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The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

FOREIGN TRADE

OTTAWA, MAY 17, 1947

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By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Air view of Vancouver harbour, fronting on Burrard Inlet, which was entered during the past year by 787 ocean-going vessels, of 3,320,918 net registered tons, and recorded 25,784 arrivals of other ships, including those engaged in the fishing industry. The skyscraper in the right centre of this photograph is the Marine Building, in which the Foreign Trade Service, Department of Trade and Commerce, recently opened an office for Western Canada. The Canadian Chamber of Commerce will hold its fifth national foreign trade conference in Vancouver next week.

Photo by Royal Canadian Air Force

Foreign Trade Conference Opens Next Wednesday in Vancouver

National gathering organized by Canadian Chamber of Commerce in collaboration with the Vancouver Board of Trade—City and port show phenomenal development in fifty years—Harbour considered one of finest in the world, with steamship services to many countries.

By Trade Publicity Division, Foreign Trade Service

VANCOUVER, will be host next week to visitors from all sections of Canada participating in the "Fifth National Foreign Trade Conference", which has been organized by the Canadian Chamber of Commerce in collaboration with the Vancouver Board of Trade. Sessions will open at the Hotel Vancouver on Wednesday, when the position of foreign trade in the national economy will be discussed, together with problems involved in the development of commercial relations with other countries. Conditions involving Great Britain and the United States will be set forth on Thursday, and officials of the Foreign Trade Service in Ottawa will answer questions from those attending the conference in an effort to clarify some of the difficulties presently confronting businessmen. "Cultivating Foreign Markets" is the subject scheduled for discussion on Friday, when policies will be outlined and resolutions presented for approval.

M. W. Mackenzie, Deputy Minister, will head a delegation from the Department of Trade and Commerce, including W. F. Bull, Director of the Export Division, and Denis Harvey, Director of the Import Division. H. W. Brighton, who recently opened an office of the Foreign Trade Service in Vancouver to assist businessmen in Western Canada in the development of trade with other lands, will also attend the conference, where he will have an opportunity of meeting many exporters and importers whose interests he is in a position to promote. The Deputy Minister will outline "Some of Canada's Trade Problems" on Wednesday. A. W. Thomas, Chief Credit Officer of the Export Credits Insurance Corporation, will represent that organization at the foreign trade conference.

Vancouver Shows Phenomenal Growth

Vancouver, which is portrayed in the mosaic on pages 898 and 899, prepared by the Royal Canadian Air Force from a number of vertical air photographs, had a population in 1941 of 275,353, as compared with only 13,709 in 1891. Outlines of New Westminster, which has expanded from a population of 1,500 in 1881 to 21,967 in 1941, are revealed in the right-hand bottom corner, adjoining the Fraser River, while those of North Vancouver may be seen across Burrard Inlet. Many familiar features of this Pacific Coast port can be distinguished in this series of air views, such as Stanley Park and the Lion's Gate Bridge, which provides residents of West Vancouver and the British Pacific Properties with ready access to the western metropolis; English Bay, False Creek, Shaughnessy Heights, the Fraser River and Vancouver Airport, on Sea Island, in the left-hand bottom corner.

Panama Canal Stimulated Traffic

The growth of Vancouver dates from 1885, when it became the western terminus of the Canadian Pacific Railway, and trade with the Orient was developed. The completion, in August, 1914, of the Panama Canal, further stimulated traffic through the port, from which ships sailed with full cargoes of wheat, timber, canned and salt fish, flour, apples, newsprint and other commodities for Great Britain and other European countries. The water route supplements services of the transcontinental railways, and solves



some of the transportation problems created by the vast distance separating British Columbia from Eastern Canada. A substantial volume of freight is shipped from Vancouver to ports in East Africa, South Africa, Australia, China, Colombia, Costa Rica, Cuba, Guatemala, Honduras, Hong Kong, Japan, New Zealand, Nicaragua, Panama, the Philippines, Salvador, the South Sea Islands and Venezuela, as indicated by the listed sailings in the transportation section of this weekly publication.

Employment of Vancouver Citizens

Some indication of the activities in which residents of Vancouver are gainfully employed is revealed by the Canadian Census returns for 1941, as follows:

	Males %	Females %
Primary industries	7.39	0.08
Manufacturing	21.15	7.83
Construction	9.11	...
Transportation	11.56	3.55
Trade and Finance	16.06	14.92
Clerical Service	8.45	24.22
Professional Service	4.94	14.39
Personal Service	9.11	33.83
Labourers	9.18	0.52



Rapid communication between Vancouver and other sections of this Dominion was made possible by the inauguration on April 1st, 1939, of a regular air service between Montreal and the western metropolis. Many businessmen take advantage of the air mail service linking all leading cities of the country. This scene portrays Canada geese westbound over the nickel area of Sudbury, Ontario.

Harbour Is One of Finest in World

The harbour of Vancouver is one of the finest in the world, and is supplemented by that of New Westminster, on the Fraser River. In 1912, before completion of the Panama Canal, it was entered by 9,382 vessels, and no shipments of wheat or flour were recorded. Since then, the number of arrivals has increased to 26,571, of 11,318,914 net registered tons, in 1946. Of this total, 787 were ocean-going vessels, of 3,320,918 net tons. Cargo handled through the port amounted to 8,244,581 tons during 1946, of which 4,379,263 tons were inward and 3,865,318 tons were outward. Grain shipments by water in the year under review amounted to 57,629,111 bushels, the bulk of this being in the form of wheat.

It is interesting to note, in a table recently compiled by the National Harbours Board, that the tonnage of logs, masts, piling and similar products shipped from Vancouver last year amounted to 111,509 tons, whereas the inward movement was more than eight times greater, amounting to 917,930 tons, presumably from other parts of the province for processing in lumber mills of the western metropolis. A heavy inward movement of crude petroleum, for refining in Vancouver, is also noted. Gasoline shipments amounting to 119,189 tons, are slightly higher than the gasoline receipts, of 102,428 tons. The following table illustrates the volume and wide variety of commodities handled through the port of Vancouver:

Commodities Handled Through Vancouver

Commodities	Inward 1946 (Tons)	Outward 1946 (Tons)	Total 1946 (Tons)	Total 1945 (Tons)
Grain	2,410	1,718,394	1,720,804	912,610
Logs, masts, piling, pitprops, poles, posts, spars and ties (railway)	917,930	111,509	1,029,439	1,035,069
Petroleum oil, crude	865,037	.....	865,037	921,442
Petroleum oil, fuel	449,273	324,007	773,280	516,956
Lumber (planks, boards and flooring) and square timber	484,943	276,507	761,450	789,804
Sand and gravel	364,997	15,086	380,083	234,241
Paper, newsprint	224,006	29,114	253,120	228,792
Gasoline	102,428	119,189	221,617	224,058
Coal, bituminous	137,521	52,333	189,854	209,649
Flour, wheat	3	176,919	176,922	104,805
Wood-pulp	146,167	18,326	164,493	184,069
Fish (including shell-fish) canned or preserved	35,686	66,751	102,437	86,409
Fertilizers and fertilizer materials	7,985	67,256	75,241	68,626
Cement, common or portland	68,597	5,953	74,550	55,742
"Hog fuel" (scrap lumber) .....	.....	68,335	68,335	85,669
Rock and stone	3,045	60,581	63,626	5,329
Kerosene	35,408	15,614	51,022	16,559
Sugar, raw	39,534	.....	39,534	81,625
Copra	35,779	.....	35,779	19,768
Wool, unmanufactured, and wool yarns	35,108	.....	35,108	16,779
Fish (including shell-fish), fresh or frozen	29,567	220	29,787	26,236
Paper not otherwise specified	12,623	16,587	29,210	78,485
Motor vehicles and parts	5,811	22,239	28,050	70,706
Lime	26,759	798	27,557	29,824
Salt	18,682	7,523	26,205	12,493
Sugar, refined	11,981	10,302	22,283	14,929
Beverages, alcoholic	6,680	14,727	21,407	19,790
Chemicals not otherwise specified	8,139	9,619	17,758	10,652
Petroleum oil, refined, not otherwise specified	3,196	12,203	15,399	10,520
Machinery and parts (except agricultural)	3,594	10,307	13,901	34,389
Box, crate and cooperage materials, wooden	1,679	11,695	13,374	19,965
Coffee beans and coffee preparations	12,919	189	13,108	70
Lead and lead manufactures	61	12,292	12,353	5,472
Zinc spelter	9	11,758	11,767	5,059
Wood laths, pickets, plywoods, shingles and veneers	159	10,149	10,308	2,712
Sulphur	7,233	1,942	9,175	12,926
Livestock	8,009	777	8,786	11,243
Fish (including shell-fish), dried, pickled, salted or smoked	3,580	5,191	8,771	208



Air view of port facilities in New Westminster, on the Fraser River, from which large shipments of lumber, plywood, box shooks, grain, lead, zinc and cadmium, sulphate of ammonia, ammonium phosphate, shell eggs and other products are made to many foreign countries.

Photo by Royal Canadian Air Force

Commodities Handled Through Vancouver—Concluded

Commodities	Inward 1946 (Tons)	Outward 1946 (Tons)	Total 1946 (Tons)	Total 1945 (Tons)
Bananas	7,773	30	7,803	.....
Apples .....	.....	7,787	7,787	7,244
Fruits, dried	7,019	19	7,038	6,879
Tin and tin manufactures	22	6,939	6,961	8,806
Milk, condensed, evaporated or powdered.....	8	6,632	6,640	4,248
Brick	4,791	1,782	6,573	5,805
Jute and jute manufactures	5,673	770	6,443	5,892
Ores and concentrates not otherwise specified.	4,986	947	5,933	7,807
Feed, animal or poultry, not otherwise specified	53	5,837	5,890	4,084
Tallow, inedible	5,573	5	5,578	6,871
Containers—returned empty	3,869	1,131	5,000	4,689
All goods not otherwise specified	222,958	549,047	772,005	766,517
Total	4,379,263	3,865,318	8,244,581	6,992,522

(Exclusive of ballast (non-revenue), bunkers, ships' stores, mail and passengers' baggage.)

Extensive Harbour Facilities

The National Harbours Board has three piers, a wharf and two jetties, having about 9,500 linear feet of berthing, and six transit sheds with an aggregate floor area of about 567,000 square feet. The four grain elevators operated by the board have a total storage capacity of 9,779,500 bushels, a combined loading capacity of about 200,000 bushels per hour and 1½ miles of grain conveyor galleries. It has storage tanks with a capacity of over 470,000 imperial gallons for handling fish and vegetable oils, open wharves, booming grounds and scow pools for the storage and shipment of timber, and a special dock with small ice plant and freezing equipment for processing fish. Similar facilities are maintained by the railways, steamship companies and other organizations, which provide Vancouver with a total of 28 piers, wharves and jetties, and 31,436 linear feet of



Canned salmon, one of the leading exports from Pacific Coast ports, awaiting shipment from Vancouver. Of a total of 479,021 cwts. exported by Canada in 1946, Great Britain received 444,823 cwts.

berthing; transit sheds with a floor space of 1,415,514 square feet; grain elevators with a capacity of 18,716,500 bushels and an average loading rate of 312,000 bushels per hour; coal-storage warehouse capacity of 1,312,104 cubic feet; oil-tank storage capacity of 96,339,592 gallons, and a 50-ton capacity floating crane.

Sweden Will Issue Import Licences For Commodities Under Control

Provisions set forth in a statement received from the Swedish Government—No licences required for goods on the "free list".

LICENCES for the importation by Sweden of all commodities placed under import control will be granted by the Swedish Government, provided the Swedish importer establishes that:

- (a) A bona fide contract, contemplating delivery prior to October 1, 1947, had been entered into on or before March 15, 1947.
- (b) The delivery in Sweden of the goods mentioned in the contract will be effected before October 1, 1947.

The announcement by the Swedish Government further provides that, in the special case of contracts placed on or before March 15, 1947, providing for periodic deliveries, favourable consideration will be given only to those goods which are to be delivered prior to October 1, 1947.

The Swedish Government also gives assurances that licence applications for goods ordered on or before March 15, 1947, for delivery after

October 1, 1947, will be given favourable consideration if it can be proved that the exporter started to produce the goods not later than March 15, 1947, in accordance with specifications by the Swedish importer.

Under present regulations, Sweden will require no import licence for goods on the "free list", a copy of which is on file in the Foreign Tariffs Branch, Foreign Trade Service, Department of Trade and Commerce, nor for goods forwarded from factory or storehouse, with Sweden as final destination before March 20, 1947, nor for goods for which full payment had been made on or before March 15, 1947. Further information on the subject of Swedish import controls was published in the April 19th issue of *Foreign Trade*. The "free list" mentioned above will be reproduced in the May 24th issue.

It is suggested by the Swedish Government that Canadian exporters make sure that a Swedish import licence, when required, has been granted before shipping their goods to Sweden. With this end in view, the Canadian exporter should obtain the number of the Swedish import licence from the Swedish importer.

Opinions on Foreign Trade Will Be Expressed in Vancouver

Speakers from Great Britain, the United States and New Zealand will address foreign trade conference, of the Canadian Chamber of Commerce, with a number from this country—Deputy Minister of Department of Trade and Commerce will outline current business conditions and future prospects.

OPINIONS on the subject of foreign trade will be expressed next week in Vancouver by noted speakers from London, England, New Zealand, Washington and New York, in addition to a number from various parts of Canada, including Kentville, N.S., Montreal, Ottawa, Toronto, Windsor, Ont., Edmonton, Vancouver and Victoria. The occasion will be the "Fifth National Foreign Trade Conference" of the Canadian Chamber of Commerce. The following are scheduled to address the members and other visitors to this gathering in the western metropolis:

Wednesday, May 21

Senator the Hon. G. G. McGeer, Mayor of Vancouver, who will deliver an inaugural address.

Thomas Braidwood, President of the Vancouver Board of Trade.

Hon. Leslie H. Eyres, Minister of Trade and Industry for British Columbia.

R. M. Bryan, President of Hall Bryan, Limited, Vancouver, and Chairman of the Foreign Trade Committee, Canadian Chamber of Commerce.

C. K. Rosebrugh, Director, Dingwall, Cotts & Company, Limited, Vancouver.

M. W. Mackenzie, Deputy Minister of the Department of Trade and Commerce, Ottawa, who will discuss "Some of Canada's Trade Problems".

W. J. Borrie, President of Pemberton and Son, Vancouver.

P. C. Armstrong, economist, of Montreal.

Howard T. Mitchell, Vice-President of the Vancouver Board of Trade.

Thursday, May 22

- A. M. MacDonald, of Gainer's Limited, Edmonton.
W. S. Swingle, Vice-President of the National Foreign Trade Council, New York City.
S. D. Pierce, recently appointed Canadian Ambassador to Mexico, who has just returned from the conference in Geneva, Switzerland, of the International Trade Organization.
Kenneth H. Campbell, Manager of the Foreign Commerce Department, United States Chamber of Commerce, Washington, D.C.
E. B. Clark, President of the Kiwanis Club, Vancouver.
Senator the Hon. S. S. McKeen, of the Foreign Trade Committee, Canadian Chamber of Commerce, Vancouver.
J. A. Malcolm, Trade Commissioner for New Zealand in Montreal, whose subject will be "New Zealand and Canada".
Robert McKee, President of the Canada Grain Export Company, Vancouver, who will be chairman of the meeting at which the following experts in their respective fields will be invited to answer questions:
R. E. Knight, Bank of Montreal, Montreal.
Rhys M. Sale, Vice-President of the Ford Motor Company of Canada, Limited, Windsor, Ont.
A. F. Telfer, Manager of the Canadian Exporters' Association, Toronto.
M. M. Schneckenburger, of the House of Seagram, Toronto.
R. S. O'Meara, Trade Commissioner of the Department of Trade and Industry, Victoria, B.C.
W. F. Bull, Director of the Export Division, Foreign Trade Service, Ottawa.
Denis Harvey, Director of the Import Division, Foreign Trade Service, Ottawa.
Sir Frederick Bain, recently elected President of the Federation of British Industries, London, England.

Friday, May 23

- Major H. Cuthbert Holmes, President of Pemberton Holmes, Limited, Victoria.
Moir Mackenzie, Deputy General Director of the Federation of British Industries, London, England.
Ivan R. Lenard, Export Manager of Canadian Breweries, Limited, Toronto.
George Graham, of Kentville, N.S.

Tuesday, May 20

- Robson Black, President and General Manager of the Canadian Forestry Association, will be guest speaker on Tuesday, May 20, at a special foreign trade gathering of the Rotary Club of Vancouver.

Acceptances from several other prospective speakers have yet to be confirmed.

Australian Wool for Japan

According to Japanese and Australian press reports, Australia has agreed to ship 7,300 bales of wool to Japan. Japan needs 30,000 bales, but so far only the 7,300 bales have been authorized. Australia has bought some Japanese silk since the end of hostilities, and the value of the silk is said to be greater than the value of the wool to be shipped. Before the war, Japan purchased large amounts of wool from Australia, but it is reported that there has been considerable feeling in Australia in connection with shipping her products to Japan.

Canadian Exports to Oceania and Asia Double Prewar Values

British Columbia ports profit from increased trade with the Far East last year—Value of shipments during first quarter of 1947 to Australia, British Malaya, Hong éong and Philippines substantially higher, but lower to China, India and New Zealand.

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

CANADIAN exports to countries in Asia and Oceania were valued at \$182,900,000 in 1946, which is more than double the value of shipments to those areas in 1939. Quarterly figures compiled by the Dominion Bureau of Statistics indicate a levelling off in the last half of 1946 and during the first quarter of 1947, with the aggregate value for each of the three quarters amounting to around \$50,000,000. Despite the apparent steadiness of trade, some substantial changes are noted within the group. The most important are increases in the value of exports to Australia, British Malaya and the Philippines, with decreases in the value of shipments to China and India. Detailed quarterly figures are contained in the table below.

Canadian Exports to Oceania and Asia

	1939	1946				1947
	Average Quarter	First Quarter	Second Quarter	Third Quarter	Fourth Quarter	First Quarter
(Thousands of Dollars)						
Oceania:						
Australia	8,007	6,363	8,065	12,081	11,685	13,225
New Zealand	2,988	2,420	3,862	4,843	4,985	4,187
Fiji	114	97	104	62	112	167
Other British Oceania	5	7	1	8	4	46
Hawaii	402	990	836	603	329	612
French Oceania	21	8	39	23	51	35
Guam		3		2		1
Total Oceania	11,537	9,888	12,907	17,622	17,166	18,273
Asia:						
China	659	5,346	7,955	16,148	13,465	11,305
India	1,291	20,568	10,952	7,753	9,773	6,593
Philippines	455	1,356	2,118	894	4,533	5,475
Palestine	58	763	448	1,323	1,028	1,836
British Malaya	697	492	877	847	1,059	1,765
Other British East Indies						8
Netherlands East Indies	264	2,121	1,944	976	1,792	1,710
Hong Kong	366	292	1,998	1,470	602	1,386
Ceylon	110	563	405	503	669	610
French East Indies	90	17	16	191	45	549
Turkey		344	823	169	282	497
Iraq	11	268	1,487	637	839	395
Japan	7,042		66	424	537	374
Aden	35	49	31	151	25	277
Burma	57	168	255	14	5	257
Syria	14	72	44	79	33	236
Persia	34	136	178	56	61	134
Siam	11		6	27	25	129
Portuguese Asia		3	11	10	52	36
Afghanistan	1				1	28
Korea					126	
Total Asia	11,194	32,559	29,614	31,672	34,952	33,600
Total Asia and Oceania	22,731	42,447	42,521	49,294	52,118	51,873

Australian Purchases Show Steady Rise

Exports to Australia increased steadily over the past year, with 1947 first-quarter totals double those for the first quarter in 1946, and 50 per cent higher than the 1939 average. Much of the rise is due to the increased availability for export in the latter part of the year of Canadian automobiles, trucks and parts. Total exports of these products in 1946 to Australia were valued at \$11.8 million, nearly 70 per cent of which were shipped in the last half of the year. Newsprint shipments were valued in excess of \$10 million last year, with 60 per cent of the total exported in the final six months. Other important exports in 1946 consisted of planks and boards, principally of Douglas fir, valued at \$3.6 million, cotton fabrics valued at \$2.2 million, aluminum, artificial silk, asbestos, book paper, motion picture films, and clocks and watches. The same pattern of exports was maintained in the first quarter of 1947, with automobiles, trucks and parts, newsprint, and planks and boards the leading commodities.

New Zealand Exports Level Off

Although higher than a year ago, exports to New Zealand in the first quarter of 1947 were 20 per cent lower than in the last quarter of 1946. The chief reason for this decline is the lower volume of newsprint shipments, which in 1946 were valued at \$2 million. New Zealand's purchases from Canada are very similar in pattern to those made by Australia, although the volume has been roughly 40 per cent as great. Exports of automobiles, trucks and parts were valued in 1946 at \$3.4 million, with newsprint second. Third in importance were book and other types of paper, valued at \$1.4 million. Other main items in the 1946 total of \$16 million were rubber and products, structural steel, paper board, cotton and manufactures, artificial silk fabrics, and planks and boards. Principal exports to other Oceanic countries were fertilizers, valued at \$2.2 million, and newsprint, shipped to Hawaii, and planks and boards to the Fiji Islands.

Exports to China and India Decreasing

With the decline of UNRRA and other relief shipments, exports to China have decreased steadily over the last three quarters, with those in the first quarter of this year 30 per cent lower than in the third quarter of 1946, highest quarter on record. The total value of 1946 exports to China amounted to \$42.9 million, the bulk of which were financed from proceeds of the Canadian loan, UNRRA shipments and Red Cross and other donations. Flour and wheat shipments, valued at \$11.1 million, dominated the list of items, making up over one-quarter of the total. Transportation equipment, principally ships, trucks and parts, railroad rails and ties, also approximated \$11 million in value.

Although the aggregate value of exports to India in 1946 exceeded \$49 million, 65 per cent of the shipments were made in the first half of the year. A large part of the decrease is explained by movements of two items: wheat, and railroad locomotives and cars. Exports of the latter items, valued at \$9.9 million, were made in the first six months of 1946. Of total wheat exports of \$20 million in 1946, first-half exports were valued at \$12 million. Other items were fairly evenly distributed over the four quarters of 1946, the principal commodities being automobiles, trucks and parts, valued at \$4.2 million, aluminum at \$2.2 million, newsprint and oats at \$1.5 million each, and alcoholic beverages, fertilizers, and copper. The further decline in the first quarter of 1947 is due primarily to much lower wheat shipments.



British Columbia apples, recently arrived in Singapore, have created a very favourable impression. Satisfactory reports on Canadian fruit have also been received by the Canadian Trade Commissioner in Singapore from distributors in the Malayan Union, Siam and Sumatra.

Shipments to Philippines, Malaya and N.E.I. Higher

Food requirements of the Philippines have created an important market for Canadian flour and canned sea herrings. These two items, to the value of \$8.9 million, formed over 80 per cent of Canadian exports to the Philippine Islands in 1946. Of this total, flour purchases amounted to \$5.9 million and canned sea herrings to \$1.4 million. The two items continued to dominate exports in the first quarter of 1947. Total exports are now running about ten times as great as in 1939.

Exports to British Malaya showed a steady increase during the year. The total value in 1946 amounted to \$3.2 million, of which over \$1.0 million represented automobiles, trucks and parts. Exports of canned and powdered milk were valued at \$540,000. Other items were canned herrings, flour and oatmeal. First-quarter exports in 1947 were three and one-half times those for the corresponding quarter of 1946, and two and one-half times the 1939 average. Credit extended to the Netherlands East Indies has stimulated the flow of Canadian goods to that area. Principal exports in the 1946 total of \$6.8 million included aircraft and parts, \$1.8 million; automobiles, trucks and parts, \$1.7 million; aluminum and manufactures, \$1.3 million; herrings, books and printed matter, and flour.

Fertilizers, Wheat, Flour and Newsprint Main Exports

In exports to other Asiatic countries, foodstuffs, newsprint and fertilizers were prominent. Flour was the principal export to Hong Kong, wheat to Iraq and Aden, fertilizer to Ceylon and Japan, and agricultural machinery to Turkey. Figures for each country, by quarters, are shown in the table below.

British Columbia Ports Active

This large volume of export trade to Asia and Oceania is in large part responsible for great activity in British Columbia ports during the past year. Other factors are important, such as shipments of wheat and lumber to the United Kingdom and shipping along the Pacific Coast, but the chief stimulus was provided by trade with the Far East. The value of exports in 1946 through the main customs ports of the province is as follows:

Vancouver	\$174,400,000
New Westminster	97,300,000
Nanaimo	15,000,000
Victoria	9,400,000
Other	9,600,000
Total	\$365,700,000

It will be noted that the goods exported are not necessarily products of British Columbia, though the bulk of British Columbia products, particularly heavy items such as lumber, are exported from Pacific Coast ports.

Raw Materials and Foods are Imported

The volume of Canadian imports from Asia and Oceania in 1946 amounted to \$83 million, an increase of slightly over 50 per cent over the total for 1939. The increase in imports from this area indicates remarkably rapid recovery in their productive facilities. While exports increased by over 100 per cent—from \$90.4 million in 1939 to \$182.9 million in 1946—much of the increased volume is due to the financing of Canadian exports by loans and donations of various kinds. In the following table, Canadian imports from the major supplying countries are shown in order of importance, with totals for 1946 compared with those for 1939. Principal commodities imported in 1946 are shown, with the values of each in millions of dollars. It will be noted that the bulk of the goods are foodstuffs and raw materials; Canadian exports, on the other hand, consist of a higher proportion of manufactured goods.

Principal Canadian Imports from Asia and Oceania

Country	Imports (\$'000,000)		Principal imports in 1946 (\$'000,000)
	1939	1946	
India	9.8	27.9	Jute fabrics (\$11.5), tea (\$6.8), lac (\$1.0), carpets (\$1.9).
Australia	11.3	19.8	Raw wool (\$9.0), rabbit skins (\$2.4), raisins (\$2.3).
New Zealand	4.3	12.0	Raw wool (\$7.4), sausage casings (\$1.2), calf skins (\$1.0).
British Malaya	13.3	5.9	Crude rubber (\$4.2), tin (\$1.6), tea (\$3.4).
Ceylon	3.6	3.7	Tea (\$3.4).
Fiji	2.8	3.1	Sugar (\$3.0).
China	2.8	2.3	Bristles (\$0.9), antimony (\$0.3), fur skins (\$0.3).
Philippines	0.5	2.1	Copra (\$2.0).
Turkey	0.4	1.9	Figs (\$1.1), nuts (\$0.4).
Afghanistan .....	.....	1.6	Persian lamb skins (\$1.5).
Iraq	0.5	1.5	Dates (\$1.5).

Trade of United States Indicates Trend Towards Prewar Pattern

Lend-lease shipments greatly reduced but relief shipments record substantial gain—Value of exports slightly below 1945 but several times higher than 1936-38 average—Imports over \$4 billion for second time since 1929—Trade with Canada increased from \$2,306,000,000 in 1945 to \$2,323,900,000 in 1946.

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

WASHINGTON, April 24, 1947.—The foreign trade of the United States in 1946 followed the 1945 trend of a return to the prewar pattern. Lend-lease shipments were greatly reduced, but exports of relief shipments recorded a very substantial gain. The value of exports was slightly below that of 1945, but was several times greater than the 1936-38 average annual value. Imports established another four-billion-dollar year, the second since 1929, and were about double the 1936-38 average value.

Merchandise exports increased steadily throughout the year, except during September and October, when shipments were interrupted by the shipping strike. The increase was attributed to relief contributions, foreign loans, and dollar balances accumulated by some countries during the war years, as well as to the fact that there was a rise in domestic prices of merchandise. Exports of foodstuffs were at their highest level since 1919, and shipments of crude materials and semi-manufactures had the largest dollar value since 1920.

Imports into the United States rose steadily during the year and reflected the increasing availability of certain goods from abroad. The composition of imports showed the faster recovery of foreign production of raw materials than of finished manufactures.

United States trade with the British Empire in 1946 accounted for 30.9 per cent of this country's exports as against almost 50 per cent in 1945. On the other hand, the Empire supplied nearly 38 per cent of the imports into the United States in the past year, and 50 per cent in 1945.

Trade With Canada Increased Last Year

Total United States trade with Canada was valued at \$2,323,900,000 in 1946 as compared with \$2,306,000,000 in the previous year. United States exports to Canada increased by 22.3 per cent from \$1,178,400,000 to \$1,441,700,000 in 1946, while the value of imports from Canada declined 21.7 per cent from \$1,127,600,000 to \$882,200,000 in the past year.

Value of Trade with United Kingdom Considerably Lower

The total value of United States trade with the United Kingdom amounted to \$1,012,000,000 in 1946, as compared with \$2,277,700,000 in 1945, a decline of 63.2 per cent. Exports to the United Kingdom in 1946 were valued at \$855,600,000 as against \$2,189,300,000, while imports amounted to \$156,400,000 as compared with \$88,400,000 in 1945. The large decline in exports to Great Britain is due to the decrease in lend-lease shipments and the stringent exchange controls operating in the United Kingdom in order to conserve United States dollars.

Combined United States exports to Canada and the United Kingdom were valued at \$2,297,300,000 in 1946 and accounted for 23·5 per cent of this country's total exports. The combined value of imports from Canada and the United Kingdom amounted to \$1,038,600,000 and accounted for 21 per cent of total United States imports in the past year.

Lend-Lease Program Almost Completed

The export of goods under the lend-lease program was almost completed in 1946 and only amounted to \$653,627,000 as compared with \$5,562,486,000 in 1945. Of the 1946 total, the United Kingdom received \$118,104,000 as against \$1,893,475,000 in the previous year, while Russia took \$152,124,000 as compared with \$1,783,281,000 in 1945. The Far East received \$46,740,000 of lend-lease goods in 1946 and the African area \$9,196,000.

Notable Increase in Exports of UNRRA Supplies

During the past year there was a notable increase in the exports of UNRRA supplies, which amounted to \$1,015,245,000 as compared with \$355,266,000 in 1945. UNRRA shipments to Europe totalling \$870,583,000 accounted for 85 per cent of total and were 156 per cent over the previous year's total of \$339,953,000. The principal European countries receiving UNRRA aid in 1946 were: Czechoslovakia, \$85,923,000; Greece, \$110,770,000; Italy, \$189,406,000; Poland and Danzig, \$60,030,000; Russia, \$141,744,000; and Yugoslavia, \$122,732,000. The Far East received \$143,105,000 of UNRRA supplies from the United States, of which \$136,204,000 went to China.

United States Total Trade

United States exports for 1946 amounted to \$9,741,500,000, a decrease of ·65 per cent from the 1945 total of \$9,805,900,000. General imports into the United States were valued at \$4,934,600,000 as compared with \$4,135,900,000 in 1945, an increase of 19·2 per cent. Total trade for the past year was valued at \$14,676,100,000, a gain of 4·5 per cent over the 1945 total of \$13,941,800,000. The favourable balance of trade, or the excess of exports over imports, for 1946 amounted to \$4,806,900,000 as against \$5,670,000,000 in 1945.

Gold and Silver Movements

Exports of gold in 1946 were valued at \$221,468,000 as compared with \$199,968,000 in 1945, an increase of 10·7 per cent. On the other hand, imports of gold increased by 468 per cent from \$93,718,000 in 1945 to \$532,962,000 in 1946. Exports of silver recorded a decline of 59·9 per cent from \$90,937,000 to \$36,455,000 in 1946, while imports increased by 111 per cent from \$27,278,000 in 1945 to \$57,578,000 in the past year.

Increased Exports to North and South America and Asia

Although the 1946 value of United States exports to the six grand divisions of the world was above that of 1945, the increase was attributed to the gain in exports to North and South America and Asia. Shipments to Europe, Australia and Oceania and Africa showed declines ranging from 6·8 per cent to 67·3 per cent. The decrease of 25·4 per cent in the value of exports to Europe was accounted for by the reduction in shipments to Russia from \$1,838,300,000 in 1945 to \$357,800,000 in 1946. Exports to

North America accounted for 26.1 per cent of the grand total and were 31 per cent in excess of the 1945 total, while shipments to South American countries accounted for 11.2 per cent of the total and were 78.4 per cent above the 1945 value, and exports to Asia, accounting for 13.7 per cent of the total value, were 58.8 per cent over 1945.

The following table shows the values of United States exports to various British Empire countries and other principal foreign countries for 1945 and 1946:

United States Exports, by Principal Countries

BRITISH EMPIRE COUNTRIES	1946	1945
Canada	\$1,441,700,000	\$1,178,400,000
United Kingdom	855,600,000	2,189,300,000
Australia	83,600,000	313,600,000
New Zealand	28,000,000	37,300,000
South Africa	227,400,000	131,100,000
India	181,100,000	491,300,000
British Malaya	14,600,000	1,000,000
OTHER PRINCIPAL COUNTRIES		
Mexico	504,700,000	308,700,000
Cuba	272,100,000	195,700,000
Brazil	356,400,000	218,600,000
Argentina	193,100,000	38,800,000
Colombia	145,700,000	88,200,000
Venezuela	211,500,000	136,700,000
Sweden	206,200,000	45,900,000
Netherlands	221,700,000	81,800,000
Belgium	279,100,000	135,000,000
France	712,000,000	472,300,000
Czechoslovakia	106,700,000	52,100,000
Switzerland	108,400,000	63,500,000
Russia	357,300,000	1,838,300,000
Italy	370,600,000	230,700,000
Philippine Islands	297,400,000	42,300,000
China	465,700,000	91,700,000

British Empire Chief United States Market

The British Empire is the chief market for United States exports, and in 1946 the value of shipments to Empire countries amounted to \$3,014,100,000 as compared with \$4,553,900,000 in 1945, a decline of 33.7 per cent. On the other hand, the decrease was offset partially by the gain of 66.2 per cent in shipments to Latin America, from \$1,262,900,000 in 1945 to \$2,099,900,000 in 1946.

United States exports to Canada, South Africa and Malaya registered substantial gains, but large declines were recorded in exports to the United Kingdom, India, Australia, and New Zealand. Exports to Latin America recorded increases, with the largest being registered for shipments to Argentina, Brazil, Venezuela, Colombia, Mexico, and Cuba.

Exports to China, Philippine Islands, Japan, Norway, Sweden, Netherlands, Belgium and France were well above those of 1945, while shipments to Turkey, Egypt, and Algeria recorded declines from their 1945 values.

Exports of Domestic Merchandise Slightly Lower

Total United States exports of domestic merchandise for 1946 amounted to \$9,499,500,000 as compared with \$9,588,500,000 in 1945, a decline of .9 per cent, and 32.9 per cent below the record high of \$14,162,800,000 in 1944. The unit value of total exports was slightly below that of 1943, but was 59 per cent over the unit value for the 1936-38 period. In terms of quantity, total exports for 1946 increased by 3 per cent over 1945, and 104 per cent over the 1936-38 average.

United States Exports, by Principal Commodities

	1946	1945
CRUDE MATERIALS	\$1,414,300,000	\$ 874,600,000
Cotton, unmanufactured	536,200,000	278,700,000
Tobacco, unmanufactured	351,800,000	239,100,000
Coal	301,900,000	184,300,000
CRUDE FOODSTUFFS	648,200,000	431,700,000
Wheat	391,000,000	239,800,000
Vegetables, fresh and dried	56,200,000	72,800,000
MANUFACTURED FOODSTUFFS	1,523,600,000	1,246,100,000
Meat products	341,300,000	289,500,000
Dairy products	295,700,000	236,100,000
Wheat flour	218,800,000	89,600,000
SEMI-MANUFACTURES	894,000,000	782,100,000
Iron and steel semi-manufactures	235,000,000	230,800,000
Gas and fuel oil	62,000,000	83,400,000
Industrial chemicals	82,200,000	90,900,000
Sawed timber, boards and planks	44,900,000	28,500,000
FINISHED MANUFACTURES	5,019,400,000	6,254,100,000
Rubber manufactures	175,000,000	151,700,000
Cotton manufactures	354,700,000	222,600,000
Motor fuel and gasoline	105,100,000	465,400,000
Steel mill manufactures	212,200,000	227,200,000
Iron and steel advanced manufactures	155,800,000	114,900,000
Electrical machinery and apparatus	304,300,000	296,000,000
Industrial machinery	842,000,000	706,300,000
Agricultural machinery	158,400,000	163,600,000
Motor trucks	231,000,000	352,600,000
Passenger cars	122,500,000	1,400,000
Airplanes	65,300,000	663,100,000
Aircraft engines	11,900,000	126,200,000
Merchant vessels	116,800,000	35,300,000
Medicinals and pharmaceuticals	144,600,000	115,800,000

Gain in Exports of Crude Materials Registered

Exports of crude materials in 1946 amounted to \$1,414,300,000 as against \$874,600,000 in the previous year, a gain of 61.7 per cent. The increase resulted from larger shipments of unmanufactured cotton, unmanufactured tobacco and coal. Crude foodstuffs at \$648,200,000 in 1946 were 50.1 per cent above the 1945 total of \$431,700,000 and can be attributed to the increase in exports of wheat, apples, oranges, and other fresh fruit. Shipments of manufactured foodstuffs increased by almost \$300,000,000 in 1946, due to increased exports of wheat flour and meat products. Exports of lard and dried eggs were below the 1945 level.

The value of semi-manufactures in 1946 amounted to \$894,000,000 as compared with \$782,100,000 in 1945, a gain of 14.3 per cent. The largest increases were recorded in exports of sawed timber, boards and planks, and iron and steel semi-manufactures. On the other hand, exports of industrial chemicals, and gas and fuel oil were below those of 1945. Finished manufactures, which accounted for 52.8 per cent of the total exports, amounted to \$5,019,400,000, a decline of 19.7 per cent from the 1945 export value of \$6,254,100,000. Gains were recorded in 1946 over the 1945 exports of cotton manufactures, rubber manufactures, electrical machinery and apparatus, passenger cars, merchant vessels, and pharmaceuticals, while large declines were recorded in shipments of airplanes, aircraft engines, motor trucks, and agricultural machinery.

Import Trade Exceeds Four Billion Dollars

For the second time since 1929 the import trade of the United States has exceeded \$4,000,000,000. Imports in 1946 were valued at \$4,934,600,000 as compared with \$4,135,900,000 in 1945, an increase of 19.3 per cent. The value of imports from five of the six grand divisions of the world showed increases over 1945, ranging from 3.2 per cent for Africa to 100.4 per cent for Europe and 122.8 per cent for Asia. For the second successive

year imports from North American countries showed a decline, 1946 decrease amounting to 13·4 per cent.

United States Imports, by Principal Countries

	1946	1945
BRITISH EMPIRE COUNTRIES		
Canada	\$ 382,200,000	\$1,127,600,000
United Kingdom	156,400,000	88,400,000
Australia	145,500,000	126,000,000
Union of South Africa	150,600,000	103,800,000
New Zealand	34,700,000	33,700,000
India	237,600,000	173,200,000
British Malaya	126,800,000	5,700,000
OTHER PRINCIPAL COUNTRIES		
Mexico	232,700,000	230,600,000
Cuba	323,000,000	337,600,000
Colombia	156,600,000	102,800,000
Venezuela	119,600,000	86,700,000
Brazil	408,000,000	311,200,000
Argentina	194,300,000	170,000,000
Switzerland	98,500,000	83,500,000
Russia	100,600,000	53,800,000
Sweden	47,100,000	46,000,000
Belgium and Luxembourg	77,400,000	15,600,000
Turkey	68,300,000	69,900,000
China	92,700,000	6,000,000
Japan	109,900,000	100,000
Egypt	23,900,000	11,200,000

British Empire and Latin America Chief Sources of Supply

The British Empire was the chief source of supply for United States imports, and in 1946 the total value of merchandise received therefrom amounted to \$1,860,000,000 or just slightly over the 1945 total value of \$1,859,800,000. With the exception of Canada, increases were registered for imports from the principal British Empire countries. The next important sources of supply were the Latin American countries, which accounted for \$1,759,800,000 worth of goods in 1946 as compared with \$1,620,000,000 in the previous year. The combined imports from the British Empire and Latin American republics accounted for 73·3 per cent of the 1946 total, while in 1945 they supplied 85 per cent of the total imports.

The 1946 statistics clearly indicate the reopening of trade with Europe and Asia, and substantial increases were reported in imports from the United Kingdom, Norway, France, Belgium, Netherlands, Italy, Czechoslovakia, Russia, Japan, and China.

Imports for Consumption Highest Since 1929

United States imports for consumption in 1946 were valued at \$4,817,900,000, the highest since 1929, and were 18·2 per cent over the 1945 total of \$4,074,800,000. The unit value of imports was up 18 per cent in 1946 over the 1945 level, and was 96 per cent above the 1936-38 average. The quantity of imports was 5·6 per cent over the 1945 quantity and 13 per cent above the 1936-38 average.

United States Imports, by Principal Commodities

	1946	1945
CRUDE MATERIALS		
Undressed furs	\$1,726,300,000	\$1,164,000,000
Crude rubber	231,900,000	139,500,000
Tobacco, unmanufactured	234,200,000	105,800,000
Wool, unmanufactured	85,900,000	75,400,000
Diamonds, uncut	289,700,000	241,200,000
CRUDE FOODSTUFFS		
Coffee	48,700,000	43,100,000
Cocoa or cacao beans	814,300,000	693,100,000
.....	470,100,000	345,700,000
.....	56,700,000	45,900,000
MANUFACTURED FOODSTUFFS		
Cane sugar	502,700,000	461,500,000
Whisky	195,800,000	201,500,000
Fish	64,900,000	53,100,000
Meat products	51,200,000	41,100,000
.....	16,400,000	28,900,000

United States Imports, by Principal Commodities—Concluded

	1946	1945
SEMI-MANUFACTURES	928,900,000	928,500,000
Sawed boards and lumber	77,700,000	56,000,000
Woodpulp	135,300,000	115,600,000
Diamonds, cut	118,000,000	64,200,000
FINISHED MANUFACTURES	845,600,000	827,700,000
Newsprint paper	241,000,000	150,800,000
Burlaps	76,900,000	65,400,000
Machinery and vehicles	44,200,000	121,500,000
Cotton manufactures	35,400,000	33,600,000
Wool manufactures	31,600,000	18,800,000

Imports of crude materials at \$1,726,300,000 in 1946 were 48.3 per cent above the 1945 total of \$1,164,000,000. With the exception of ferro-alloying ores, non-ferrous ores and concentrates and oilseeds, gains were recorded for all imports, with the largest increases being registered by imports of undressed furs, crude rubber, crude petroleum, and raw silk. The value of crude foodstuffs increased by 17.4 per cent, from \$693,100,000 in 1945 to \$814,300,000 in 1946. Coffee was the chief item in this classification and imports amounted to \$470,100,000 in 1946 as compared with \$345,700,000 in the previous year, an increase of 35.7 per cent. The gain in value was attributed chiefly to an increase in the unit cost, as the increase in quantity amounted to only 13,000,000 pounds.

Imports of Manufactured Foodstuffs Increase

Manufactured foodstuffs valued at \$502,700,000 were 8.9 per cent over the 1945 total of \$461,500,000. Cane sugar was the principal item in this category and receipts in 1946 were 2.8 per cent below the 1945 value. Imports of whisky and fish were above those of 1945, but receipts of meat products recorded a sharp decline. Imports of semi-manufactured products amounted to \$928,900,000 in 1946 and were just over the 1945 value. The chief commodities in this group, sawed boards and lumber, woodpulp and cut diamonds, all recorded substantial increases in value in 1946. These gains, however, were offset by declines in receipts of copper, nickel, coal tar products and fertilizers. Imports of finished manufactures in 1946 were valued at \$845,600,000, a gain of 2.1 per cent over the 1945 value of \$827,700,000. Newsprint paper, valued at \$241,000,000, showed a gain of 59.8 per cent over the 1945 imports at \$150,800,000. This gain reflects an increase in the unit cost of newsprint, as the increase in quantity over 1945 imports amounted to only 823,000 tons. Imports of burlaps, cotton manufactures and wool manufactures showed increases over the 1945 receipts, but imports of machinery and vehicles recorded a decline of \$77,300,000.

Locomotive Workshops Planned for India

Bombay, March 31, 1947.—(FTS)—Provision for the establishment of a workshop at Kanchrapara (North), in which locomotives will be manufactured, was announced recently by the Minister of Railways in the Indian Legislative Assembly. It is proposed to produce 120 locomotives and 50 spare boilers annually in a single shift, or 150 locomotives and 50 spare boilers in a double shift. Fourteen heavy engines were ordered in March, 1945, of which ten have been received. It is expected that the machinery required for the plant will be delivered within two years. The new workshops should be completed by September, 1949, but it is not anticipated that the production of complete locomotives and boilers in appreciable numbers will be possible until fifteen months later, towards the end of 1950.

Mexico to Expand Agricultural Production to Meet Own Needs

Estimate additional 264,000 tons of corn, 450,000 tons of wheat and 93,000 tons of sugar must be produced to satisfy requirements—Industrial Development Law encourages new industries—Large volume of imports reducing monetary reserve—Industrial outlook uncertain.

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

MEXICO CITY, April 22, 1947.—Increased production of corn, wheat and sugar is projected by the Mexican Government in an effort to reduce the imports of these items. Agriculture has been unable to keep pace with domestic demands, despite the fact that production last year showed some improvement, and the Minister of Agriculture estimates that 264,000 extra tons of corn, 450,000 additional tons of wheat and 93,000 more tons of sugar must be produced in order to satisfy the needs of his country.

The mechanization of agriculture and the extension of ample credit to provide for the necessary increase in farm production are included in President Aleman's "fourteen points" for the betterment of conditions in this country. The government plans to irrigate 1,400,000 hectares of new land, involving an expenditure of 1,500,000 pesos during the six-year presidential term. Completion of the Hermosillo dam, which would irrigate 10,000 hectares, and the Danxho dam at Jiltopec, which would irrigate 6,000 hectares, are under consideration. There is also talk of constructing dams at Rio Yaqui and Papaloapan, which would be of great benefit to the lands of Vera Cruz and Oaxaca.

Egg production is insufficient in Mexico and last year 16.5 million pesos worth of eggs had to be imported. Turkeys also were brought in from abroad, indicating that poultry production is not sufficient to supply domestic needs.

Hoof and Mouth Disease Attacks Cattle

A recent tragedy hit Mexico when "aftosa" (hoof and mouth disease) made its appearance among the cattle of the country. Plans were made to rid the country of the fever, but lack of action permitted the spread of the epidemic and finally help had to be asked from the United States Government. It is now estimated that it will take two years to clear the country of the disease and many millions of dollars will have to be spent. By June next, 18 million dollars will be spent, of which the United States will contribute 9 million.

New Industries Being Established

Under the protection of the Industrial Development Law, promulgated in 1941, which exempts new industries entering Mexico from the payment of taxes, several newcomers have become established. Among the new industries that are being developed, mention must be made of plastic products, soap manufacturing, leather tanning, surgical instruments, table salt, refrigerators, gas ranges and special paper. It is contended in certain circles that tariff protection will have to be afforded these new undertakings for, up to now, imports (mostly from the United States) have,

very successfully it is alleged, competed with the products of these new national companies.

In the first six months of 1946, twenty-six new enterprises were registered in Mexico with a total capital of 11,500,000 pesos, while during the last six months of the year, the Mexican Department of Finance exempted from the payment of taxes forty-six industries, whose total capital investment is rated to be 80,200,000 pesos.

Policy of Encouraging New Industries Followed

Thus Mexico is continuing its policy of encouraging new industries, and the rate at which these were registered during the past year was indicative of the country's interest in encouraging the industrialization of Mexico.

Also during the past year, machinery valued at 500,000,000 pesos, parts valued at 60,000,000 pesos, and trucks valued at 160,000,000 pesos, were imported into this country.

Despite Difficulties, Mining Situation Satisfactory

The mining industry seems to be continually running into serious problems. If it isn't low prices, it is labour conflicts, tax disputes or increased freight rates. In spite of this, the situation appears to be satisfactory, judging from the prices of copper, lead and zinc. The silver position is not satisfactory. There is a persistent weakness in the silver market, whereas the minerals and metals markets are firm and sustained. The government is coining new silver pieces, but no benefit to the industry is expected by this measure. The price of the white metal was 74.5 cents per fine ounce towards the latter part of February, 1947.

Sales of Textiles Decrease

Statistics for January and February of this year show that sales of textiles have decreased 27 per cent compared with December, 1946, and 22 per cent with respect to the same period last year. Sales have been dwindling to such an extent that if the situation does not change, it is estimated that there will be 70 to 100 million metres warehoused without any market at prevailing prices. Prices are high compared with the income of people who use cotton textiles. The chances for export are slim, due to government regulations. Exporters of cotton goods at present pay from 10 to 15 centavos per metre as the export tax was recently raised. This yields the treasury about 18 million pesos annually as compared with 10 million pesos previously collected. Brazil, Uruguay, Paraguay, Chile and Colombia are buying one-half of what they purchased in the same months of 1946. Unless government aid by repeal or reduction of taxes is obtained, it is the general opinion that many employees in this industry will have to work shorter hours or be laid off in spite of the President's desire to keep the highest employment level possible.

Foreign competition is again beginning to affect this industry very much and therefore employers and workmen are clamouring for protective tariffs.

Sales of Domestic Shoes Reduced

Domestic shoe sales in 1946 were much under those of 1944 and 1945, and, in the case of cheap shoes, the drop reached 20 per cent. Merchants, thinking that price increases would continue, bought large quantities and are consequently overstocked, due to diminished retail buying. The increase

in imports must also be considered. In 1938, 67,000 pairs of shoes were imported into Mexico, gradually increasing until last year, when 3,523,700 pairs came into the country from abroad. Prices of raw material continue an upward trend. Argentine leather sold in November, 1946, at 65 cents U.S. currency and three months later had doubled in price. The same action happened with tanning material from the Argentine. The position of shoe manufacturers is not encouraging. Curtailment of national production is now in progress with a consequent loss of revenue.

Rubber Industry Returned to Normal

Manufacturing of rubber articles has become completely normal. No difficulties in acquiring raw materials are encountered and the supply of crude rubber has permitted a return to previous capacity. Some companies have filled their warehouses for the first time in many years and, in the case of substantial orders, certain sales have been made at less than list price. Government controls over this industry disappeared in February when the official distributing agency was dissolved. In recent months there has been a continuation of the upward charges in customs and excise duties which occurred in 1946. Of particular interest is the increase in excise duties on textiles and the import duties on synthetic fibres.

Lack of Rolling Stock Retards Movement of Goods

The great dearth of rolling stock has retarded the movement of agricultural products very much and placed heavy burdens on existing facilities. Movements, to some extent, were also restricted by some labour trouble.

Formation of Merchant Marine Considered

Mexico is considering the formation of a merchant marine, but so far nothing has been done about it. Plans to inspect surplus war craft in the United States and Canada have been drawn up, and it is hoped that the War Assets Corporation may dispose of Canadian wartime merchants ships to the Government of Mexico.

Although statistics are not available, all indications point to the fact that civil air transportation had a good year in 1946 with air routes extended. New services started, among them being Mexico to Guadalajara and Guadalajara to Lower California.

Large Volume of Imports Decreases Monetary Reserve

The monetary reserve commenced decreasing during 1946, due to the great volume of imports, and Mexico faced an unfavourable commercial balance of over 1,000 million pesos or 47 per cent, as compared with a deficit of 27 per cent in 1945. The loss in the monetary reserve is estimated to be 500 million pesos, and it is believed that this situation is all due to the excessive imports from the United States.

The following figures cover all goods with the exception of precious metals:

Imports		Exports	
Million pesos		Million pesos	
1942	752.1	1942	667.8
1943	860.6	1943	1,026.5
1944	1,348.2	1944	986.0
1945	1,603.0	1945	1,169.6
1946	2,636.1	1946	1,396.9

Textiles and Lead Main Items Exported

Textiles are still the largest item exported, involving 232 million pesos, with lead in second place, having sales to the extent of some 132 million pesos. The foreign demand for Mexican products is very great, but the country is tied up with the United States on bulk sales control.

Imports of Foodstuffs Increase

During 1946 imports of foodstuffs increased to a total of 281.4 million pesos as follows: sugar, 82.7 million pesos; wheat, 69.5 million pesos; hog fat, 41.3 million pesos; fresh eggs, 16.5 million pesos; besides other articles of less importance.

Even with an unfavourable balance, it would not appear that there will be an adverse effect on Mexico's settlement of the international balance of payments, for tourist trade has good prospects and also some capital in the form of long-term investments is coming into the country.

Larger Influx of Tourists

In 1946, the influx of tourists into the country increased. Expenditures are stated to have been over 400 million pesos. On the other hand, Mexicans spent approximately 30 million pesos abroad. Actually, the widespread shortages prevailing in other parts of the world, with the exception of Canada, had a favourable effect on Mexico's tourist trade and attracted many newcomers who felt that housing accommodation and food were not available in most other countries. Included in the 400 million pesos is 25 million pesos that came to Mexico for the account of Mexican "braceros" working in the United States.

Labour Troubles at a Minimum

Mexico did not suffer the series of strikes that afflicted the United States shortly after the war ended. It would appear from the records that she went through this phase during 1934-40. However, action by trade unions did result in labour troubles in the petroleum, glass, mining and textile industries and has the effect of approximately 15 per cent increases. Since President Aleman's inauguration towards the end of last year there have been practically no strikes, and it is the general opinion that, during his administration, he will be able to keep harmony between the workers and employers.

Purchasing Power and Cost of Living

Mexico has gone through a very serious period of inflation, but it is now believed that the country is over the peak and inflation is on the decline, judging by land prices in Mexico City, rental of buildings and general level of commodity prices. Generally speaking, there is a decrease of purchasing power, although there is a small group relying on income from multiple businesses, who have extremely high purchasing power. The following table will indicate that the lack of any government price control has resulted in inflation, with consequent harm to low-income groups:

Year	Wages	Cost of Living
1934-35	100.0	100.0
1936-37	133.3	124.5
1938-39	166.67	154.6
1940-41	166.67	159.9
1942-43	166.67	217.8
1944-45	240.0	321.6
1946-47	300.0	500.0 (approximately)

Business Conditions Change Standard of Living

In spite of the fact that inflation has retarded improvement in the standard of living of the low-paid earner, the general standard of living has virtually undergone a revolution in the country due to the favourable business conditions that have existed since 1942. Before that year, sales of suitings and shoes, for instance, were very poor, whereas at the present purchases have increased four or five times.

Government price controls are only nominal and in most cases are ignored. There is, however, an official distributing chain of stores selling foodstuffs, and while the number of shops is insufficient and the quality of the merchandise inferior, they are patronized by the poorer class.

The favourable balance of payments during the war was responsible for a considerable increase in the monetary reserve and as a consequence credit expanded. According to statistics of the official Bank of Mexico, circulation of money increased five times since 1939. This has now stopped and the future largely depends on the government's monetary policy. Actually the monetary circulation has decreased. On January 25, 1947, the cash in the hands of the public plus bank deposits amounted to 3,745·8 million pesos in comparison with 3,747·9 million pesos in December, 1946.

Exchange Market Normal in First Quarter

The exchange market was normal during the first quarter of 1947. The demand for United States dollars continued strong, bank quotations varying by only one-seventeenth of a point. The price of gold dropped considerably towards the end of February. As a consequence of the price drop in silver, the silver peso very nearly went to par and, while the price of silver rose by the end of February, the effect on the silver money was not proportionate.

Movement on the stock exchange would indicate that holders of shares were preparing to face a more or less inevitable decline. Industrial shares were sustained. Mortgage shares were in constant demand, confirming a slight tendency to improve. All seemed to indicate that restrictions of issues is producing beneficial results.

The Secretary of Finance has officially announced that silver one- and five-peso coins to the extent of 800,000,000 pesos are being minted. The five-peso coins will be the equivalent of one troy ounce.

Consumer Prices Expected to Decline

The general belief that prices will eventually go down has resulted in buyers making only the most necessary purchases. Commercial sales have fallen off except for certain items which suffered severe shortage during the war years, such as household goods, automobiles and trucks. A policy of price cuts is being considered by merchants, who in many cases, have overstocked warehouses. Hardware articles have experienced price drops, due to the arrival of supplies from Switzerland, Sweden and North America. Readjustment of prices and movement is taking place very slowly and very quietly, and if any businesses have shut down or any activities suspended, they have not been of great importance.

Industrial Outlook Uncertain and Difficult

In general terms the outlook, industrially, seems uncertain and difficult, due to the high cost of production and conditions faced by foreign competition. The National Railways have a problem of high costs and for that

reason operate with a large deficit. Sixty-six per cent of their income goes for salaries and wages, and it has been necessary to raise a loan from the government to take care of urgent pending accounts. The manager, Licenciado M. R. Palacios, has requested the Secretary of Communications to allow an increase in freight rates, estimating this step would increase the annual income by 52 million pesos. In view of the delicate price situation, however, the Secretary could not agree fully to the request and excluded articles of necessity. It is estimated that the final freight rate increase arranged will represent an annual additional income of 15 million pesos to the railway company.

Licenciado Ramón Beteta, Secretary of Finance, due to irregularities in tax collections, has met with all economic organizations of the country and assured them that with their co-operation these practices could be stopped, in which case he would be in a better position to reform fiscal laws and simplify federal, state and municipal taxes.

Organization of Companies in Mexico

Particulars concerning company organization in Mexico, and the documents required for the incorporation of foreign companies, have been forwarded in detail by the Commercial Counsellor for Canada in Mexico City. Persons wishing to obtain information of this nature should communicate with the Latin American Section of the Foreign Trade Service, Department of Trade and Commerce, Ottawa, quoting file No. 23597.

New Financial Procedure Facilitates Foreign Trade With German Firms

Office for internal payments established at Frankfurt am Main to handle all Reichsmark financing—Accounts opened with Federal Reserve Bank of New York and Bank of England to provide for foreign exchange transactions.

A GREEMENT on the financial procedure, under which trade with the British and United States Zones of Germany may be transacted, has been reached by the finance division of the Control Commission for Germany, in consultation with the commerce division of OMGUS and the Joint Export/Import Agency, as follows:

- (a) On the Reichsmark side, a German office for the internal payments for foreign trade will be set up at Frankfurt am Main for the combined British and United States Zones which, in conjunction with the German banks, will handle all the Reichsmark financing of foreign trade, under the control of the Joint Foreign Exchange Agency in Berlin.
- (b) On the foreign exchange side, the financing will be done through a number of bank accounts, which are being opened with foreign banks. These accounts are in the name of Military Governments of Germany (US/UK) Joint Export/Import Agency, but are operated by the Joint Foreign Exchange Agency in Berlin. Accounts have so far been established with the following banks:
 - (i) Federal Reserve Bank of New York, New York (\$1,440,000).
 - (ii) Bank of England, London (opening balance £19,340,000).

Offset accounts have also been opened with the Banque Nationale de Belgique, Brussels, and De Nederlandische Bank, Amsterdam.

"Category A" imports will continue to be handled by the British and United States Governments direct.



M.V. Canadian Constructor, built by the Burrard Dry Dock Company, Limited, North Vancouver, loading lumber on the Pacific Coast. One of three diesel-driven ships ordered by Wartime Shipbuilding, Limited, for the transportation of passengers and freight between Canada, Bermuda and the British West Indies, the *Canadian Constructor* has a deadweight tonnage of 7,500, a displacement of 11,400 tons and a speed of 16 knots.

Photo by Canadian National Steamships

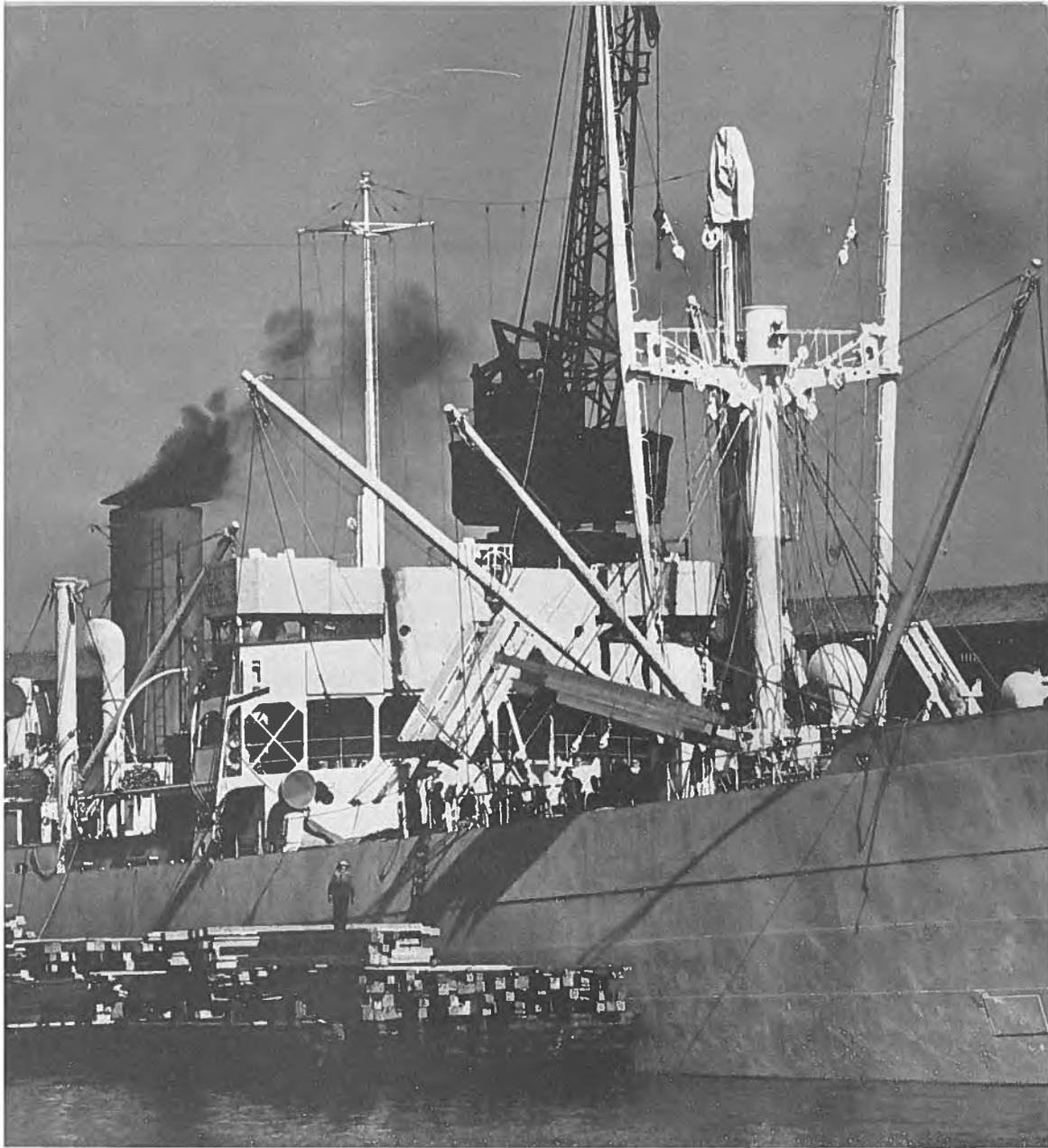
OVERLEAF—Mosaic of Vancouver and New Westminster, prepared by the Royal Canadian Air Force from fifty air photographs exposed at an altitude of 8,000 feet. This reveals many of the familiar features of the western metropolis and harbour that is considered one of the finest in the world. These include Burrard Inlet, across which may be distinguished the city of North Vancouver and West Vancouver; Stanley Park and the Lion's Gate Bridge, False Creek and its adjacent lumber mills, Shaughnessy Heights, the Fraser River and Vancouver Airport, on Sea Island. The University of British Columbia is beautifully situated on Point Grey, off the left side of the mosaic.

Photo by Royal Canadian Air Force





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Canadian timber being loaded in Vancouver, B.C., for shipment to the United Kingdom during the war. Total Canadian exports of planks and boards last year were valued at \$125,391,000. Great Britain purchased Douglas fir, in planks and boards, valued at \$13.5 million. Douglas fir was shipped to thirty-nine countries, but 83 per cent of the total went to the United Kingdom, the United States, South Africa, Australia and China, in the order named. Shipments of lumber and squared timber from Vancouver during the past year amounted to 276,507 tons.

National Film Board Photo

Regional Office in Vancouver

H. W. Brighton was recently appointed western representative of the Foreign Trade Service, Department of Trade and Commerce, and opened an office in Vancouver. The address is Room 331, Marine Building. Mr. Brighton joined the Canadian Trade Commissioner Service in 1929, and has served in Buenos Aires, Argentina; Lima, Peru; Cape Town, South Africa; and Panama City, Panama.

Transport and Communications In Australia Improving

Standardization of railway gauges to be undertaken by Commonwealth and State governments—Railway revenues declined—Increase in motor vehicle registrations—Domestic air services improved and overseas services to be extended—Direct service opened between Sydney and Vancouver.

By F. W. Fraser, Commercial Secretary for Canada

(Editor's Note—This is the fifth in a series of articles on economic conditions in Australia during 1946. Others were published in the April 12th, April 19th, April 26th and May 10th issues of *Foreign Trade*.)

MELBOURNE, March 29, 1947.—In 1945 a report was submitted to the Federal Cabinet covering a program for the standardization of railway gauges in Australia and providing for the expenditure of over £A200 million. At the Premier's Conference in January, 1946, the Minister for Transport submitted a proposal for the standardization of railway gauges, which was accepted by the states, the Commonwealth Government agreeing to accept responsibility for half the cost. A conference was held in May between the State Ministers of Transport and the Federal Minister for Transport at which they failed to reach final agreement as to the terms and conditions under which the work of standardizing and modernizing Australian railways should be carried out, the Queensland and Western Australian State Governments being unable to agree with the representatives of the Commonwealth and the other states.

Railway Standardization Bill Passed

The Commonwealth Minister for Transport was then authorized by Cabinet to negotiate with the State Governments of New South Wales, Victoria and South Australia for the standardization of railway gauges in those states, and in August the Railway Standardization Agreement Bill was passed in Federal Parliament, providing for the conversion of rail gauges in the states of Victoria and South Australia to the 4-foot 8½-inch gauge. New South Wales already has this gauge.

Principal features of the financial provisions of the bill are: (1) Total cost for the complete plan for New South Wales, Victoria and South Australia is £A50,870,696; (2) Cost of new locomotives and rolling stock is debited 25 per cent to standardization funds and 75 per cent to the state concerned; (3) Cost of standardization is shared equally by the Commonwealth and by the states; (4) The states' contribution will be made in annual payments extending over 50 years; (5) The cost of related works which, although related, are not caused by standardization, are borne by the state concerned; (6) The states' share of standardization works is distributed among the three states on a per capita basis of population; (7) The cost of the north-south line is to be borne by the Commonwealth.

When introducing the Railway Standardization Agreement Bill, the Federal Minister for Transport stated that the door was still open for further negotiations with Queensland and Western Australia for standardization of railway gauges in those states.

Railway Revenues Declined

There was little change during 1945-46 in the number of miles of railway open for traffic in Australia, the mileage being 27,144 as compared with 27,213 in the two previous years. Total revenue dropped to £A69 million from £A74.5 million in the preceding twelve-month period, and expenditure fell to £A59.3 million from £A61.8 million. The number of train-miles run was 86.5 million in 1945-46 as compared with 90.2 million in 1944-45, and earnings per train-mile declined from 16s. 6d. to 15s. 11d. Total freight carried dropped from 40.8 million tons to 36.3 million tons, and the number of passenger journeys increased slightly from 535.4 million to 545.3 million.

Motor Vehicle Registrations Up

During the twelve-month period ended October 31, 1946, new motor vehicles (excluding defence service vehicles) were registered in the Commonwealth as follows: motor cars, 6,819; commercial vehicles, 11,538; and motorcycles, 4,123. Comparative figures for the year ended June 30, 1945, were 899, 7,654 and 411 respectively, and for 1938-39 the figures were 54,107 motor cars, 24,927 commercial vehicles, and 7,370 motorcycles. Total registrations as at October 31, 1946, were 530,571 motor cars, 350,248 motor trucks, and 78,180 motorcycles.

Traffic on Airlines Show Increase

During 1946 the Australian regular airline services flew more miles, carried more passengers and handled more freight than ever before. New aircraft were acquired and new routes were opened. Fortnightly airmail deliveries were begun to many "outback" communities otherwise almost isolated.

The Australian Government negotiated two important air transport agreements, began a trans-Pacific service to North America, launched a new airline, planned many new airports, and reorganized the Department of Civil Aviation so that it could more effectively encompass its growing responsibilities.

In April a conference, held at Wellington between delegates of the United Kingdom, Australia and New Zealand, resulted in the formation of a company owned jointly by the three governments. It was called British Commonwealth Pacific Airlines, and was set up to operate trans-Pacific services.

Direct Sydney-Vancouver Service Opened

Shortly afterwards a reciprocal agreement was signed between Canada and Australia to provide a direct service between Sydney and Vancouver, via Fiji, Canton Island, Honolulu and San Francisco. The first flight was made on September 15 and has been repeated at fortnightly intervals since. The single fare is approximately £A220. At present this service is being operated by Australian National Airways Pty. Ltd., a private company, on behalf of B.C.P.A.

Another agreement was signed on December 3 between the United States and Australia, providing for three trips in each direction each fortnight between Australia and North America, reciprocal landing rights being accorded in Sydney and San Francisco.

Domestic Services Improved

In domestic aviation the most important development was the Government's entry into the airline business with the establishment of Trans-Australia Airlines. In April, 1946, the National Airlines Act was gazetted, and by the end of the year T.A.A. was serving every capital city in the country.

The Department of Civil Aviation was reorganized on a regional basis as a step toward more efficient administration. New technical branches are concerned with Accident Studies, Job Classification, and Personnel Selection. Civil Aviation Orders have streamlined control of the licensing of pilots. Long-range plans include better provision for airway facilities and flying-control systems. Two airports are planned at each capital city—one for air transport services and one for light aircraft. An international terminal is to be built at Mascot, Sydney. Plans call for the improvement of country airports, and the Department of Civil Aviation is responsible for providing all airports, navigational aids and air-control organization on all established air routes. In addition, as a member of a sub-committee composed of Post Office, Treasury and Civil Aviation authorities, it reserves the right to rule on all applications for new airlines. As an earnest of its intention, the department has an appropriation of over £A4,000,000 for these developments.

Telephones and Radios Increased

The number of telephone lines connected in the Commonwealth as at October 31, 1946, was 623,344 as compared with 587,604 in October, 1945. The number of broadcast listeners' licences in force for the same periods was 1,539,114 as against 1,483,221 in 1945.

Foreign Trade of Paraguay in 1946 Given in Preliminary Statistics

Total imports valued at 66,389,455 guaranies, approximately \$19,916,836 Canadian, and exports, 82,678,601 guaranies, or approximately \$24,803,580 Canadian.

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

(One guarani equals about \$0.30 Canadian)

BUENOS AIRES, April 29, 1947.—Preliminary official figures have recently been made available regarding the international commerce of Paraguay during the calendar year 1946. No information has as yet been published on commodities or commodity groups, but the statistics referred to are of interest in giving indication as to the principal sources from which Paraguay obtains its supplies and the more important purchasers of Paraguayan exports.

Total imports in 1946 were valued at 66,389,455 guaranies, the equivalent in Canadian currency of approximately \$19,916,836. As would be expected, the principal source of supply is Argentina, from which came G31,425,885 or nearly half of the total. Other supplying countries, in order of importance, were: United States, G13,867,449; Brazil, G9,711,654; United Kingdom, G4,953,652; Uruguay, G2,931,925; Sweden, G755,664; Switzerland, G618,770; Mexico, G479,367; British India, G410,872; Belgium, G238,755; Spain, G112,336 and Canada, G105,678.

Considerable Export Traffic Through Argentina and Uruguay

Exports reached the total of 82,678,601 guaranies, or approximately \$24,803,580 Canadian. Because a considerable amount of export traffic is routed through Argentina and Uruguay and the ultimate destination is not known at the time of export, there is a very substantial figure shown as "in transit". The exports shipped through Argentina amounted to G34,583,221, while the goods in transit through Uruguay were valued at G4,770,542. Apart from this, Argentina is credited with purchasing G21,000,433 for its own uses and Uruguay G6,266,171. The other leading buyers of Paraguayan products were: United Kingdom, G9,558,842; United States, G3,183,445; Holland, G1,291,620; Belgium, G966,037; Italy, G357,516; Sweden, G163,343; Norway, G151,062; Brazil, G127,726; and France, G101,201. Canada is not shown as a market, but undoubtedly some of the goods in transit and perhaps some credited to the United States have found their way to Canada.

Cuba Reimposes Tariff Law Suspended During War

*Four-column tariff based on favourable balance of trade
Canada not of great importance—United States enjoys
special tariff rates.*

By R. G. C. Smith, Commercial Secretary, Canadian Legation

HAVANA, March 26, 1947.—The Cuban tariff is in reality a four column tariff. The lowest column is that granted exclusively to imports from the United States, the rates of which are basically 20 per cent lower but sometimes as much as 60 per cent lower than the next highest column, that called the General or Minimum Tariff. The next column may be called the Intermediate Tariff and is the minimum tariff plus 25 per cent, and the fourth column, or maximum tariff, is double the minimum tariff.

Under Law Number 14 of the Cuban tariff, the minimum tariff is applied annually to imports from those countries that during the previous year had a balance of trade favourable to Cuba, or whose purchases were at least 50 per cent of sales to Cuba. The intermediate tariff (minimum plus 25 per cent) is applied to those countries whose purchases were more than 25 per cent but less than 50 per cent of sales to Cuba, and the maximum schedule is charged on imports from countries taking less than 25 per cent of its purchases from Cuba. In October of 1942 this Law was temporarily put in suspense and imports from all countries (other than the United States, which continued to have the benefits of the preferential schedule) came in under the minimum tariff.

A decree has just been issued reviving Law Number 14, and, with it, the various countries are assigned to the different tariff columns. Because of Canada's heavy increases in purchases of Cuban products, notably sugar, fresh and canned pineapple, the balance of trade has been heavily in favour of Cuba for some years, so that imports from Canada still come in under the minimum rates. The minimum tariff is, in fact, applicable to imports from most countries, including the United Kingdom (there is no change in the preferential treatment of imports from the United States), France, the Netherlands, Belgium, Czechoslovakia, and Russia.

The intermediate tariff is assigned only to three countries, namely: Peru, Dominican Republic, and Denmark.

The maximum tariff applies to Argentina, Brazil, Norway, Sweden, India, and a few other countries.

The increases occasioned by the decree will not be applied on any merchandise that had left its port of origin en route to Cuba on the date of the coming into effect of the decree.

Most Favoured Nations Unaffected

However, notwithstanding this division of countries, those countries with most-favoured-nation treaties will continue to receive the minimum rates. The countries so protected are: the United Kingdom, Argentina, Spain, France, Chile and Italy. In practice, therefore, imports from Argentina will be dutiable under the minimum rates.

Certain Products Not Affected

There are certain goods considered as being of primary necessity, and others as prime materials for industry, that always come in under the minimum tariff, regardless of their origin. These exempted items of principal interest to Canada are: codfish, malt and ammonium nitrate.

The effect of this new decree will be of little immediate importance in view of the continued shortage of most goods on the Cuban market, making delivery more important than laid-down cost in many lines. Since Canada is still granted the minimum rate, there will be no direct effect on Canadian trade. Although Norway is the main shipper of codfish to Cuba, since codfish is on the exempt list, the fact that general imports from Norway must pay the maximum rate will have no effect on the codfish market.

Bloater Market Little Affected

Although codfish is on the exempted list, imports of bloaters from Norway will now be subjected to the maximum tariff, or a total of \$3.12 per 100 kilograms as compared with \$1.56 from Canada and \$1.17 from the United States. Norway is the principal supplier of bloaters, particularly to the Havana market where larger sizes are preferred compared to the Santiago market. However, even the maximum rate is still less than 10 per cent of the c.i.f. price of bloaters, so that the preference now granted on Canadian bloaters over Norwegian is not so great a factor as to materially affect the market for Norwegian bloaters. In so far as the immediate market is concerned, Cuba is well supplied with bloaters, and there is little interest in new offerings.

Apart from the aforementioned case of bloaters, the imports from countries penalized by this new decree are not at the moment of much consequence to Canadian trade. Sweden is the only country so mentioned whose products might offer competition to Canadian imports under present conditions. Imports from Sweden have been mostly pulp, some newsprint, other papers, nails, cutlery and general hardware. As pulp and newsprint are both free of duty, the change in classification for Sweden will have no effect on this trade. Other papers are dutiable and under more normal conditions the increase in duty would be of some consequence. As it is, the demand for paper is so far ahead of supply that the duties will hardly affect sales from Sweden. Nails are also in short supply, so that the consumer could readily absorb any price increase occasioned by the higher duties chargeable on Swedish nails. (\$6 per 100 kilos from Sweden, \$3 from Canada, and \$1.625 from the United States).

Possibly on some hardware lines and on cutlery the changed situation may have some effect, but in general the market shortages will largely offset the increased duties from Sweden.

German Wartime Development of Artificial Leather Will Aid Production of Footwear

Present world leather shortage provides an export market for natural leather products from Germany—Substitutes constituted 41 per cent of sole material produced in U.S. zone last year—Ultimate goal is 100 per cent utilization of artificial materials for natural leather in manufacture of shoe soles.

BERLIN, May 5, 1947.—(FTS)—German wartime development of artificial leather for shoe soles will materially aid production of long-lasting footwear for the German civilian population during the current year, the United States Office of Military Government announced recently.

During the war much natural leather in Germany was devoted to military uses. With the present world leather shortage providing an export market for fine natural leather products from Germany, maximum utilization of composition soles of plastic material is planned. Progress attained in the use of sole-leather substitutes is reflected in the fact that these products constituted 41 per cent of the sole material produced in the United States zone of Germany in 1946. It is the ultimate goal of American Military Government to reach 100 per cent substitution of artificial materials for natural leather in the manufacture of shoe soles for civilian footwear in the United States zone.

Foreign Shoe Manufacturers Interested in German Progress

Foreign shoe manufacturers have evidenced keen interest in the German progress in this field, as some of them believe development of a good leather substitute could provide sufficient material for full-scale shoe production during a world-wide leather shortage.

Artificial sole-leather substitutes are of two major types, those with polyvinylchloride base, and those made from buna base materials. Polyvinylchloride base sole materials are generally referred to as "P-soles", and formed 62.5 per cent of the sole-leather substitutes manufactured in 1946; the remaining 37.5 per cent were from buna base materials.

"P-soles" Stand Up in Wear Test

In experiments, "P-soles" have shown a wear-test equivalent to 3,000 kilometres as against 800 to 1,000 kilometre-wear value of good natural leather. Production of "P-soles" in the United States zone has been hampered by the shortage of calcium carbide, a basic ingredient in the manufacture of polyvinylchloride.

Progress made in the manufacture of buna base sole material in the United States Zone is also of interest. Production of buna base sole materials had reached 322 tons per month by the end of 1946. Attainment of the goal of 100 per cent substitution of artificial sole-leather is dependent on increased supplies of coal and basic raw materials.

Former Luxury Yacht on Market

Formerly a luxury yacht, owned by the Duke of Sutherland, then converted for naval purposes to establish a fine record of usefulness in the Canadian service, Ex.-H.M.C.S. *Sans Peur* is now offered in the marine market by War Assets Corporation. The vessel is at Halifax, N.S., where she may be inspected.

Trade Commissioner Service Notes

M. T. Stewart Assumes Duties in New York

M. T. Stewart, recently appointed Canadian Trade Commissioner in New York City, has arrived from Bogotá, Colombia, to assume his new duties. He succeeds James A. Strong, who was recently appointed Canadian Ambassador to Peru.

W. G. Stark Returning from Peru on Leave

W. G. Stark, Commercial Secretary for Canada at Lima, Peru, is returning home on leave and will make a tour of this country. During his absence, C. J. Van Tighem will be Acting Commercial Secretary at the Canadian Embassy.

D. W. Jackson Opens Offices in Minden, Germany

D. W. Jackson, Canadian Economic Representative in Germany, has established offices in Minden.

New Postal Designation for Shanghai Office

Attention is directed to the institution of a postal zone system in Shanghai, and the creation of a Central District with the designation "Shanghai O". L. M. Cosgrave, Commercial Counsellor for Canada, requests that mail for his office should be addressed to him at 27 The Bund, Shanghai (O).

Despatch of Mail for Singapore by Air Recommended

Paul Sykes, Canadian Government Trade Commissioner at Singapore, has requested that mail for his office should be forwarded by air, as considerable delay is involved in the transportation of letters and other postal matter by surface craft. It is also requested that adequate postage be affixed to letters.



George Bennett Johnson, O.B.E., Canadian Government Trade Commissioner at Glasgow, Scotland, who retires tomorrow, concluding a career of thirty-four years in the Canadian Trade Commissioner Service. Mr. Johnson will continue to reside in Scotland, to which he was transferred in 1921 from Rio de Janeiro. C. F. G. Hughes will be Acting Canadian Government Trade Commissioner at Glasgow.

Trade and Tariff Regulations

Proposed New Argentine Customs Law

Buenos Aires, April 21, 1947.—(FTS)—The project outlining the new procedure governing the Argentine Customs became law by final approval of the Senate on March 27. The Argentine Customs have been authorized to print each section of the modified tariff as they are decided. They will be made available for study by local trade associations, who will be given thirty days in which to submit their observations to the Customs authorities. These observations will be studied by the Customs authorities with a view to introducing such modifications as they consider necessary. The Customs authorities, in turn, will be given ninety days from the expiration of the thirty-day period after the publication of the last section, in which to submit the complete work for the approval of the executive power. Various trade organizations have approached the Director-General of Customs with the suggestion that they be granted a longer period for the study of each section of the modified tariff.

Importers in Dutch Guiana Require Import Licences

Importers in Dutch Guiana are required to make application for an import licence from the Surinam Import-Export and Foreign Control Board before placing an order for products from other countries. A copy of the licence should be forwarded to the supplier, and serve as an indication that the customer will obtain the necessary foreign exchange to meet his obligations.

New Tariff Adopted by French Indo-China

Hong Kong, April 9, 1947.—(FTS)—The Journal Officiel de la Federation Indochinoise of December 26, 1946, announced the adoption of a new customs tariff in French Indo-China. This tariff has only one column of duties, which are levied equally on imports from all countries. It consists of twelve lists of goods, grouped according to the rate of duty applicable. The first list enumerates goods which are free of duty. This is followed by ten lists with rates ranging from 5 per cent to 50 per cent ad valorem. Finally, there is a list of goods subject to various rates of duty. A copy of the tariff is on file in the Foreign Tariffs Section, Department of Trade and Commerce, Ottawa, to whom any enquiries regarding rates of duty on particular goods should be addressed.

New Tunisian Import Tariff Introduced

Paris, April 10, 1947.—(FTS)—A new import tariff was introduced in Tunisia by a decree of February 20, 1947. Goods of foreign origin, i.e., other than French or Algerian, are dutiable at 10 per cent ad valorem with certain exceptions. A few goods, including common woods, newsprint, ores of non-ferrous metals, agricultural machinery and tractors are dutiable at 5 per cent ad valorem and colonial products at rates varying from 20 to 40 per cent. Cigarette lighters are subject to a tax varying with their composition and size. Imports originating in France and Algeria are subject to a uniform rate of 5 per cent ad valorem except colonial products and a few other goods.

United States Import Tax on Copper Suspended

Washington, April 23, 1947.—(FTS)—A bill has been passed by the House of Representatives and the Senate, providing for suspension of the United States import tax on copper levied under Section 3425 of the Internal Revenue Code. The bill was signed by the President on April 29, and came into force on April 30. It will remain in force until March 31, 1950. The import taxes are: 4 cents per pound on the copper content of copper-bearing ores and concentrates and of the articles specified in certain enumerated paragraphs of the Tariff Act of 1930; 3 cents per pound on other goods which are dutiable under the Tariff Act if copper is the component material of chief value; 3 per cent ad valorem or $\frac{3}{4}$ cent per pound, whichever is lower, on articles not included in the two foregoing categories if they contain 4 per cent or more of copper by weight. The purpose of this bill is to alleviate the present acute shortage of copper in the United States.

Norway and France Sign Barter Trade Agreement

Oslo, April 15, 1947.—(FTS)—Norway and France signed a barter trade agreement in Paris on April 9, which provides for the purchase by Norway of commodities valued at 100,000,000 kroner from France, and for the purchase by France of Norwegian products valued at 95,000,000 kroner. One krone equals \$0.2015 Canadian.

The most important items Norway expects to obtain from France are: construction materials, chemicals, pharmaceutical products, sanitary equipment, raw phosphate, iron and steel, graphite and chalk, peeled ground-nuts, and resin oil. Machines and motors, including textile machines, a small number of motor cars and trucks are also provided for. Other items include textiles, such as 200,000 pairs of ladies' woollen stockings, some nylon, silk and artificial silk stockings, hat bodies for ladies' hats, men's felt hats, silk linings, yarns and threads. The latter are mainly for the fishing-net factories. Papermakers felts are also included under this classification. In addition, upper leather for shoes and leather belting for industry are also included. Apart from groceries under the general classification of food, some wines and brandies are included.

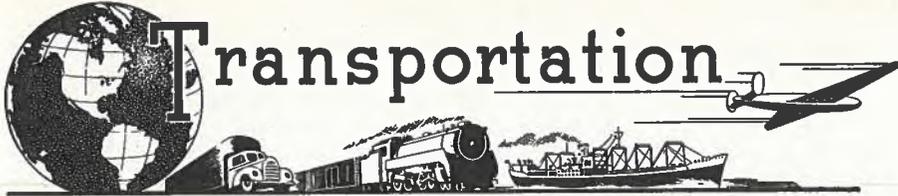
Of the products which Norway will send to France, it is expected that newsprint and other papers, dry, salted, and tinned fish, as well as some ferro-alloys and fertilizers, will make up the most important share.

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.



Ocean-Going Sailing Schedules

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

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

Departures from Montreal

*Calls at Halifax about five days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques...	May 23-June 2	<i>Amersham</i>	Elder Dempster
Lourenço Marques...	June 5-15	<i>Samstrule</i>	Elder Dempster
Lourenço Marques...	July 1-10	<i>Cottrell</i>	Elder Dempster
Lourenço Marques... Beira.....	May 15-25 June 15-25	<i>Cargill</i> <i>Chandler</i>	Elder Dempster Elder Dempster
Africa-South—			
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>Samstrule</i>	Elder Dempster
	June 15-25	<i>Chandler</i>	Elder Dempster
	July 1-10	<i>Cottrell</i>	Elder Dempster
Argentina—			
Buenos Aires.....	May 18-20	<i>William S. Halsted</i>	Montreal Shipping
Buenos Aires.....	June 14-18	<i>Royal Prince</i>	Furness Withy
Buenos Aires.....	Late June	<i>Anadarko Victory</i>	Montreal Shipping
Australia—			
Brisbane..... Sydney..... Melbourne.....	May 12-19	<i>Mahia</i>	Montreal Australia New Zealand Line
Belgium—			
Antwerp.....	May 10-18	<i>Brant County</i>	Canada Steamships
Antwerp.....	May 12-20	<i>Marchdale</i>	March Shipping
Antwerp.....	May 19-27	<i>Bayside</i>	Montreal Shipping
Antwerp.....	May 24-31	<i>Harald Torsvik</i>	Canada Steamships
Antwerp.....	May 28-June 1	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	May 30	<i>Harpefjell</i>	Brock Shipping
Antwerp.....	June 1-10	<i>Mont Rolland</i>	Montreal Shipping
Antwerp.....	June 10	<i>Ravnefjell</i>	Brock Shipping
Antwerp.....	Early July	<i>Twickenham</i>	Cunard Donaldson

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Brazil— Rio de Janeiro.....	May 18-20	<i>William S. Halsted</i>	Montreal Shipping
Ceylon— Colombo..... Colombo.....	May 15-20 May 20-25	<i>Trewellard Forest</i>	McLean Kennedy McLean Kennedy
China— Shanghai..... Shanghai..... Shanghai.....	June 1-3 June 8-14 June 10-20	<i>City of Khartoum Seaside Oceanside</i>	McLean Shipping March Shipping March Shipping
Colombia— Barranquilla..... Barranquilla.....	May 17-21 June 11-14	<i>Apollo Benny</i>	Saguenay Terminals Saguenay Terminals
Cuba— Havana.....	May 19-20	<i>Camco</i>	McLean Kennedy
Curacao—	May 17-21 June 11-14	<i>Apollo Benny</i>	Saguenay Terminals Saguenay Terminals
Denmark— Copenhagen.....	May 30	<i>Ornefjell</i>	Brock Shipping
Egypt— Alexandria.....	June 10-20	<i>Oceanside</i>	March Shipping
Eire— Dublin..... Dublin..... Cork.....	May 23-28 June 7	<i>Inishowen Head Irish Elm</i>	McLean Kennedy Shipping Limited
France— Le Havre..... Le Havre..... Le Havre..... Le Havre.....	May 12-20 May 10-18 May 24-31 June 1-10	<i>Marchdale Brant County Harald Torsvik Mont Rolland</i>	March Shipping Canada Steamships Canada Steamships Montreal Shipping
Germany— Hamburg..... Hamburg.....	May 12-20 May 19-27	<i>Marchdale Bayside</i>	March Shipping Montreal Shipping
Greece— Piraeus.....	May 20-30	<i>Marchport</i>	March Shipping
Hong Kong	June 1-3 June 8-14	<i>City of Khartoum Seaside</i>	McLean Kennedy March Shipping
India— Karachi..... Madras..... Bombay..... Calcutta..... Bombay..... Madras..... Calcutta.....	May 20-25 June 10-20 May 15-20	<i>Forest Oceanside Trewellard</i>	McLean Kennedy March Shipping McLean Kennedy
Iraq— Basra.....	June 10-20	<i>Oceanside</i>	March Shipping
Italy— Genoa..... Venice.....	May 20-30	<i>Marchport</i>	March Shipping
Malayan Union— Penang..... Port Swettenham.....	May 24-28 June 25-28	<i>Phrontis Alcinous</i>	Cunard Donaldson Cunard Donaldson
Mediterranean— Central and Western Areas.....	May 20-30 June 20-30	<i>Marchport Mont Gaspé</i>	March Shipping Montreal Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mexico—			
Vera Cruz.....	May 15-18	<i>Empire Gangway</i>	McLean Kennedy
Vera Cruz.....	June 24	<i>Federal Trader</i>	McLean Kennedy
Morocco—			
Casablanca.....	May 20-30	<i>Marchport</i>	Montreal Shipping
Netherlands—			
Rotterdam.....	May 10-18	<i>Brant County</i>	Canada Steamships
Rotterdam.....	May 12-20	<i>Marchdale</i>	March Shipping
Rotterdam.....	May 19-27	<i>Bayside</i>	Montreal Shipping
Rotterdam.....	May 24-31	<i>Harald Torsvik</i>	Canada Steamships
Rotterdam.....	May 30	<i>Harpefjell</i>	Brock Shipping
Rotterdam.....	June 1-10	<i>Mont Rolland</i>	Montreal Shipping
Rotterdam.....	June 10	<i>Ravnefjell</i>	Brock Shipping
Rotterdam.....	May 26-June 1	<i>Beckenham</i>	Cunard Donaldson
Amsterdam.....	Early July	<i>Twickenham</i>	Cunard Donaldson
Netherlands East Indies—			
Batavia.....	May 24-28	<i>Phrontis</i>	Cunard Donaldson
Samarang.....	June 25-28	<i>Alcinous</i>	Cunard Donaldson
Soerabaya.....			
Newfoundland—			
St. John's.....	May 14-16	<i>Elgin</i>	Furness Withy
St. John's.....	May 28-31	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	June 13-15	<i>Blue Peter II</i>	Montreal Shipping
New Zealand—			
Auckland.....	May 12-17	<i>City of Eastbourne</i>	Montreal Australia
Wellington.....			New Zealand Line
Lyttelton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	May 23-28	<i>Inishowen Head</i>	McLean Kennedy
Norwegian Ports...	May 30	<i>Ornefjell</i>	Brock Shipping
Philippines—			
Manila.....	June 1-3	<i>City of Khartoum</i>	McLean Kennedy
Manila.....	June 8-14	<i>Seaside</i>	March Shipping
Poland—			
Gdansk.....	Late June	<i>A Ship</i>	March Shipping
Gdansk.....	May 30	<i>Svanholm</i>	Swedish American Line
Gdynia.....	June 12	<i>Vasaholm</i>	Swedish American Line
Gdynia.....	June 20	<i>Ragnhildsholm</i>	Swedish American Line
Scandinavia—			
Baltic Ports.....	May 30	<i>Svanholm</i>	Swedish American Line
Baltic Ports.....	June 12	<i>Vasaholm</i>	Swedish American Line
Baltic Ports.....	June 20	<i>Ragnhildsholm</i>	Swedish American Line
Singapore.....	May 24-28	<i>Phrontis</i>	Cunard Donaldson
	June 8-14	<i>Seaside</i>	March Shipping
	June 25-28	<i>Alcinous</i>	Cunard Donaldson
Trieste.....	May 20-30	<i>Marchport</i>	March Shipping
United Kingdom—			
Avonmouth.....	May 19-24	<i>Salacia</i>	Cunard Donaldson
Avonmouth.....	May 25-30	<i>Gracia</i>	Cunard Donaldson
Glasgow.....	May 15-21	<i>Parthenia</i>	Cunard Donaldson
Leith.....	May 16-19	<i>Cairnesk</i>	Furness Withy
Leith.....	May 28-31	<i>Cairnvalona</i>	Furness Withy
Liverpool.....	May 20-26	<i>Lord Lloyd George</i>	Cunard Donaldson
Liverpool.....	May 25-30	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	June 4-10	<i>Asia</i>	Cunard Donaldson
Liverpool.....	June 7-13	<i>Beaverburn</i>	Canadian Pacific

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
<i>—Con.</i>			
Liverpool.....	June 11-14	<i>Cavina</i>	Cunard Donaldson
Liverpool.....	June 14	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	July 5	<i>Empress of Canada</i>	Canadian Pacific
London.....	May 14-20	<i>Empire Trail</i>	Cunard Donaldson
London.....	May 22-27	<i>Beaverdell</i>	Canadian Pacific
London.....	May 30	<i>Harpeffjell</i>	Brock Shipping
London.....	June 2	<i>Beaver Glen</i>	Canadian Pacific
London.....	June 2-7	<i>Beaverlake</i>	Canadian Pacific
London.....	June 7-15	<i>Vardulia</i>	Cunard Donaldson
London.....	June 10	<i>Ravnefjell</i>	Brock Shipping
London.....	June 15-19	<i>Fort Chambly</i>	Cunard Donaldson
Manchester.....	May 21-24	<i>Manchester Trader</i>	Furness Withy
Manchester.....	May 28-31	<i>Manchester Port</i>	Furness Withy
Manchester.....	June 12	<i>Manchester Shipper</i>	Furness Withy
Newcastle.....	May 16-19	<i>Cairnesk</i>	Furness Withy
Newcastle.....	May 28-31	<i>Cairnalona</i>	Furness Withy
Uruguay—			
Montevideo.....	May 18-20	<i>William S. Halsted</i>	Montreal Shipping
Montevideo.....	June 14-18	<i>Royal Prince</i>	Furness Withy
Montevideo.....	Late June	<i>Anadarko Victory</i>	Montreal Shipping
Venezuela—			
La Guaira.....	May 17-21	<i>Apollo</i>	Saguenay Terminals
La Guaira.....	June 11-14	<i>Benny</i>	Saguenay Terminals
West Indies—			
Antigua.....	May 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.....	Late June	* <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 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.....	Late June	* <i>Canadian Constructor</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.....	Late June	* <i>Canadian Constructor</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.....	Late June	* <i>Canadian Constructor</i>	Canadian National
Dominica.....	May 27-31	* <i>Canadian Cruiser</i>	Canadian National
Dominica.....	Late June	* <i>Canadian Constructor</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>Canadianna 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.....	Late June	* <i>Canadian Constructor</i>	Canadian National

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies— — <i>Con.</i>			
Guadeloupe.....	June 7-12	* <i>Chomdey</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>Chomdey</i>	Canadian National
Martinique.....	June 7-12	* <i>Chomdey</i>	Canadian National
Montserrat.....	May 27-31	* <i>Canadian Cruiser</i>	Canadian National
Montserrat.....	Late June	* <i>Canadian Constructor</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.....	Late June	* <i>Canadian Constructor</i>	Canadian National
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.....	Late June	* <i>Canadian Constructor</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.....	Late June	* <i>Canadian Constructor</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>Chomdey</i>	Canadian National
Trinidad.....	June 13-22	* <i>A Ship</i>	Alcoa Steamships
Trinidad.....	Late June	* <i>Canadian Constructor</i>	Canadian National

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland— St. John's.....	May 21-23	<i>Keltic</i>	Furness Withy
United Kingdom— Liverpool.....	Late June	<i>Jessmore</i>	Furness Withy
West Indies— Bermuda.....	May 20-23	<i>Fort Townshend</i>	Furness Withy
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 30	<i>Oakmount Park</i>	Pickford and Black

Argentina Suspends Imports of Radios

Buenos Aires, April 25, 1947.—(FTS)—According to an Argentine Central Bank circular of April 17, 1947, the granting of import exchange permits for radio receivers of domestic type and amplifiers has been suspended. It is also announced that previous study must be given to applications for exchange permits for other radio telephone apparatus.

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Norway— Oslo..... Kristiansand..... Stavanger..... Bergen..... Trondheim.....	June 1	<i>Vindafjord</i>	March Shipping
Venezuela— Guanta..... Puerto Cabello..... Maracaibo.....	May 19-21	<i>Shakespeare Park</i>	Saguenay Terminals

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-South— Cape Town..... East London..... Durban.....	May 15-June 1	<i>Lake Nipigon</i>	North Pacific Shipping
Argentina— Buenos Aires..... Buenos Aires.....	June 10 June-July	<i>Hindanger</i> <i>Ravnanger</i>	Empire Shipping Empire Shipping
Australia— Melbourne..... Sydney.....	Late May Early June	<i>Waitemata</i> <i>Waihemo</i>	Canadian Australasian Canadian Australasian
Brisbane..... Sydney..... Melbourne..... Adelaide.....	May 23	<i>Mattawunga</i>	Empire Shipping
Sydney..... Melbourne..... Adelaide.....	July 12	<i>Barranduna</i>	Empire Shipping
Belgium— Antwerp.....	Late May	<i>Brest</i>	Empire Shipping
Chile— Valparaiso..... Valparaiso.....	June 10 June-July	<i>Hindanger</i> <i>Ravnanger</i>	Empire Shipping Empire Shipping
China— Shanghai..... Tsingtao..... Taku Bar.....	May 19 July 5 July 17	<i>Vito</i> <i>Vilja</i> <i>Mangarella</i>	Empire Shipping Empire Shipping Empire Shipping
Shanghai..... Shanghai..... Shanghai.....	May 23-24 June 6-7 June 20-21	<i>Thomas F. Hunt</i> <i>Island Mail</i> <i>China Mail</i>	American Mail Line American Mail Line American Mail Line
Colombia— Buenaventura..... Buenaventura.....	May 23 June	<i>Don Alberto</i> <i>Don Anselmo</i>	Empire Shipping Empire Shipping
Costa Rica— Puntarenas..... Puntarenas..... Puntarenas.....	May 23 June June 3-4	<i>Don Alberto</i> <i>Don Anselmo</i> <i>Anchor Hitch</i>	Empire Shipping Empire Shipping C. Gardner Johnson
Ecuador— Guayaquil..... Guayaquil.....	May 23 June	<i>Don Alberto</i> <i>Don Anselmo</i>	Empire Shipping Empire Shipping

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
France— Le Havre.....	Late May	<i>Brest</i>	Empire Shipping
Guatemala— San Jose.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Jonson
Honduras— Amapala.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Hong Kong.....	May 23-24	<i>Thomas F. Hunt</i>	American Mail Line
	June 6-7	<i>Island Mail</i>	American Mail Line
	June 20-21	<i>China Mail</i>	American Mail Line
Mexico— Acapulco.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Netherlands— Rotterdam.....	Late May	<i>Brest</i>	Empire Shipping
New Zealand— Auckland.....	Late May	<i>Waitemata</i>	Canadian Australasian
Auckland.....	Early June	<i>Waihemo</i>	Canadian Australasian
Nicaragua— Corinto.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Palestine— Haifa.....	May 9-21	<i>William J. Gray</i>	Anglo Canadian Shipping
Panama— Balboa.....	May 23	<i>Don Alberto</i>	Empire Shipping
	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Philippines— Manila.....	May 19	<i>Vito</i>	Empire Shipping
	May 23-24	<i>Thomas F. Hunt</i>	American Mail Line
	June 6-7	<i>Island Mail</i>	American Mail Line
	June 20-21	<i>China Mail</i>	American Mail Line
	July 5	<i>Vilja</i>	Empire Shipping
Salvador— La Union.....	June	<i>Don Anselmo</i>	Empire Shipping
La Libertad.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
South Sea Islands— Papeete.....	Late May	<i>Waitemata</i>	Canadian Australasian
United Kingdom— Liverpool.....	Early June	<i>Pacific Enterprise</i>	Furness Pacific
	Early July	<i>Pacific Exporter</i>	Furness Pacific
London.....	Early June	<i>Pacific Enterprise</i>	Furness Pacific
	Early July	<i>Pacific Exporter</i>	Furness Pacific
Venezuela— Puerto Cabello.....	May 23	<i>Don Alberto</i>	Empire Shipping

P. & O. Peacetime Operations Being Re-established

Agents in Canada for the Peninsular and Oriental Steam Navigation Company, the Canadian Pacific Steamships, Limited, advise that the S.S. *Stratheden* will resume peacetime operations in June between Great Britain and Australia. This 23,700-ton liner will be followed a month later by the 16,000-ton liner *Canton*, sailing for Far Eastern ports. The S.S. *Strathaird* will return to service in the autumn, while the S.S. *Maloja* and S.S. *Carthage* should again be in operation during the early part of 1948.

Foreign Commercial Representatives in Canada

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

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

Foreign Commercial Representatives in Canada

- Norway**—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.
- Peru**—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.
- Poland**—T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076.
- Sweden**—B. G. Järndstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.
- C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.
- Switzerland**—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 252, Chateau Laurier, Ottawa. Telephone—2-5455.
- E. R. Zuerrer, Swiss Office for the Development of Trade, 159 Bay Street, Toronto. Telephone—ELgin 2959.
- Turkey**—Rifki Zorlu, Counsellor, Turkish Legation, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.
- Union of South Africa**—J. H. Brand, Commercial Attaché, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.
- Union of Soviet Socialist Republics**—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.
- United Kingdom of Great Britain and Northern Ireland**—A. M. Wiseman, C.M.G., M.C., United Kingdom Senior Trade Commissioner and Economic Adviser to the High Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.
- A. R. Bruce, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.
- R. K. Jopson, O.B.E., Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.
- W. D. Lambie, Trade Commissioner for the Maritime Provinces, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.
- J. Paterson, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.
- A. P. Timms, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.
- D. Broad, Trade Commissioner, 703 Royal Bank Building, Winnipeg. Telephone—9-2956.
- H. Oldham, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PACific 4644.
- United States of America**—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Joseph L. Dougherty, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Terry B. Sanders, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Yugoslavia**—Pero Cabrić, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

Surcharge on Shipments to and from Buenos Aires Raised

The surcharge of 25 per cent being assessed on all shipments to and from Buenos Aires will be increased to 35 per cent, effective on all sailings of all vessels on and after June 1, 1947.

Foreign Trade Service

Head Office Directory

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

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

Trade Commissioner Service

Director, G. R. Heasman (2530)

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

Assistant Director, H. W. Cheney (3058)

Area Officers—

Asia, G. S. Hall (5249)

British Commonwealth, V. A. White (4404)

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

Latin America (5605)

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

Export Division

Director, W. F. Bull (6748)

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

Assistant Director, G. A. Newman (5983)

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

Commodity Officers—

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

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

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

Food allocations, K. L. Melvin (3172)

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

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

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

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

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

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

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

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

Textiles and apparel, G. R. Poley (3004)

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

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

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

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

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

General products, W. H. Grant (3209)

Miscellaneous products, P. G. Jones (4160)

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

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

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

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

W. H. Black (5670)

Foreign Trade Service

Head Office Directory—Continued

Import Division

Director, Denis Harvey (5417)

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

Assistant Director, C. F. McGinnis (7163)

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

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

Trade Controls, W. G. Hopkins (6552)

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

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

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

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

Commercial Relations and Foreign Tariffs Division

Director, H. R. Kemp (5151)

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

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

L. E. Couillard (7594)

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

United States, G. C. Cowper (2250)

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

Europe, E. J. McMeekin (2250)

Latin America, H. V. Jarrett (5642)

Industrial Development Division

Director, G. D. Mallory (3819)

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

Trade Publicity Division

Director, B. C. Butler (2479)

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

Assistant Director, J. Fergus Grant (2186)

News Service—(6588)

Associated Agencies Concerned With Development of Foreign Trade

Canadian Government Exhibition Commission

479 Bank Street, Ottawa

Director, Glen Bannerman (3558)

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

Assistant Director, F. P. Cosgrove (7818)

Wheat and Grain Division

Director, C. F. Wilson (5648)

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

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

Canadian Commercial Corporation

No. 2 Temporary Building, 70 Lyon Street, Ottawa

Managing Director, W. D. Low (3736)

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

Secretary, J. D. McCarthy (4955)

Comptroller, G. F. Wevill (5316)

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

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

Export Credits Insurance Corporation

17 O'Connor Street, Ottawa

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

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

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

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

Foreign Trade Service Abroad

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

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

Argentina

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

Territory includes Uruguay and Paraguay.

Australia

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

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

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. MUPFER, 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

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.

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.

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—C. F. G. HUGHES, Acting 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 May 5	Nominal Quotations May 12
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

World Trade Information

*Obtainable, on request, from the Foreign Trade Service, including
Canadian Trade Commissioners in Thirty-four Countries, by:*

EXPORTERS

- Present and future demand for Canadian commodities and materials
- Domestic and foreign competition, including merchandising methods, prevailing prices, catalogues and sometimes samples
- Customs regulations, duties, tariffs and other import controls
- Reports on prospective purchasers and agents abroad
- Credit and other financing in various countries
- Foreign enquiries for Canadian goods.
- Opportunities for establishing markets abroad
- Documentation and other certificate procedure
- Reports and commercial news notes from Canadian Trade Commissioners, reproduced in *Foreign Trade* or forwarded directly by circular letter

IMPORTERS

- Sources of supply for raw materials and commodities
- Competitive nature of goods, with prices, terms and catalogues
- Purchasing methods and terms
- Reports on status of overseas suppliers, manufacturers, agents and exporters
- Enquiries received from firms wishing to secure markets in Canada
- Shipping services and necessary documentation
- Export licensing, exchange regulations and other government controls

Discuss your Problems with
FOREIGN TRADE SERVICE

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