | 670           | 851           | 1,877          | 2,756          |
| <b>Total.....</b>                           | <b>1,865</b>  | <b>3,817</b>  | <b>5,428</b>  | <b>10,468</b>  | <b>15,168</b>  |
| <b>Chemicals and Allied Products—</b>       |               |               |               |                |                |
| Acids.....                                  | 148           | 138           | 285           | 486            | 826            |
| Medicinal and proprietary preparations..... | 140           | 377           | 189           | 1,029          | 842            |
| Fertilizers.....                            | 1,279         | 3,141         | 3,603         | 8,993          | 8,966          |
| Paints and varnishes.....                   | 70            | 321           | 573           | 829            | 1,468          |
| Calcium compounds.....                      | 53            | 206           | 134           | 955            | 332            |
| Soda and sodium compounds.....              | 418           | 261           | 516           | 928            | 1,308          |
| Chemical products, other.....               | 154           | 1,190         | 2,078         | 3,230          | 5,360          |
| <b>Total.....</b>                           | <b>2,262</b>  | <b>5,634</b>  | <b>7,378</b>  | <b>16,450</b>  | <b>19,102</b>  |
| <b>Miscellaneous Commodities—</b>           |               |               |               |                |                |
| Toys and sporting goods.....                | 18            | 80            | 113           | 177            | 375            |
| Films.....                                  | 399           | 231           | 304           | 651            | 695            |
| Ships and vessels.....                      | 43            | 924           | 1,591         | 2,959          | 4,060          |
| Aircraft and parts.....                     | 628           | 566           | 820           | 2,547          | 2,328          |
| Electrical energy.....                      | 298           | 651           | 411           | 1,888          | 1,173          |
| Miscellaneous consumer goods.....           | 143           | 527           | 1,195         | 1,322          | 2,916          |
| Miscellaneous other.....                    | 328           | 470           | 1,022         | 1,363          | 2,388          |
| Donations and gifts.....                    |               | 842           | 3,414         | 11,685         | 4,022          |
| Non-commercial articles.....                | 180           | 718           | 725           | 1,856          | 2,264          |
| <b>Total.....</b>                           | <b>2,039</b>  | <b>5,010</b>  | <b>9,595</b>  | <b>24,448</b>  | <b>20,222</b>  |

# Fertilizer and Farm Machinery Urgently Required by Italy

*Phosphates most commonly used but supplies lacking—Shortages of electric power and coal reduce domestic production of nitrogenous fertilizer—Mechanization limited—Heavy farm machinery required—Exchange shortage curtails imports.*

By J. P. Manion, Canadian Commercial Representative

(Editor's Note—This is the last of two articles on Italian agriculture. The first appeared in the May 3 issue of *Foreign Trade*.)

**R**OME, March 1, 1947.—Perhaps the most important single factor in the agricultural reconstruction of Italy is the supply of fertilizers. For several years the shortage has been so great as to reduce considerably the productivity of the land, and continued depletion of the soil would delay its restoration still further. In any case the building-up process would require over a period of several years the addition of a greater amount of fertilizer than was used in prewar years. Since the quantities available in 1946 were far below normal requirements and the annual average will probably not be available in 1947, it may be expected that the period of low yields will continue at least into 1948, since adequate application of fertilizers will not begin to give satisfactory results until considerable time has elapsed.

## **Phosphates Favoured for Fertilizer**

Phosphates are most commonly used for fertilizer in Italy. Average prewar consumption in the form of superphosphates is estimated at 1,600,000 metric tons, another 100,000 tons being applied in the form of bone phosphate and compost. Only 90,000 tons were available in 1945. During 1946 the allotment of phosphate rock from North Africa to Italy was to be 500,000 tons, but imports during the first ten months of the year were only 287,000 tons, mostly from Tunisia. UNRRA was expected to supply 50,000 tons of superphosphates during 1946, but there was some doubt as to availability, and total imports for the first ten months in this form amounted to only 40 tons.

Many superphosphates plants in Italy were damaged or dismantled during the war, but it is stated that sufficient new plants have been built to produce a total of 1,200,000 tons of superphosphate in 1947. This depends, of course, on the availability of raw material, which may be just as difficult to obtain this year as last, although imports of a minimum of 750,000 tons are provided for by the terms of the Franco-Italian Commercial Agreement.

Estimates of average prewar utilization of nitrogenous fertilizers vary between 700,000 tons and 870,000 tons during each of the seasons 1939-40 and 1940-41. The latter figure is considered equivalent to about 150,000 tons of fixed nitrogen. Of the foregoing consumption, about 48 per cent was in the form of sulphate of ammonia, 20 per cent calcium cyanamide, and the remainder natural or synthetic nitrates.

## **Output of Nitrogenous Fertilizer Reduced**

In 1945, only 34,600 tons of nitrogenous fertilizers were available in all forms, but it had been expected that in 1946 some 24,000 tons of ammonium nitrate and 77,000 tons of sodium nitrate would be imported

to supplement a fairly large domestic production of nitrogen. According to statistics for the first ten months of 1946, however, imports totalled 26,090 tons of sodium nitrate and 30,720 tons of ammonium nitrate, or just over half the quantity expected. Concurrently the continued scarcity of electricity and coal reduced domestic production to low levels.

#### **Potash Supplies Far Short of Demand**

Productive capacity in Italy is sufficient to ensure an output in 1947 of some 800,000 tons of nitrogenous fertilizers, equivalent to 154,000 tons of fixed nitrogen, which would be ample to meet all requirements. One-quarter of this production depends on electric power, and the remainder would be produced as a coke by-product, so it is apparent that the fulfilment of such a program depends almost entirely on the availability of coal. In addition, plant capacity for the production of calcium cyanidride is estimated at 25,000 tons.

Potash requirements are about 40,000 tons per year, but only 2,570 tons were imported during the first ten months of 1946. Imports of 20,000 tons of Alsatian potash are provided for during 1947 under the terms of the Franco-Italian Commercial Agreement.

#### **Copper Sulphate Required for Pest Control**

In addition to fertilizer requirements, Italy's normal annual consumption of copper sulphate for parasite control is about 80,000 tons. Normally this is produced in the country from 48,000 tons of domestic sulphur and imported copper. Import plans for 1947 provide for the necessary quantities of copper, but this again will depend on its availability from producing countries. The Commercial Agreement with Belgium provides for the importation of 45,000 tons of blister copper during the current year, but it is doubtful whether this amount will be available from that source.

#### **UNRRA Encourages Mechanization**

Little information is available as to the extent of mechanization on Italian farms. It is apparent, however, that on 90 per cent of farms having an area of less than 28 acres, the use of farm machinery must be very limited. Additional mechanization, either by individuals or on a collective, or "pool", basis would undoubtedly help to expand agricultural output.

At present the average farm-owner fears that land reform and socialization may deprive him of the benefits of his investment. He is therefore reluctant to purchase machinery, rebuild houses, barns or storage silos, or even to use fertilizer which will not immediately benefit his land.

UNRRA has tried to encourage the use of mechanized equipment for farming. However, its program has suffered from lack of basic data, diversion of shipments to other countries, faulty distribution within the country, and ineffective servicing.

#### **Imports of Heavy Farm Machinery Required**

The most interesting development is the setting up of regional pools which will move about the country for harvesting and other operations. For this purpose a certain number of combines and tractors are being

imported, but the effectiveness of the policy is still to be demonstrated. Farmers may fear that the pools would make known their exact yields and thus strengthen the government amassing program, forcing the individual farmer to sell a far higher quota than he currently does to the grain and other marketing pools.

The Italian manufacturing industry is organized to produce agricultural machinery. It also produces smaller and less complicated implements, as well as a small quantity of tractors. It was reported prior to the war that there were some companies producing such a wide range of spare parts that a complete counterpart of any imported machine could be assembled from domestically produced spare parts. However, current production is not large, and Italy would benefit greatly from imports of the heavier types of foreign machines. Tractor production for all purposes in 1946 is estimated at 1,974 units, far below the requirements of agriculture alone.

#### **Shortage of Exchange Curtails Imports**

However, in addition to the reluctance of most farm owners to purchase machinery, the pressure of immediate requirements on the foreign exchange resources of the country undoubtedly affects government policy. With limited quantities of foreign exchange available, the Government has to choose between satisfying immediate needs for food and building up agricultural potential in order to reduce future import requirements. The social and political situation has required concentration of expenditure in the former direction at the expense of the latter, and it is probable that this policy will have to be continued throughout 1947, thus reducing Italian demand for imported farm machinery to a level much below actual requirements.

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## **Sharp Increase in Canadian Purchases of Bauxite and Sugar from British Guiana**

*Of the \$5.5 million increase in total exports, from \$21,257,246 in 1945 to \$26,702,908 in 1946, approximately \$4 million accounted for by increased sales of bauxite and sugar to Canada—Although imports rose in value, Canadian share declined from 41 per cent in 1945 to 37 per cent in 1946.*

**By T. G. Major, Canadian Trade Commissioner**

(One British West Indies dollar equals \$0.8396 Canadian)

**P**ORT OF SPAIN, March 31, 1947.—The outstanding feature of the British Guiana trade statistics for 1946 is the sharp increase in Canadian purchases of bauxite and sugar. Total exports of all commodities from the colony in 1946 were valued at \$26,702,908 as compared with \$21,257,246 in 1945. Of this increase of \$5.5 million, about \$4 million was accounted for by the larger sales of bauxite and sugar to Canada. Exports to Canada amounted to 42 per cent of the 1946 total as compared with 34 per cent in 1945.

#### **Canadian Share of Imports Declines**

On the other hand, although imports from all sources rose in value from \$20,888,034 to \$26,090,675, those from Canada increased only from \$8.7 million to \$9.6 million. The Canadian share of the import trade



**Punts used to convey sugar cane to factories in British Guiana**

declined from 41 per cent in 1945 to 37 per cent in 1946. The bulk of the increase consisted of supplies from the United Kingdom, mainly fertilizers, machinery, motor cars, farm implements, electrical equipment, textiles, shoes and wearing apparel. In the main, imports from Canada comprised flour, fish and other foodstuffs, boots and shoes, textiles, machinery, malt liquors and motor cars. Imports from non-British countries, mostly from the United States, consisted principally of machinery, textiles, boots and shoes, tobacco and foodstuffs, and showed a slight decline from the previous year.

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#### **Underwriters Raise Cargo War Risk Rates**

As a result of increasing damage caused to shipping in European waters by drifting mines, underwriters in this area have increased cargo war risk rates from 20 to 150 per cent on voyages to the so-called mined areas off the coasts of Europe, effective immediately. The sharpest increases apply on cargo moving to the Baltic, to the areas of Archangel and Murmansk and along the northern coast of Europe generally. Mediterranean rates, which have been uneven to date, were also increased.

Prior to this change, cargo war risk rates on voyages passing through European waters were generally 10 cents per \$100 value, excepting along the Adriatic shores of Italy and Yugoslavia and in Greek waters, where the rate has been 20 cents.

The new schedules raise the rate on voyages to Continental Europe north of Spain, and to the Mediterranean ports of France, Spain, Sicily, the west coast of Italy, Malta, Turkey and Syria to 15 cents, while the rate to the areas of Archangel, Murmansk, the Baltic, the Adriatic and Greece have gone up to 25 cents.

Underwriters believe that the wave of recent mine accidents is due to mines breaking loose from their moorings in European waters. However, the market has also felt for some time that prevailing rates were too low.

# Peru Requires Import Licences On Goods Valued Over 300 Soles

*Shipper must declare licence number, date of issue, details and f.o.b. value of merchandise to Consul for entry on Consular Invoice—Provision in force until September 30, 1947—Peruvian importers having considerable trouble in securing licences even for essential items, due to difficult exchange situation.*

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

(One sole equals \$0.1538 Canadian)

**L**IMA, April 1, 1947.—By a notice published in Peruvian newspapers on March 22, 1947, the Superintendent of Foreign Trade has advised importers that after May 1, 1947, goods brought into the country valued at more than 300 soles (approximately U.S.\$46.15 at the official rate of exchange) must be covered by an import licence, of which the number, date of issue, details and the f.o.b. value of the merchandise must be declared by the shipper of the goods to the Peruvian Consul, who will enter these details on the Consular Invoice. This provision is to continue in force until September 30, 1947. In the case of partial shipments the word "parcial" must be added to the consular invoice next to the number of the import licence. When the goods reach a Peruvian port, the Customs Houses will be obliged to check these details and the other data contained in the licence such as type of merchandise, value (a tolerance of 5 per cent being allowed) and expiration date. In the cases requiring an extension, change in value, etc., the procedure to be followed will be the same as now, i.e. by the importer submitting a request to the Superintendency of Foreign Trade.

## National Foreign Trade Council to Control External Commerce

According to Clause 10 of the Supreme Decree of January 21, 1947, which authorized the creation in Peru of a National Foreign Trade Council to control external commerce and exchange, and as reported in *Foreign Trade* of March 22, 1947, Peruvian consular officers abroad, after May 1, 1947, were not to be allowed to issue consular invoices covering shipments of goods to Peru unless the exporter could provide the consul with the necessary copy of the import licence issued by the Superintendency of Foreign Trade. The actual provision of the extra copy of the import licence for the consul is now waived if the required data given above are submitted.

Canadian exporters are cautioned, therefore, that under no circumstances should goods valued at more than US\$46.15 be dispatched to Peru unless the importer has provided the required details of the import licence. Also the issuance of the import licence does not guarantee that the importer possesses the covering foreign exchange. Canadian exporters should, therefore, obtain assurance from their clients that the latter have secured the necessary exchange, either at the official rate of 6.50 soles per U.S.\$1.00 or are prepared to purchase on the "free" market, the current rate for which is approximately 10 to 11 soles per dollar.

### Exchange Situation Continues Difficult

The exchange situation continues difficult in Peru, and importers are having considerable trouble in securing licences even for essential goods which they wish to order. There is still a considerable amount of merchandise in the Peruvian Customs Houses which has arrived within the last few months but is being held, as importers have not obtained the covering licences. At present the Superintendency of Foreign Trade is allowing the liberation of some of this merchandise but usually without providing the covering foreign exchange, which the importer is forced to purchase in the "free" market at high rates.

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## Peruvian Footwear Production Nearly Fills Local Needs

*Output increased by 85 per cent from 1939 to 1940; from 869,677 to 1,594,283 pairs—Seventeen large factories employing modern techniques and many small workshops in operation—Rubber footwear manufacture being developed—More expensive type shoe main import—High duties protect domestic industry.*

By C. J. Van Tighem, Assistant Commercial Secretary, Canadian Embassy

**L** IMA, April 21, 1947.—Peru has developed its shoe industry to the stage where it is now practically self-sufficient in so far as the supply of footwear is concerned. Production figures for 1944, the latest for which statistics are available, indicate that 1,594,283 pairs of shoes were manufactured in that year. This represents almost an 85 per cent increase in production since 1939, when a total of 869,677 pairs were turned out. This annual increase has been gradual and constant as evidenced by the following statistics released by the Ministry of Public Works: 1939—869,677 pairs; 1940—1,080,905; 1941—1,292,338; 1942—1,335,901; 1943—1,376,639; and 1944—1,594,283 pairs.

At the present time, there are 17 shoe factories employing shoe machines and production-line techniques and producing sizeable quantities of shoes. In addition to these large factories, there are many small workshops which devote themselves to the manufacture of only one style of shoe, such as children's shoes, production of which, being all hand-work, is very limited. In view of the fact that such small workshops abound in every small centre of population, it is not possible to obtain a record of their number or of their production. The 17 large shoe factories are all situated in Lima. Their production falls into five main categories: army boots, men's shoes, women's shoes, children's shoes, slippers. Of the 1,594,283 pairs of shoes produced in 1944, the distribution was as follows: army boots, 105,679 pairs; men's shoes, 614,741; women's shoes, 424,195; children's shoes, 447,320; and slippers, 2,348 pairs.

### Production of Rubber Footwear Developing

In addition to the manufacture of leather shoes, the production of rubber footwear for sports and bathing is developing. At the present time there are two factories engaged in the manufacture of rubber footwear.

These are the Fabrica de Calzado Peruano S.A. (an affiliate of the Bata Shoe Company of Canada Limited, with a production capacity of 1,500 pairs per day, and Ronald & Cia., with a production of 100 pairs per day, giving an annual capacity of approximately 530,000 pairs per year. Thus, the known total production capacity of footwear is in excess of 2,000,000 pairs annually and it is estimated that at present the capacity is approximately 2,400,000 pairs.

**Interesting Change in Purchasing Habits**

An interesting change in purchasing habits has been noted in recent years, which is responsible for the increasing production of canvas and rubber footwear. Formerly, the greatest demand for this type occurred in the summertime and was for white canvas shoes to be used at the beach. However, within recent years, this type of shoe is being used for street wear, and the heaviest demand now occurs in the wintertime and is for a rubber-soled shoe with a dark blue canvas upper. The rubber used in making the soles of these shoes is natural rubber, which comes from the Amazon region of Peru. Synthetic rubbers cannot compete with the local natural rubber, due to the duties levied, which afford protection to the local industry which developed during the war.

**Shoe Styles Similar to Canadian**

Shoe styles are similar to those in Canada, with welted, sewn, pegged and flexible shoes being manufactured in the leather-shoe field. Of the total production, approximately 60 per cent are welted, 10 per cent sewn and 15 per cent each are pegged and flexible types. In the Sierra, or mountainous region of Peru, football shoes are very popular and are in great demand. This type is generally manufactured by the small domestic workshops. The Indians in the Sierra wear sandals made from used tires.

**French Measurements Used in Shoe Sizes**

French measurements are used to graduate shoe sizes. Half-size lasts are very seldom used and there is only one factory which has recently been offering shoes in half sizes. The most salable sizes are: men's, numbers 38, 39, 40 and 41; women's, numbers 33, 34, 35 and 36. To illustrate this point more accurately, the distribution of a quantity of 100 pairs is shown:

|                     |    |    |    |    |    |    |    |           |
|---------------------|----|----|----|----|----|----|----|-----------|
| Men's shoes .....   | 37 | 38 | 39 | 40 | 41 | 42 | 43 | Sizes     |
|                     | 8  | 16 | 24 | 24 | 16 | 10 | 2  | 100 pairs |
| Ladies' shoes ..... | 32 | 33 | 34 | 35 | 36 | 37 | 38 | Sizes     |
|                     | 5  | 10 | 16 | 24 | 25 | 15 | 5  | 100 pairs |

The system of selling shoes by various widths is not well known and the manufacturers usually offer shoes by the style of last, as for example, round last, half last, narrow point, etc. However, in view of the fact that most Peruvians generally have a wide foot, it can be said that the most popular shoe widths using Canadian measurements would be E, F and G. Wholesale prices of shoes are regulated by the Contraloria de Precios, which is the government entity for the control of prices.

**Sources of Supply of Raw Materials**

There is a large production of leathers in Peru, but there is also considerable importation, particularly of calf upper leather to be used in the better class of shoes. Total consumption of calf upper leather in 1944 has been estimated at approximately 500,000 square feet, of which 200,000

square feet was probably supplied by domestic production. Peruvian production of calf and kip leather is relatively small and is widely scattered over the country, so that it is extremely difficult to arrive at an accurate estimate of national production. On the basis of such figures as are available, however, it is estimated that some 250,000 square feet of calf and kip leather are produced annually, of which approximately 200,000 square feet is used for shoe uppers. Domestic production of various kinds and grades of leather provides approximately 99 per cent of the country's annual consumption of leather. The remaining one per cent is by weight and would probably be increased to approximately five per cent if measured by area, inasmuch as calf and kip skins, which are light in weight, make up a large part of Peru's imports of leather.

The Consorcio de Curtiembres S.A., i.e., The Society of Tanners, lists 40 tanners as being members of their organization. Of this number, 13 are located in Lima, 12 in Northern Peru, one in the Sierra or mountainous region, and the remaining 14 in Arequipa, which is in the south. The society gives figures indicating controlled production of cow hides during the years 1943 to 1945 inclusive as follows: 1943, 14,375 hides; 1944, 216,005 hides; 1945, 296,707 hides. During the same period, the statistics for imported cow hides as reported by the society are 20,650, 86,432 and 99,393 hides respectively. These imported cow hides come principally from the Argentine, being used locally as sole leather.

#### **United States Chief Supplier of Upper Leather**

Due to the fact that a large number of different varieties and grades of leather are lumped together under one item in the Peruvian Customs Statistics, it is not possible to indicate the amounts and countries of origin of most types of leather. The United States, however, is the chief supplier of upper leather, with fairly large quantities of calf and kip leather having been obtained from the Argentine since 1942.

Up until 1939, Germany was the most important supplier followed by the United States, Hungary, Luxemburg and France. In the period 1940-42, the United States occupied the position as the principal source of supply, with Argentina and Canada being the other important suppliers. Since 1943, the Argentine has been the principal supplier, followed by the United States and Canada.

#### **Extent of Imports**

Although production is continually increasing, a certain amount of footwear is still being imported into Peru, principally from the United States and mainly higher-grade expensive shoes, only a few pairs of which are custom-made locally. Duties on shoes imported into Peru are levied on a specific rather than an ad valorem basis. As a result, low-priced shoes of foreign manufacture are not competitive with locally manufactured shoes. Consequently no importation of commercial quantities of this type of footwear is practicable. On the other hand, the more expensive shoes of foreign make are able to absorb the duty more readily and are competitive with the higher-priced local custom-made shoes, and it is in this class of footwear that importation occurs.

With the exception of the year 1944, when an exceptionally large number of army boots were imported, annual imports of foreign-made footwear have not exceeded more than 2,442 kilos. Imports from Canada are not large, never having exceeded more than 3.4 per cent of the total amount imported. Considering that a pair of shoes weighs between .5 and 1 kilo, it will be seen that imports have not been large, amounting at most to approximately 4,500 pairs.

## Main Sources of Footwear Imports, 1939-44

### Army Boots

| Country              | 1944    | 1943  | 1942  | 1941  | 1940  | 1939  |
|----------------------|---------|-------|-------|-------|-------|-------|
|                      | Soles   |       |       |       |       |       |
| Argentina .....      | 535     | 253   | ....  | ....  | ....  | ....  |
| United States .....  | 564,218 | 5,543 | 1,108 | 1,325 | 2,726 | 4,100 |
| United Kingdom ..... | ....    | 411   | ....  | 94    | ....  | 180   |
| Canada .....         | ....    | ....  | 2,089 | ....  | 414   | 85    |
| Ecuador .....        | ....    | ....  | ....  | 85    | ....  | ....  |
| Japan .....          | ....    | ....  | ....  | ....  | 1,003 | ....  |
| Switzerland .....    | ....    | ....  | ....  | ....  | ....  | 134   |

### Boys' and Men's Shoes

| Country              | 1944   | 1943   | 1942   | 1941   | 1940   | 1939   |
|----------------------|--------|--------|--------|--------|--------|--------|
|                      | Soles  |        |        |        |        |        |
| Argentina .....      | 25,659 | 15,640 | 4,203  | 888    | ....   | ....   |
| Brazil .....         | 524    | ....   | ....   | ....   | 1,606  | ....   |
| United States .....  | 33,039 | 15,031 | 51,012 | 41,121 | 20,704 | 14,424 |
| Switzerland .....    | ....   | 6,948  | 2,334  | 1,879  | ....   | 1,486  |
| Canada .....         | ....   | 949    | ....   | ....   | 1,204  | ....   |
| United Kingdom ..... | ....   | ....   | 15,341 | 6,266  | 16,133 | 16,004 |
| Germany .....        | ....   | ....   | ....   | ....   | ....   | 907    |

### Women's Shoes

| Country              | 1944   | 1943   | 1942   | 1941   | 1940   | 1939  |
|----------------------|--------|--------|--------|--------|--------|-------|
|                      | Soles  |        |        |        |        |       |
| Argentina .....      | 16,496 | 6,850  | 2,411  | 980    | ....   | ....  |
| United States .....  | 31,363 | 13,073 | 26,532 | 20,473 | 15,083 | 7,039 |
| Switzerland .....    | 4,337  | ....   | ....   | ....   | 2,200  | 2,158 |
| Mexico .....         | ....   | 468    | ....   | 659    | ....   | ....  |
| Czechoslovakia ..... | ....   | ....   | ....   | ....   | 1,478  | ....  |
| Italy .....          | ....   | ....   | ....   | ....   | 1,123  | 2,244 |
| Chile .....          | ....   | ....   | ....   | ....   | ....   | 6,611 |
| France .....         | ....   | ....   | ....   | ....   | ....   | 4,143 |

The United States has traditionally been the most important supplier of all three types of shoes. In the field of men's and boys' shoes and women's shoes, a change has taken place during the war years and Argentina has stepped into second position.

At the present time, duties are sufficiently high to bar the importation of all but the more expensive type of shoe, which is produced locally only on a custom basis. A revision of the Peruvian Customs Tariff is currently being made and it is expected that these duties will be increased, particularly in the field of additional duties in order to insure complete protection for the local industry.

#### Market Not Very Large

The market in the past has not been large for shoes of foreign manufacture and, in view of the expected increase in duties, it is anticipated that it will be even less in the future. Current production is estimated at approximately 1,800,000 leather shoes, and 530,000 canvas and rubber shoes, which is practically sufficient for local demands. Although Peru has a population of over seven million, the actual market for shoes is more or less limited to the coastal region in general, and the cities of Lima, Callao and Arequipa in particular, due to the fact that in other areas few shoes are worn by the majority of the people. Consequently, the market for shoes can be put at approximately 800,000 persons, making an allowance for the numbers who wear no shoes.

## Foreign Trade Enquiries

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

24. **Malayan Union**—The Singapore Municipality is inviting tenders for the supply of: 500 A.C. ceiling fans; 200 D.C. ceiling fans; 500 electric kettles; 150 electric cookers; 200 electric water heaters. Interested firms may obtain tender forms and specifications (excepting fans) from the Department of Trade and Commerce. Tenders close June 15, 1947. File: 19918.
25. **Ecuador**—Almacenes "El Globo", S.A., Casilla 502, Quito, who operate the largest store in Quito and enjoy a good reputation, wish to purchase Canadian toilet preparations, perfumes, toys, cutlery, men's wearing apparel, better-class gifts, women's dress accessories, electrical articles, lampshades, textiles, hairpins, men's and ladies' hosiery, chinaware of ordinary quality, and knitting wool. File: C.E. 280.
26. **Ecuador**—Hector A. Pauta C., Casilla 160, Cuenca, who is recommended for representation in Cuenca and district, is desirous of handling Canadian paper, textiles, machinery, agricultural tools, cutlery, domestic enamelware, drugs and pharmaceuticals, electrical materials and apparatus, hardware, tin in sheets, paraffin, fertilizers, jars for fruit. File: C.E. 281.
27. **Chile**—A. P. Forbes, Casilla 2191, Santiago, Chile, an agent in Chile since 1938, who enjoys a first-class connection with the principal firms of architects and building contractors in this territory, desires to secure an agency for galvanized black pipe, cast iron soil pipe or any line in the plumbing and heating field. File: 14995.

### Registration of Motor Vehicles in Australia

Sydney, April 17, 1947.—(FTS)—The number of motor vehicles registered in Australia at the end of 1946 totalled 1,009,463, an all-time record, the Commissioner for Road Transport announced recently. This represented an increase of 96,096 motor vehicles in a year.

The registrations included 565,880 cars, 357,937 lorries, 3,838 omnibuses, and 81,798 motorcycles. The figures for New South Wales were 196,598 cars, 121,739 lorries, 23,499 motorcycles, and 1,103 omnibuses.

## 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 31 to June 12, 1948.

# Trade and Tariff Regulations

## **Australian Imports of Canadian Canned Fish**

Sydney, April 17, 1947.—(FTS)—Now that the International Emergency Food Council Control has ended, the importation of canned fish from Canada will be controlled on the following basis: canned salmon, 100 per cent of the importations during the base year ending June 30, 1939, which is approximately 5,500 tons or roughly 250,000 cases; and pilchards, herrings and sardines, 50 per cent of each class of fish, which in total will probably not amount to more than 25,000 cases.

The Australian authorities indicated that, in the event that Canada was unable to provide the full quota of salmon, some consideration might be given to increasing the quotas for pilchards, herrings and sardines.

Licences will only be issued in Australia to those merchants who imported Canadian canned fish of a similar type during the base year.

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## **Angora Wool Denied Entry to Eire**

Dublin, April 15, 1947.—(FTS)—The Government of Eire is not prepared, at present, to provide foreign exchange facilities for the purchase of Angora wool of Canadian manufacture.

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## **Method of Financing and Payment for Imports from Germany**

Berlin, April 15, 1947.—(FTS)—The Joint Export-Import Agency, Minden, announced on April 15 that German industrial firms and other exporters may sign their own contracts for goods sold to other countries, and that German banks are now authorized to handle letters of credit, collections and documents concerning German export. This means that buyers from foreign countries can come to Germany and make their deals directly with German business firms, agreeing upon quantities, dates of deliveries, methods of shipping, and various other matters, and that buyers can pay for the goods by international trade methods in common use before the war, with foreign banks and German banks co-ordinating in normal commercial procedures. To assist German industry as well as foreign buyers, the Joint Export-Import Agency has established branch offices in German Land capitals and certain other industrial centres. These offices will issue export licences and perform other services as part of the agency's plan to promote a billion dollar export program of German products before the end of 1949.

This procedure does not alter the present method of payment for goods imported into Canada; payment must still be made in United States dollars or any other acceptable currency into the account of JEIA. This announcement gives the German supplier the authority to receive payment for his goods in Reichmarks) direct from an authorized German bank and not through the JEIA.

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## **Import of Vegetable Seeds Into India**

The Government of India in 1943 prohibited the imports of vegetable seeds except under licence. Due to increased domestic production, this regulation has now been amended so as to prohibit the import of vegetable seeds exceeding one pound in weight, even when such imports are for private

and personal use. All unauthorized imports will be confiscated and destroyed without giving the importers the option of redemption. Licences for vegetable seed imports are now being issued very sparingly. Seeds should not be shipped until the shipper is satisfied that the customer in India holds the necessary import licence.

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#### **Only Registered Firms Can Sell to Mexican Government**

Mexico City, April 15, 1947.—(FTS)—Foreign companies, selling through agents to the Mexican Government, were required by a decree published on February 16 to register with the Department of National Properties before March 17, 1947. This stipulation is now being enforced, and only those firms that complied are eligible to receive orders from the Mexican Government. It is now apparent that the real intention of the decree was to enable the government to control its expenditures more closely and to eliminate the multitude of middlemen through whom the majority of large government contracts were formerly negotiated.

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#### **Consular Invoices for the Philippines**

Washington, April 25, 1947.—(FTS)—Instructions have been received from Manila that, beginning May 15, 1947, consular invoices will be required on all shipments to the Philippines valued in excess of \$100, except personal effects. The invoice must be certified by a Philippines Consul or, in the absence of a Philippines Consul, by a consul of the United States. The form of invoice is the same as for shipments to the United States.

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#### **Additional Items Eligible for Token Shipment to U.K.**

The United Kingdom Board of Trade announced on April 25 the addition of bottled pectin and pocket watches to the list of products eligible for token shipment to the United Kingdom. This list now includes two hundred commodities.

Canadian firms interested in securing details of the token shipment procedure are invited to communicate with the Export Division, Department of Trade and Commerce, Ottawa.

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#### **United States Duty-Free Quota for Red Cedar Shingles**

A United States Treasury Decision (51658) of April 6, 1947, announced that the quantity of red cedar shingles entitled to exemption from the duty of 25 cents per square during the calendar year 1947 is 1,380,300 squares. The 1944 quota was 1,396,423 squares. The 1939 Trade Agreement between Canada and the United States bound the duty-free entry of shingles but reserved to the United States the right to impose a duty not exceeding 25 cents per square on red cedar shingles imported in any calendar year in excess of 30 per cent of the annual average for the three preceding years of the combined total of domestic shipments and imports. This right was exercised by an Act of July 1, 1940, since when the quota for free entry has been fixed annually.



## 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                      |
|----------------------|---------------|---------------------------|--|
| <b>Africa-East—</b>  |               |                           |  |
| Lourenço Marques..   | May 2-12      | <i>Saint Bernard</i>      | Elder Dempster                         |
| Lourenço Marques..   | May 23-June 2 | <i>Amersham</i>           | Elder Dempster                         |
| Lourenço Marques..   | June 5-15     | <i>A Ship</i>             | Elder Dempster                         |
| Lourenço Marques..   | July 1-10     | <i>Cottrell</i>           | Elder Dempster                         |
| Lourenço Marques..   | May 15-25     | <i>Cargill</i>            | Elder Dempster                         |
| Beira.....           | June 15-25    | <i>Chandler</i>           | Elder Dempster                         |
| <b>Africa-South—</b> |               |                           |  |
| Cape Town.....       | May 2-12      | <i>Saint Bernard</i>      | Elder Dempster                         |
| Port Elizabeth.....  | May 15-25     | <i>Cargill</i>            | Elder Dempster                         |
| East London.....     | May 23-June 2 | <i>Amersham</i>           | Elder Dempster                         |
| Durban.....          | June 5-15     | <i>A Ship</i>             | Elder Dempster                         |
|                      | June 15-25    | <i>Chandler</i>           | Elder Dempster                         |
|                      | July 1-10     | <i>Cottrell</i>           | Elder Dempster                         |
| <b>Argentina—</b>    |               |                           |  |
| Buenos Aires.....    | May 18-20     | <i>William S. Halsted</i> | Montreal Shipping                      |
| Buenos Aires.....    | June 6-10     | <i>Royal Prince</i>       | Furness Withy                          |
| <b>Australia—</b>    |               |                           |  |
| Brisbane.....        | May 5-12      | <i>City of Dieppe</i>     | Montreal Australia<br>New Zealand Line |
| Sydney.....          |               |                           |  |
| Melbourne.....       |               |                           |  |
| Adelaide.....        |               |                           |  |
| Brisbane.....        | May 12-19     | <i>Mahia</i>              | Montreal Australia<br>New Zealand Line |
| Sydney.....          |               |                           |  |
| Melbourne.....       |               |                           |  |
| <b>Belgium—</b>      |               |                           |  |
| Antwerp.....         | May 5-15      | <i>Marchdale</i>          | March Shipping                         |
| Antwerp.....         | May 10-18     | <i>Brant County</i>       | Canada Steamships                      |
| Antwerp.....         | May 17        | <i>Prins Maurits</i>      | Shipping Limited                       |
| Antwerp.....         | May 24-31     | <i>Harald Torsvik</i>     | Canada Steamships                      |
| Antwerp.....         | May 26-June 1 | <i>Beckenham</i>          | Cunard Donaldson                       |
| Antwerp.....         | May 28        | <i>Harpefjell</i>         | Brock Shipping                         |
| Antwerp.....         | June 1-10     | <i>Mont Rolland</i>       | Montreal Shipping                      |
| Antwerp.....         | Early July    | <i>Twickenham</i>         | Cunard Donaldson                       |

## Departures from Montreal—Continued

| Destination   | Loading Date  | Vessel                    | Operator or Agent  |
|---|---------------|---------------------------|--------------------|
| <b>Brazil—</b><br>Rio de Janeiro.....                   | May 18-20     | <i>William S. Halsted</i> | Montreal Shipping  |
| <b>Ceylon—</b><br>Colombo.....                          | May 10-15     | <i>Seaside</i>            | March Shipping     |
| Colombo.....  | May 15-20     | <i>Trewellard</i>         | McLean Kennedy     |
| Colombo.....  | May 20-25     | <i>Forest</i>             | McLean Kennedy     |
| <b>China—</b><br>Shanghai.....                          | May 30-June 2 | <i>City of Khartoum</i>   | McLean Kennedy     |
| Shanghai.....   | June 5-14     | <i>Seaside</i>            | March Shipping     |
| Shanghai.....   | June 10-20    | <i>Oceanside</i>          | March Shipping     |
| <b>Colombia—</b><br>Barranquilla.....                   | May 17-21     | <i>Apollo</i>             | Saguenay Terminals |
| Barranquilla.....                                       | June 11-14    | <i>Benny</i>              | Saguenay Terminals |
| <b>Cuba—</b><br>Havana.....                             | May 19-20     | <i>Camco</i>              | McLean Kennedy     |
| <b>Curaçao</b> .....                                    | May 17-21     | <i>Apollo</i>             | Saguenay Terminals |
|   | June 11-14    | <i>Benny</i>              | Saguenay Terminals |
| <b>Denmark—</b><br>Copenhagen.....                      | May 27        | <i>Ornefjell</i>          | Brock Shipping     |
| <b>Eire—</b><br>Dublin.....                             | May 7-11      | <i>Lord O'Neill</i>       | McLean Kennedy     |
| Dublin.....   | Late May      | <i>Inishowen Head</i>     | McLean Kennedy     |
| Dublin.....   | June 7        | <i>Irish Elm</i>          | Shipping Limited   |
| Cork.....   |               |                           |                    |
| <b>France—</b><br>Le Havre.....                         | May 5-15      | <i>Marchdale</i>          | March Shipping     |
| Le Havre.....   | May 10-18     | <i>Brant County</i>       | Canada Steamships  |
| Le Havre.....   | May 24-31     | <i>Harald Torsvik</i>     | Canada Steamships  |
| <b>Germany—</b><br>Hamburg.....                         | May 5-15      | <i>Marchdale</i>          | March Shipping     |
| Hamburg.....  | June 1-10     | <i>Mont Rolland</i>       | Montreal Shipping  |
| <b>Greece—</b><br>Piraeus.....                          | May 20-30     | <i>Marchport</i>          | March Shipping     |
| <b>Hong Kong</b> .....                                  | May 30-June 2 | <i>City of Khartoum</i>   | McLean Kennedy     |
|   | June 5-14     | <i>Seaside</i>            | March Shipping     |
| <b>India—</b><br>Karachi.....                           | May 20-25     | <i>Forest</i>             | McLean Kennedy     |
| Madras.....   |               |                           |                    |
| Bombay.....   |               |                           |                    |
| Calcutta.....   |               |                           |                    |
| Bombay.....   | May 15-20     | <i>Trewellard</i>         | McLean Kennedy     |
| Madras.....   |               |                           |                    |
| Calcutta.....   |               |                           |                    |
| Bombay.....   | June 10-20    | <i>Oceanside</i>          | March Shipping     |
| Bombay.....   | June 5-14     | <i>Seaside</i>            | March Shipping     |
| <b>Italy—</b><br>Genoa.....                             | May 5-12      | <i>Mont Sandra</i>        | Montreal Shipping  |
| Genoa.....  | May 20-30     | <i>Marchport</i>          | March Shipping     |
| Venice.....   |               |                           |                    |
| <b>Malayan Union—</b><br>Penang.....                    | May 24-28     | <i>Phrontis</i>           | Cunard Donaldson   |
| Port Swettenham..                                       | June 25-28    | <i>Alcinous</i>           | Cunard Donaldson   |
| <b>Mediterranean—</b><br>Central and<br>Western Areas.. | May 5-12      | <i>Mont Sandra</i>        | Montreal Shipping  |
|   | May 20-30     | <i>Marchport</i>          | March Shipping     |
| <b>Mexico—</b><br>Vera Cruz.....                        | May 15-18     | <i>Empire Gangway</i>     | McLean Kennedy     |
| Vera Cruz.....  | June 24       | <i>Federal Trader</i>     | McLean Kennedy     |

Departures from Montreal—Continued

| Destination                     | Loading Note  | Vessel                    | Operator or Agent                      |
|---------------------------------|---------------|---------------------------|--|
| <b>Netherlands—</b>             |               |                           |  |
| Rotterdam.....                  | May 5-15      | <i>Marchdale</i>          | March Shipping                         |
| Rotterdam.....                  | May 10-18     | <i>Brant County</i>       | Canada Steamships                      |
| Rotterdam.....                  | May 17        | <i>Prins Maurits</i>      | Shipping Limited                       |
| Rotterdam.....                  | May 24-31     | <i>Harald Torsvik</i>     | Canada Steamships                      |
| Rotterdam.....                  | May 28        | <i>Harperfjell</i>        | Brock Shipping                         |
| Rotterdam.....                  | June 1-10     | <i>Mont Rolland</i>       | Montreal Shipping                      |
| Rotterdam.....                  | May 26-June 1 | <i>Beckenham</i>          | Cunard Donaldson                       |
| Amsterdam.....                  |               |                           |  |
| <b>Netherlands East Indies—</b> |               |                           |  |
| Batavia.....                    | May 24-28     | <i>Phrontis</i>           | Cunard Donaldson                       |
| Samarang.....                   |               |                           |  |
| Soerabaya.....                  |               |                           |  |
| <b>Newfoundland—</b>            |               |                           |  |
| St. John's.....                 | May 13-15     | <i>Blue Peter II</i>      | Montreal Shipping                      |
| St. John's.....                 | May 14-16     | <i>Elgin</i>              | Furness Withy                          |
| St. John's.....                 | May 28-31     | <i>Blue Peter II</i>      | Montreal Shipping                      |
| <b>New Zealand—</b>             |               |                           |  |
| Auckland.....                   | May 12-17     | <i>City of Eastbourne</i> | Montreal Australia<br>New Zealand Line |
| Wellington.....                 |               |                           |  |
| Lyttelton.....                  |               |                           |  |
| Dunedin.....                    |               |                           |  |
| <b>Northern Ireland—</b>        |               |                           |  |
| Belfast.....                    | Late May      | <i>Inishowen Head</i>     | McLean Kennedy                         |
| <b>Norwegian Ports.....</b>     |               |                           |  |
|                                 | May 27        | <i>Ornefjell</i>          | Brock Shipping                         |
| <b>Philippines—</b>             |               |                           |  |
| Manila.....                     | May 30-June 2 | <i>City of Khartoum</i>   | McLean Kennedy                         |
| Manila.....                     |               |                           |  |
| <b>Poland—</b>                  |               |                           |  |
| Gdansk.....                     | May 5-15      | <i>Marchdale</i>          | March Shipping                         |
| Gdansk.....                     | May 25-30     | <i>Bayside</i>            | Montreal Shipping                      |
| <b>Portugal—</b>                |               |                           |  |
| Lisbon.....                     | May 5-12      | <i>Mont Sandra</i>        | Montreal Shipping                      |
| <b>Scandinavia—</b>             |               |                           |  |
| Baltic Ports.....               | May 13-21     | <i>Svaneholm</i>          | Swedish American Line                  |
| Baltic Ports.....               | May 15        | <i>Erland</i>             | Swedish American Line                  |
| Baltic Ports.....               | Early June    | <i>Vasaholm</i>           | Swedish American Line                  |
| <b>Singapore.....</b>           |               |                           |  |
|                                 | May 24-28     | <i>Phrontis</i>           | Cunard Donaldson                       |
|                                 | June 5-14     | <i>Seaside</i>            | March Shipping                         |
|                                 | June 25-28    | <i>Alcinous</i>           | Cunard Donaldson                       |
| <b>Trieste.....</b>             |               |                           |  |
|                                 | May 20-30     | <i>Marchport</i>          | March Shipping                         |
| <b>United Kingdom—</b>          |               |                           |  |
| Avonmouth.....                  | May 6-12      | <i>Dorelian</i>           | Cunard Donaldson                       |
| Avonmouth.....                  | May 19-24     | <i>Salacia</i>            | Cunard Donaldson                       |
| Glasgow.....                    | May 15-21     | <i>Parthenia</i>          | Cunard Donaldson                       |
| Hull.....                       | May 8-12      | <i>Consuelo</i>           | McLean Kennedy                         |
| Leith.....                      | May 20        | <i>Cairnesk</i>           | Furness Withy                          |
| Liverpool.....                  | May 7-11      | <i>Lord O'Neill</i>       | McLean Kennedy                         |
| Liverpool.....                  | May 17-23     | <i>Lord Lloyd George</i>  | Cunard Donaldson                       |
| Liverpool.....                  | May 24        | <i>Beaverburn</i>         | Canadian Pacific                       |
| Liverpool.....                  | May 25-30     | <i>Beaverford</i>         | Canadian Pacific                       |
| Liverpool.....                  | June 12       | <i>Beaverburn</i>         | Canadian Pacific                       |
| Liverpool.....                  | June 14       | <i>Empress of Canada</i>  | Canadian Pacific                       |
| Liverpool.....                  | July 5        | <i>Empress of Canada</i>  | Canadian Pacific                       |
| London.....                     | May 8-15      | <i>Fort Spokane</i>       | Cunard Donaldson                       |
| London.....                     | May 22-27     | <i>Beverdell</i>          | Canadian Pacific                       |

## Departures from Montreal—Continued

| Destination            | Loading Date  | Vessel                        | Operator or Agent  |
|------------------------|---------------|-------------------------------|--------------------|
| <b>United Kingdom—</b> |               |                               |                    |
| <i>Con.—</i>           |               |                               |                    |
| London.....            | May 28        | <i>Harpefjell</i>             | Brock Shipping     |
| London.....            | June 2        | <i>Beaverglen</i>             | Canadian Pacific   |
| London.....            | June 7        | <i>Beaverlake</i>             | Canadian Pacific   |
| London.....            | June 7-15     | <i>Vardulia</i>               | Cunard Donaldson   |
| London.....            | Mid-June      | <i>Fort Chambly</i>           | Cunard Donaldson   |
| Manchester.....        | May 14-17     | <i>Manchester Regiment</i>    | Furness Withy      |
| Manchester.....        | May 21-24     | <i>Manchester Trader</i>      | Furness Withy      |
| Manchester.....        | May 28-31     | <i>Manchester Port</i>        | Furness Withy      |
|                        |               |                               |                    |
| Newcastle.....         | May 12-15     | <i>Cairnesk</i>               | Furness Withy      |
| Newcastle.....         | May 22-27     | <i>Cairnvalona</i>            | Furness Withy      |
| <b>Uruguay—</b>        |               |                               |                    |
| Montevideo.....        | May 18-20     | <i>William S. Halsted</i>     | Montreal Shipping  |
| Montevideo.....        | June 6-10     | <i>Royal Prince</i>           | Furness Withy      |
| <b>Venezuela—</b>      |               |                               |                    |
| La Guaira.....         | May 17-21     | <i>Apollo</i>                 | Saguenay Terminals |
| La Guaira.....         | June 11-14    | <i>Benny</i>                  | Saguenay Terminals |
| <b>West Indies—</b>    |               |                               |                    |
| 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 27        | * <i>Canadian Leader</i>      | Canadian National  |
| Bahamas.....           | June 4        | * <i>Canadian Observer</i>    | Canadian National  |
| Bahamas.....           | June 7-12     | * <i>Chomedy</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>Chomedy</i>              | Canadian National  |
| Barbados.....          | June 13-22    | * <i>A Ship</i>               | Alcoa Steamships   |
| Barbados.....          | June 18-23    | * <i>Canadian Constructor</i> | Canadian National  |
|                        |               |                               |                    |
| Bermuda.....           | May 4-13      | * <i>Alcoa Pioneer</i>        | Alcoa Steamships   |
| Bermuda.....           | May 7-12      | * <i>Canadian Challenger</i>  | Canadian National  |
| Bermuda.....           | May 14-23     | <i>Alcoa Pointer</i>          | Alcoa Steamships   |
| Bermuda.....           | May 24-June 2 | * <i>Alcoa Partner</i>        | Alcoa Steamships   |
| Bermuda.....           | May 27-31     | * <i>Canadian Cruiser</i>     | Canadian National  |
| Bermuda.....           | June 3-12     | <i>A Ship</i>                 | Alcoa Steamships   |
| Bermuda.....           | June 13-22    | * <i>A Ship</i>               | Alcoa Steamships   |
| Bermuda.....           | June 18-23    | * <i>Canadian Constructor</i> | Canadian National  |
|                        |               |                               |                    |
| British Guiana.....    | 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>Chomedy</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   |
| 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  |

## Departures from Montreal—Concluded

| Destination         | Loading Date  | Vessel                        | Operator or Agent |
|---------------------|---------------|-------------------------------|-------------------|
| <b>West Indies—</b> |               |                               |                   |
| <i>Con.</i>         |               |                               |                   |
| Guadeloupe.....     | May 7-12      | * <i>Canadian Challenger</i>  | Canadian National |
| Guadeloupe.....     | June 7-12     | * <i>Chomecy</i>              | Canadian National |
| Jamaica.....        | May 27        | * <i>Canadian Leader</i>      | Canadian National |
| Jamaica.....        | June 4        | * <i>Canadian Observer</i>    | Canadian National |
| Jamaica.....        | June 7-12     | * <i>Chomecy</i>              | Canadian National |
| Martinique.....     | May 7-12      | * <i>Canadian Challenger</i>  | Canadian National |
| Martinique.....     | June 7-12     | * <i>Chomecy</i>              | Canadian National |
| Montserrat.....     | 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>Chomecy</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 Note   | Vessel                     | Operator or Agent  |
|----------------------|----------------|----------------------------|--------------------|
| <b>Newfoundland—</b> |                |                            |                    |
| St. John's.....      | May 13-15      | <i>Keltic</i>              | Furness Withy      |
| St. John's.....      | May 13-16      | <i>For Townshend</i>       | Furness Withy      |
| St. John's.....      | May 21-23      | <i>Keltic</i>              | Furness Withy      |
| <b>West Indies—</b>  |                |                            |                    |
| Bermuda.....         | May 13-16      | <i>Fort Amherst</i>        | Furness Withy      |
| Bermuda.....         | May 20-23      | <i>Fort Townshend</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 |
| <b>Italy—</b>        |                |                            |                    |
| Genoa.....           | May 3-13       | <i>Mont Clair</i>          | Montreal Shipping  |

## Departures from Saint John

| Destination   | Loading Date       | Vessel                                    | Operator or Agent                |
|---|--------------------|---|----------------------------------|
| <b>Mediterranean—</b><br>Central and<br>Western Areas.....} | May 3-13           | <i>Mont Clair</i>                         | Montreal Shipping                |
| <b>Norway—</b><br>Oslo.....}                                | May 9-12<br>June 1 | <i>Drammensfjord</i><br><i>Vindafjord</i> | March Shipping<br>March Shipping |
| Kristiansand.....}  |                    |   |                                  |
| Stavanger.....}   |                    |   |                                  |
| Bergen.....}  |                    |   |                                  |
| Trondheim.....}   |                    |   |                                  |
| <b>Venezuela—</b><br>Guanta.....}                           | May 19-21          | <i>Shakespeare Park</i>                   | Saguenay Terminals               |
| Puerto Cabello.....}  |                    |   |                                  |
| Maracaibo.....}   |                    |   |                                  |

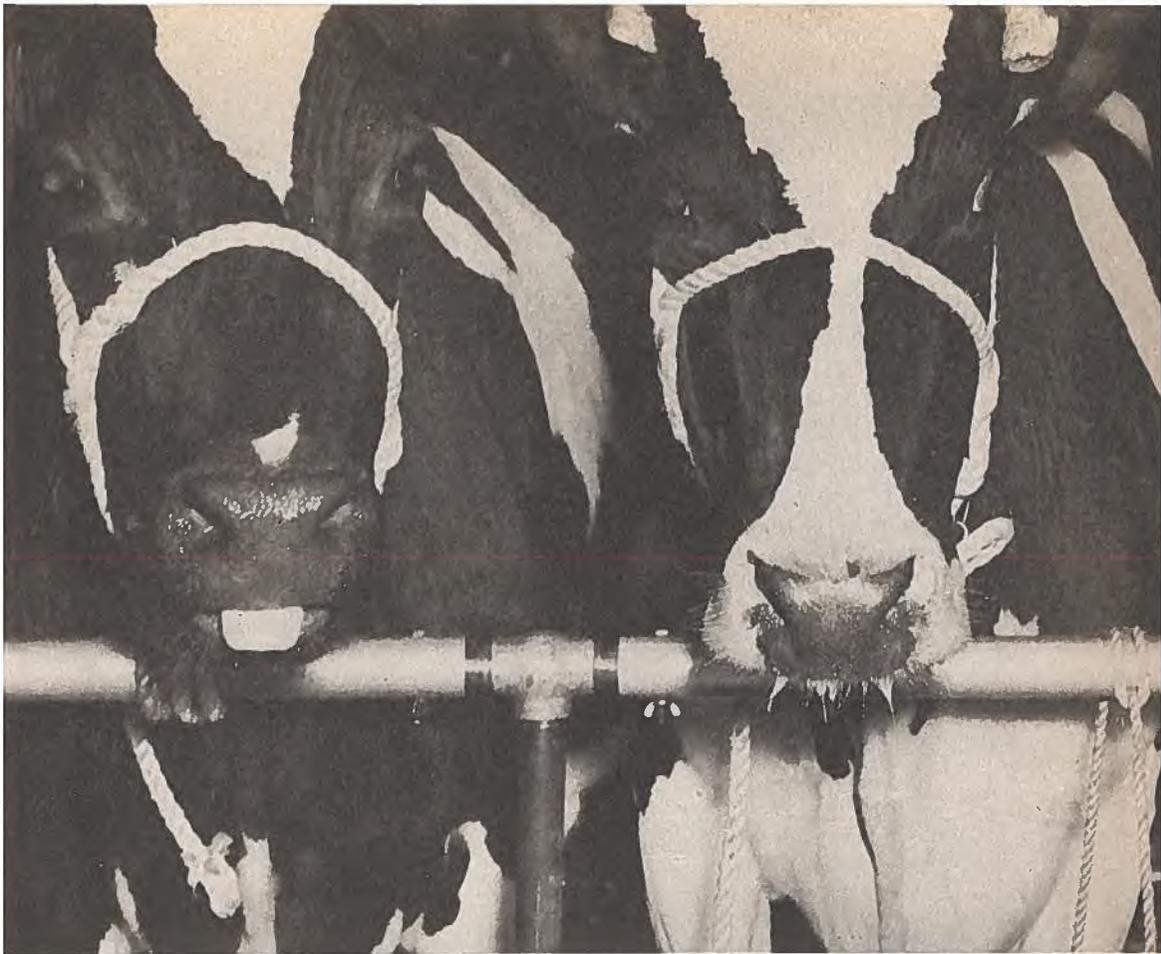
## Departures from Vancouver

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  |
|--|---------------------------------|--|--|
| <b>Africa-East—</b><br>Lourenço Marques }<br>Beira.....} | Apr. 25-May 12                  | <i>Lake Chilco</i>   | North Pacific Shipping   |
| <b>Africa-South—</b><br>Cape Town.....}                  | Apr. 25-May 12<br>May 15-June 1 | <i>Lake Chilco</i><br><i>Lake Nipigon</i>                        | North Pacific Shipping<br>North Pacific Shipping               |
| East London.....}  |                                 |  |  |
| Durban.....}   |                                 |  |  |
| <b>Argentina—</b><br>Buenos Aires.....}                  | June 10                         | <i>Hindanger</i><br><i>Ravnanger</i>                             | Empire Shipping<br>Empire Shipping                             |
| Buenos Aires.....}                                       | June-July                       |  |  |
| <b>Australia—</b><br>Melbourne.....}                     | Late May                        | <i>Waitemata</i><br><i>Waihemo</i>                               | Canadian Australasian<br>Canadian Australasian                 |
| Sydney.....}   | Early June                      |  |  |
| Melbourne.....}  | Early May                       | <i>Lautoka</i>   | W. R. Carpenter  |
| Brisbane.....}   | May 19                          | <i>Mattawunga</i>  | Empire Shipping  |
| Sydney.....}   |                                 |  |  |
| Melbourne.....}  |                                 |  |  |
| Adelaide.....}   |                                 |  |  |
| Sydney.....}   | July 12                         | <i>Barranduna</i>  | Empire Shipping  |
| Melbourne.....}  |                                 |  |  |
| Adelaide.....}   |                                 |  |  |
| <b>Belgium—</b><br>Antwerp.....}                         | May 12                          | <i>Bayeux</i><br><i>Brest</i>                                    | Empire Shipping<br>Empire Shipping                             |
| Antwerp.....}  | Late May                        |  |  |
| <b>Chile—</b><br>Valparaiso.....}                        | June 10                         | <i>Hindanger</i><br><i>Ravnanger</i>                             | Empire Shipping<br>Empire Shipping                             |
| Valparaiso.....}   | June-July                       |  |  |
| <b>China—</b><br>Shanghai.....}                          | May 19                          | <i>Vito</i><br><i>Vilja</i>                                      | Empire Shipping<br>Empire Shipping                             |
| Tsingtao.....}   | July 5                          |  |  |
| Taku Bar.....}   |                                 |  |  |
| Shanghai.....}   | May 23-24                       | <i>Thomas F. Hunt</i><br><i>Island Mail</i><br><i>China Mail</i> | American Mail Line<br>American Mail Line<br>American Mail Line |
| Shanghai.....}   | June 6-7                        |  |  |
| Shanghai.....}   | June 20-21                      |  |  |
| <b>Colombia—</b><br>Buenaventura.....}                   | May 14                          | <i>Don Aurelio</i>   | Empire Shipping  |

## Departures from Vancouver—Continued

| Destination               | Loading Note                        | Vessel   | Operator or Agent  |
|---------------------------|-------------------------------------|--|--|
| <b>Costa Rica—</b>        |                                     |  |  |
| Puntarenas.....           | May 14                              | <i>Don Aurelio</i>   | Empire Shipping  |
| Puntarenas.....           | May 14-15                           | <i>Coastal Adventurer</i>  | C. Gardner Johnson   |
| Puntarenas.....           | June 3-4                            | <i>Anchor Hitch</i>  | C. Gardner Johnson   |
| <b>Ecuador—</b>           |                                     |  |  |
| Guayaquil.....            | May 14                              | <i>Don Aurelio</i>   | Empire Shipping  |
| <b>France—</b>            |                                     |  |  |
| Le Havre.....             | May 12                              | <i>Bayeux</i>  | Empire Shipping  |
| Le Havre.....             | Late May                            | <i>Brest</i>   | Empire Shipping  |
| <b>Guatemala—</b>         |                                     |  |  |
| San Jose.....             | May 14-15                           | <i>Coastal Adventurer</i>  | C. Gardner Johnson   |
| San Jose.....             | June 3-4                            | <i>Anchor Hitch</i>  | C. Gardner Johnson   |
| <b>Honduras—</b>          |                                     |  |  |
| Amapala.....              | May 14-15                           | <i>Coastal Adventurer</i>  | C. Gardner Johnson   |
| Amapala.....              | June 3-4                            | <i>Anchor Hitch</i>  | C. Gardner Johnson   |
| <b>Hong Kong.....</b>     | May 23-24<br>June 6-7<br>June 20-21 | <i>Thomas F. Hunt</i><br><i>Island Mail</i><br><i>China Mail</i> | American Mail Line<br>American Mail Line<br>American Mail Line |
| <b>Italy—</b>             |                                     |  |  |
| Genoa.....                | May 12                              | <i>Abraham Rosenberg</i>   | Empire Shipping  |
| <b>Mexico—</b>            |                                     |  |  |
| Acapulco.....             | June 3-4                            | <i>Anchor Hitch</i>  | C. Gardner Johnson   |
| <b>Morocco—</b>           |                                     |  |  |
| Casablanca.....           | May 12                              | <i>Abraham Rosenberg</i>   | Empire Shipping  |
| <b>Netherlands—</b>       |                                     |  |  |
| Rotterdam.....            | May 12                              | <i>Bayeux</i>  | Empire Shipping  |
| Rotterdam.....            | Late May                            | <i>Brest</i>   | Empire Shipping  |
| <b>New Zealand—</b>       |                                     |  |  |
| Auckland.....             | Late May                            | <i>Waitemata</i>   | Canadian Australasian  |
| Wellington.....           |                                     |  |  |
| Auckland.....             | Early June                          | <i>Waihemo</i>   | Canadian Australasian  |
| Lyttleton.....            |                                     |  |  |
| <b>Nicaragua—</b>         |                                     |  |  |
| Corinto.....              | May 14-15                           | <i>Coastal Adventurer</i>  | C. Gardner Johnson   |
| Corinto.....              | June 3-4                            | <i>Anchor Hitch</i>  | C. Gardner Johnson   |
| <b>Palestine—</b>         |                                     |  |  |
| Haifa.....                | May 9-21                            | <i>William J. Gray</i>   | Anglo Canadian Ship-<br>ping                                   |
| <b>Panama—</b>            |                                     |  |  |
| Balboa.....               | May 14-15<br>June 3-4               | <i>Coastal Adventurer</i><br><i>Anchor Hitch</i>                 | C. Gardner Johnson<br>C. Gardner Johnson                       |
| Puerto Armuelles.....     |                                     |  |  |
| Balboa.....               |                                     |  |  |
| <b>Philippines—</b>       |                                     |  |  |
| Manila.....               | May 23-24                           | <i>Thomas F. Hunt</i>  | American Mail Line   |
| Manila.....               | June 6                              | <i>Vilja</i>   | Empire Shipping  |
| Manila.....               | June 6-7                            | <i>Island Mail</i>   | American Mail Line   |
| Manila.....               | June 20-21                          | <i>China Mail</i>  | American Mail Line   |
| <b>Salvador—</b>          |                                     |  |  |
| La Libertad.....          | May 14                              | <i>Don Aurelio</i>   | Empire Shipping  |
| La Union.....             | May 14-15                           | <i>Coastal Adventurer</i>  | C. Gardner Johnson   |
| La Libertad.....          | June 3-4                            | <i>Anchor Hitch</i>  | C. Gardner Johnson   |
| <b>South Sea Islands—</b> |                                     |  |  |
| Papeete.....              | Late May                            | <i>Waitemata</i>   | Canadian Australasian  |
| Rarotonga.....            |                                     |  |  |
| <b>United Kingdom—</b>    |                                     |  |  |
| Liverpool.....            | Early June                          | <i>Pacific Enterprise</i>  | Furness Pacific  |
| Liverpool.....            | Early July                          | <i>Pacific Exporter</i>  | Furness Pacific  |
| London.....               | Early June                          | <i>Pacific Enterprise</i>  | Furness Pacific  |
| London.....               | Early July                          | <i>Pacific Exporter</i>  | Furness Pacific  |



**Purebred livestock are being transported with increasing frequency by air to Latin America, where they contribute to the improvement of existing herds. These cattle have been firmly “moored” in the fuselage of an American Lines’ aircraft, bound for Cuba. Two Holstein-Friesian heifers were recently flown to Argentina.**

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#### **Port of Buenos Aires Greatly Congested**

Buenos Aires, April 24, 1947.—(FTS)—Canadian exporters will have noted that, effective May 1, the River Plate and Brazil Shipping Conference has established a 25 per cent surcharge on all freight for Buenos Aires. Congestion in the port has increased steadily. For example, about the middle of April there were no fewer than 111 ocean-going vessels in the ports and basins, thus occupying not only every berth but often lying two and three deep. Delays have consequently been extended, and it is common for ships to lie in the harbour for three, four and even five weeks with consequent expense.

The congestion is described as unparalleled and the port authorities are endeavouring to alleviate conditions. However, cargo vessels are now anchoring in the roadstead and to some extent the neighbouring port of La Plata is to be used. The difficulties arise from many causes, including shortage of labour, the use of Customs warehouses for semi-permanent storage, lack of repairs to wharf cranes, inadequacy of small transport equipment on the wharfs and insufficient railway rolling stock.

# 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

*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.

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

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

## 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, Postal District (0).

## 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*—C. J. VAN TIGHEM, Acting 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

*Washington*—H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

*New York City*—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

*Cable address, Cantracom.*

*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.

## 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 28 | Nominal Quotations May 5 |
|---|---------------|--------------|-----------------------------|--------------------------|
| 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                    |