

FOREIGN TRADE

OTTAWA, MAY 24, 1947

Published Weekly
By
Foreign Trade Service
Department of Trade and Commerce

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COVER SUBJECT—First of 140 locomotives, ordered in Canada for the French National Railways, being transferred ashore at Cherbourg from the S.S. *Belpareil* on February 28, 1947. The contract, amounting to \$18,193,000, provides for the completion of the engines by the end of this month. The Montreal Locomotive Works, Limited, received an order for 100 locomotives, and the Canadian Locomotive Company, Limited, of Kingston, Ontario, for 40. Major-General Georges Vanier, Canadian Ambassador in France, presided at the unloading and delivery ceremonies, accompanied by Yves Lamontagne, Commercial Secretary for Canada, and other Canadian officials. Acceptance replies were delivered by Georges Barré, representing the French Minister of Public Works and Transport; and Marcel Flouret, chairman of the French National Railways.

Photo by Agence France-Presse

Businessmen Urged to Create of Canada a World Trading Nation

Deputy Minister M. W. Mackenzie, speaking in Vancouver, warned that country was facing one of most difficult periods since Confederation—Markets and sources of supply must be developed—Balance of payment considerations divorced from sentiment.

CANADIAN businessmen were urged by M. W. Mackenzie, Deputy Minister of Trade and Commerce, to develop new markets and sources of supply in an effort to create of this a world trading nation, to consider changes in the pattern of Canada's foreign trade during the last eighty years, and warned that this country was facing one of the most difficult periods since Confederation. Speaking last Wednesday in Vancouver, where he addressed members of the Canadian Chamber of Commerce during the Fifth National Foreign Trade Conference, Mr. Mackenzie said that Canada found herself in a badly unbalanced position, confronting a world in which there are still many trade restrictions, discriminatory arrangements and few freely convertible currencies.

"No matter how successful the outcome of the discussions now going on in Geneva, and without in any way minimizing their importance, we must recognize that the practical benefits of the proposed world trade charter cannot be felt for some time, and the full effects not for a period of years", he said. "For these reasons, and because real recovery of world trade has as a prerequisite the rehabilitation of the wartorn countries, which will be driven to considering carefully the use of every dollar of their foreign purchasing power, Canada is facing perhaps as difficult a time in foreign trade as she has ever known".

Favourable factors mentioned by the Deputy Minister were the proven resilience of the British, and their incomparable ability to get through a difficult situation, together with the recent demonstration by the United States of her willingness to undertake a greater share of the financial responsibility for rebuilding Europe.

Growth of Trade since Confederation Traced

In tracing the growth of Canadian trade since Confederation, Mr. Mackenzie pointed out that the character and severity of current problems could not be fully appreciated if they were attributed entirely to effects of the war in putting the multilateral system of trade and payments out of order. "That is certainly the primary and immediate cause of our troubles, but to some extent our problems are more deep-seated." General expansion of world commerce was held responsible for the growth of Canadian trade in the last eighty years. Per capita imports and exports were on a very moderate scale at the time of Confederation, being valued at approximately \$34 a year. They are now ten times that figure.

Other factors contributed to the increase in foreign trade. During the period of nearly fifty years between Confederation and the First World War, there was a substantial degree of freedom of trade, freedom of investment and freedom of movement, combined with unprecedented technical advances in the creation of new industries and the development of transport. Incidentally, it was a period of relative freedom from war. Canada had ready access to the capital and commodity markets of the United Kingdom, and was in a position to profit from American enterprise. It was small

wonder that her development should have been rapid and that it should have involved substantial participation in foreign trade.

Direction and Pattern of Trade Little Changed

The direction and pattern of Canadian trade have changed little during the last eighty years, the Deputy Minister explained. The value of trade with Great Britain and the United States at the commencement of this period was substantial, but relatively small with other countries. Subject to the change in volume, the general pattern has been preserved to the present day. It was inevitable that there should be an increase in trade with other countries, but Canada is proportionately almost as dependent to-day on markets of Great Britain and the United States, as she was eighty years ago. The free market for foodstuffs in the United Kingdom stimulated the development of agriculture in Canada, and particularly the production of cereals in the West. The immense publishing industry of the United States presented an open market for newsprint. With the discovery of copper, nickel, lead and zinc in various sections of this country, the mining industry was expanded to meet a demand for base metals from other lands that was steadily increasing. In short, the natural development of Canada's resources was responsible for considerable growth in her foreign trade.

Preferential Tariffs Provided Stimulus

Preferential tariffs stimulated the extension of markets abroad and the purchase of products from countries within the British Commonwealth and Empire. Canadian initiative was largely responsible for this particular policy. Trade with foreign countries was also increased by a series of "most-favoured-nation" agreements, and of agreements that provided for an exchange of even more favourable treatment.

Remarkable changes were noted by Mr. Mackenzie in the commercial triangle formed by Canada, Great Britain and the United States during the last eighty years. At the time of Confederation, the United Kingdom was Canada's principal source of supply, fifty-six per cent of her imports having been obtained from that country in 1870. There appeared to be an irresistible decline in that proportion during subsequent years, until it reached less than twenty per cent immediately prior to the outbreak of hostilities in 1939. Imports from the United Kingdom are now only 7.5 per cent of the total. "This drastic decline in Britain's share of our import trade is one of the most fundamental of all changes that have taken place in Canadian commerce with other countries," he said. "In fact, one of the important questions in our minds to-day is how soon can there be any real recovery in the United Kingdom as a source of supply."

Imports from United States Rose Steadily

The value of Canada's imports from the United States rose steadily during the same period; from approximately thirty per cent at the time of Confederation to more than seventy-five per cent during 1946. Not only has the United States displaced Great Britain as the major source of supply, but she has gained a much stronger grip on the import business of Canada than enjoyed by the United Kingdom at any time during the last eighty years. This was cited by the Deputy Minister as a classic example of the powerful influence of geography in determining the direction of trade, despite certain aspects of commercial policy, though he pointed out that geography had not similarly affected the flow of exports from this country. About thirty-eight per cent of Canada's exports went to Great Britain at

the time of Confederation, compared with about forty per cent prior to the Second World War. Exports to the United States declined from approximately fifty per cent to less than forty per cent in 1946.

British Market Important to Canada

Despite the decrease in Canadian imports from the United Kingdom, "we still look to that market to take the same proportion of our exports as at the time of Confederation", he continued. "This change of direction is not a matter of mere historical interest. It is a matter that has a profound bearing on Canada's whole economic position to-day, and upon our outlook for the future. There was a time when our trade with the United Kingdom was a well-balanced two-way trade. Our commodity exports to and imports from the United Kingdom were closely matched. In later years, however, this trade experienced a gigantic but lopsided growth, and we found ourselves doing a vast volume of export business with the United Kingdom, which was not supported by a comparable volume of return trade.

Multilateral System of Payments Worked Well

"It was possible for this situation to develop, because there was a long period in which a well-working system of multilateral payments made it unnecessary for Canada or any other country to be greatly concerned with its bilateral trade balances. The free convertibility of currencies provided us with a ready means of squaring our accounts with all countries, regardless of the size of the balance in any one direction. Now that the multilateral system of payments has suffered a serious breakdown for the second time, or perhaps one should say for the third time within the last generation, Canada and all other countries that are heavily engaged in international trade are facing a critical stage in their affairs. The balance of trade between pairs of countries—that is, the bilateral balance—has again become a matter of first importance, and will remain so until the mechanism of the multilateral system has once more been placed in good order. That is a tremendous and complex task, requiring measures of many different kinds. It is a job that will require time, even under the best of circumstances. Unfortunately, the necessity of providing ways and means for carrying on international trade brooks no delay. Short-term measures must be found to provide for the reconstruction of Europe, to avoid the restrictive effects of certain types of bilateral arrangements and, in the not distant future, to restore the convertibility of currencies."

Canada Plays Important International Role

Canada played during the war and continues to play an important role in international discussions concerning the solution of longer-term problems, the Deputy Minister declared. She also carried a full share of the burden in meeting the shorter-term problems through loans to wartorn countries and international relief contributions. "These measures have come very close to the practical ultimate of what was possible, and have been undertaken not only as a contribution to a common cause, but as a matter of enlightened self-interest. They are not, I believe, what they are sometimes described as generous, or something for which others should be grateful in the sense of being morally indebted. Without being cynical about the value of sentiment or other ties, I think it is a fact that few countries will be able to allow sentimental or other intangible reasons to outweigh balance of payment considerations in their foreign trade decisions, at least in the next few years. It is unrealistic to expect that other countries will be able to do business with Canada merely because we have in the past carried our full share of the burden of common problems."

Canadian International Trade Fair Discussed

Canadian businessmen can do much about this situation, in searching out new markets and developing new sources of supply, thereby creating of this country a world trading nation in the fuller sense of the term. "We cannot continue to rely on the relatively easy markets which, without much effort, have been ours in the past. Some of our leading exporters have achieved their present position because they sought out and developed remote markets, visited those markets, studied their requirements and delivered what their customers wanted. It is to be hoped that more Canadian businessmen will follow their example, and that some will be stimulated by a sort of preview of world trade possibilities which we hope will result from the Canadian International Trade Fair, being held next year in Toronto. Canadian buyers and manufacturers, as well as buyers and exporters from other countries, will be enabled to examine and compare Canadian products with those of other countries. The sellers' market is close to its end," Mr. Mackenzie declared, "and our producers will be facing stiff competition. More than ever before, our resourcefulness will count in the years that lie immediately ahead of us."

Import Restrictions Imposed by India Are Slightly Modified

Provision made for extension of shipping period—Applications to be submitted by June 15—Decision of government last March to cancel Open General Licence Number Eight has caused concern—Conservation of foreign exchange of paramount importance—Purchase of foodstuffs has priority to avert starvation—Financial situation outlined.

By Richard Grew, Canadian Trade Commissioner

BOMBAY, May 17, 1947.—The Indian Government announced to-day that, in regard to revalidation of import licences expiring on June 30, 1947, and to honour commitments already made, import licences would be issued in the case of goods for which irrevocable letters of credit had already been established, to the value and validity date specified on the credit and, secondly, for goods shipped by September 30, where business had been done on other than a letter of credit basis, provided documentary evidence was forthcoming to show that the order was placed before March 14. It was further stated that applications for the above two categories must be made by June 15.

Bombay, May 9, 1947.—The Government of India announced last March the cancellation of Open General Licence Number Eight. The Reserve Bank was instructed to open no further credits for imports which would be shipped to India after June 30, 1947, other than against import licences which were marked "capital goods, capital goods post-war and heavy electrical plant". A statement was issued in connection with this public notice, advising that all other import licences, which in the normal course would have been automatically revalidated for the shipping period July 1 to December 31, would not be so revalidated, but that applications for revalidation would be considered after the end of June.

Foreign Trading Community Deeply Concerned

This announcement came as a surprise to most importers here. In the absence of further word from New Delhi, clarifying the articles listed as "capital goods, capital goods postwar and heavy electrical plant", it has left the foreign trading community in a state of nervous uncertainty and raised some difficult problems. Many importers, on the strength of their 1947 licences, have entered into contracts with foreign suppliers and credits have been established. Now, should their licences not be revalidated, they are faced with a probability of not being able to meet their contracts with both foreign manufacturers and their domestic customers. Under letter of credit terms, goods must be bought and paid for as soon as the goods are registered for shipment. But frequently there may be a delay of several months before the same goods leave an ocean port for their final destination. In this case, it is now becoming dangerous for Indian importers to take delivery of goods in their country of origin, unless it is certain that shipment will be effected before June 30. Otherwise, they will not be covered by valid licences. Letters of credit imply normally a certain degree of locking-up of capital and are not popular with the drawer. When the result is so uncertain, as it has now become, credit is even more reluctant and this is having an effect on trading.

Government is Pressed for Clarification

Commercial organizations across India are pressing the government for some clarification of its intentions. Otherwise importers with large orders booked for delivery over a long period will be forced seriously to consider cancelling their contracts for a wide range of essential articles, both durable consumer goods and goods of a nature similar or ancillary to those capital goods whose licences will continue to be valid after June 30, 1947. This would obviously be detrimental to the interests of Indian trade abroad, as well as to many enterprises already developing here.

In the light of the foregoing, an examination of the obvious main-springs of India's import policy since VJ-Day may help to forecast her import policy after June, 1947.

Since the end of hostilities, India's import policy has been declared only in the broadest outline and general terms, its actual working being observed by week-to-week Commerce Department adjustments and rulings. However, the principal aims underlying these rulings were:

- (a) The prudent use of India's limited foreign exchange, in the transition from a preponderantly agricultural economy to greater industrialization, including the restoration of semi-exhausted capital plant.
- (b) The protection against resurgent foreign competition of young and war-born industries.
- (c) The disposal of government-purchased surplus war materials.

If it be known to what prior uses India intends to put her foreign exchange earnings, and what the amount of these are, a fair estimate may be made of what form her import policy will take.

Purchase of Foodstuffs has Priority

Food is India's first foreign purchase priority. While starvation is not, literally, striding the land, it is perilously close. Against her indigenous supply of food grains, which fluctuates through climatic conditions and, in the past year, has been affected by work stoppages and civil commo-

tions, India has to provide for a population of 400,000,000 and over 300,000,000 cattle. Additional food has to be found for between 12,000 and 13,000 mouths daily, so large is the population and its rate of increase. Repairs to existing plant, seriously overworked during the war, and the development of new basic industries, is the second priority. This equipment can be obtained immediately from only a few countries, to which, with one exception, India is a debtor on current balance.

Three Sources of Foreign Exchange Resources

India's foreign exchange resources fall into three main divisions. First, her earnings on current account; from sales of jute, tea, hides, oil seeds, etc. Second are her sterling balances in London, and third is the financial accommodation obtainable from the International Monetary Fund and International Bank for Reconstruction and Development. India has great plans for industrialization, which require dollars for their early realization. Despite current earnings, sterling balances and their anticipated partial convertibility after July, 1947, and assistance from the International Bank, she will have to look diligently for even those dollars required to meet immediate requirements.

Her sterling balances, amounting at present to about £1,200,000,000, are India's principal and almost only foreign exchange reserves, and represent a debt owed India by the United Kingdom for goods and services supplied in the prosecution of the war. They constitute a delicate financial and political problem at the moment between Great Britain and India, and will not be settled till after June, if then. Whatever the settlement, India intends to draw heavily on this reserve for her development.

India has Deficit with Main Supplying Countries

Under the head of current earnings, it should be noted that the countries which can fill India's immediate needs for food and capital plant, principally the United States and Canada, are the countries with which she has a deficit or near deficit balance. In other words, she wants to buy from these two countries, but cannot currently earn sufficient dollars with which to purchase all she wants.

The principal exports of this country have been cotton goods, jute and jute fabrics, tea, oil seeds, hides and skins, shellac and spices and, before the war, food grains. India is now facing an alarming shortage of cotton textiles and food grains, which can no longer furnish foreign exchange to an extent previously possible. Jute plantings have been reduced for the sake of grain crops, exports of oil seeds are restricted, where edible, to supplement the food ration, and the shipments of raw commodities have been curtailed to encourage the growth of secondary processing and manufacture in this country.

Liberal Import Policy has been Halted

A liberal import policy governing consumer goods was adopted about the middle of last year, in order to combat threatening inflationary pressures. This has since been halted, of course, with cancellation of the Open General Licence Number Eight. But, the volume of India's imports must be increased for several years to come, if her industrial plans are to be started and her consuming public kept satisfied. It is very unlikely that her balance with countries furnishing the bulk of her supplies, excluding Great Britain and Australia but including the United States and Canada, can be other than deficit. This deficit will be kept as small as

possible, and it follows that goods purchased from the United States and Canada will be limited to essentials, such as "capital goods, capital goods postwar and heavy electrical plant", a definition of which classifications has not yet been provided.

Maintained that Economic Nationalism Necessary

Public statements of India's present leaders have indicated that a large measure of economic nationalism in the present and immediate future is vitally necessary for the maintenance of the present standard of living, and for the development of an even higher standard, concurrent with industrialization. It has been pointed out to industrialized nations of the western hemisphere that the reduction of tariffs, proposed at the International Trade Organization conference, will not prove satisfactory for India in her present backward position, though idealistically admirable for the development of international trade. India's economy will not be exploited for the sake of international trade. In this regard, her leaders have reserved the right to maintain and increase tariffs and, where necessary, to use more direct means of advancing her position, such as import controls and quotas.

Sale of War Assets Delayed

The sale of government-owned war assets totalling the equivalent of \$450,000,000 has been rather slow. Although the reasons for this delay are now apparent but of only local interest, it has had a pronounced effect on the provision of import licences. These were issued only on the grounds that the article required under the licence application was not available through the Disposals Enquiry Committee or from a producer in India. About one-half the total value of surplus stores has been sold, and it is hoped that disposal of the balance will be made by 1948.

The import policy of this country up to the present is really a "make-shift", and the best that could be evolved in the absence of a clear general economic policy. A closely defined national economic plan cannot be made until the political and constitutional problems have been settled. Only then will a United India or a Union of Pakistan, Hindustan and Rajastan know what resources are available, what plans should be made and what policy should be adopted.

Railway Equipment Required by Argentina

Buenos Aires, April 30, 1947.—(FTS)—Plans for the unification and improvement of the Argentine railways involve the expenditure of \$125,000,000 on new equipment from abroad, the major items of which are:

- (a) Fifteen steam locomotives of the Santa Fe type, one-metre gauge. The closing date for tenders is July 15, 1947.
- (b) A total of 320 passenger coaches and freight cars, one-metre gauge. The closing date for tenders is July 29, 1947.
- (c) A total of 139,000 tons of nails and track accessories. The closing date for tenders is June 17, 1947.

Other items are required for the modernization of the railways, including signal equipment, air conditioning apparatus, etc.

Interested firms are advised to send an agent to Argentina or to appoint a representative here. Assistance will be rendered by the Commercial Secretary for Canada in Buenos Aires.

Foreign Estates in Netherlands East Indies Cannot Yet Be Returned

Cost of operations and labour may render production unprofitable—Transportation facilities inadequate—Rubber estates suffered little damage—Export position of foodstuffs set forth in report.

By Paul Sykes, Canadian Trade Commissioner

SINGAPORE, May 3, 1947.—British and other foreign estates in the Netherlands East Indies cannot be returned to their owners and rehabilitated until after long and difficult negotiations with the Indonesian authorities. These intimate that operating conditions and labour will prove so costly that some firms doubt whether it will be worth their while to resume operations, especially where large new capital expenditure is involved for plant and equipment. A recent report by the Department of Industry and Commerce for the Malayan Union indicated that the Linggadjadi Agreement cannot be expected to produce any substantial improvement in economic conditions for several months. Many political and economic problems have still to be solved, while the deterioration and weakness of the Netherlands East Indies remain unchanged, with areas held by the Dutch still cutting into communication lines of those held by Indonesians. So long as these artificial obstacles continue, all commercial intercourse will be difficult. Transportation facilities by land and water are so inadequate that starvation areas exist almost alongside those with a surplus of food.

Little Immediate Change in Export Position

The export position in Borneo and East Indonesia is not likely to change during the next few months, but there may be some reduction in Java and Sumatra at first, through efforts of Indonesian authorities in stopping illegal exports of old stocks from foreign estates. On the other hand, the movement of native-grown produce should increase, according to the report. Export prospects for the principal foodstuffs are as follows:

Rice—Dutch authorities estimate that the 1947 rice crop for all the Netherlands East Indies will hardly exceed three million tons, and that conditions will not justify shipments other than those of a "token" character to India. Indonesian estimates are somewhat more optimistic, but there might be considerable opposition to exports involving any continuation of low level rice consumption. This might be possible, without undue hardship, by increasing consumption of maize and tapioca. Some export smuggling may be expected, because of high black market prices and the lure of free foreign exchange.

Sugar Industry was Neglected

Sugar—The 1947 production of sugar is unlikely to exceed 20,000 tons, owing to the neglected condition of this industry. There are believed to be large stocks visible and invisible, amounting to between one and two million tons, from which a substantial quantity might be exported. On the other hand, it is maintained that, pending recovery of the sugar industry, these stocks will be needed to meet local requirements.

Tea—All estates are greatly deteriorated. But, when foreign operation is resumed, recovery should be fairly rapid, rising to 50 per cent after one year. Fairly large stocks of old tea, packed in chests, exist, and some

export should be possible very soon. These old stocks must have deteriorated, however, during the last five years.

Coffee—Trees have suffered relatively little damage, but the output will remain on a reduced scale for several months. Native production has continued, however, and exports should improve fairly rapidly.

Pepper—Production of pepper will take at least three years to recover, but substantial exports can be made from stocks in the meantime.

Spices—Recovery in the production of spices will take up to seven years, and negligible exports are expected.

Copra—Conditions are not unfavourable, and exports of copra in 1947 may reach 200,000 tons or more, increasing next year.

Castor beans—There is said to be no future for this trade.

Rubber Estates Suffered Little Damage

Rubber estates in the Netherlands East Indies have suffered little, according to the report, and native production has increased. Exports may soon recover to prewar levels. Timber exports will remain small, due to technical difficulties and to the large local demand. The tin situation is generally favourable and continues to improve. Sisal production prospects are poor, owing to damage sustained from neglect.

Canadian Exhibit at British Industries Fair Aroused Considerable Interest

Enquiries during first week far exceeded number during entire period of previous fairs—Foreign buyers anxious to establish two-way trade with Canada—Manufacturers considering erection of branch plants in this country—Her Majesty Queen Mary visited display.

LONDON, May 16, 1947.—(FTS)—Interest displayed in Canada's exhibit at the British Industries Fair far exceeded anything experienced in prewar years. Trade enquiries received during the first week far outnumbered those submitted for the whole period of previous fairs. Most of the requests for information were from foreign buyers wishing to establish two-way trade with Canada. Others came from manufacturers considering the establishment of branch factories in Canada. Many were particularly interested in labour conditions and were pleased to learn that power for industrial purposes was cheap and plentiful. Many manufacturers and producers expressed a desire to reserve space at the Canadian International Trade Fair, to be held next year in Toronto.

The British Industries Fair opened its doors on May 5 and continued until May 16. The Canadian exhibit was erected in the British Commonwealth and Empire section at Olympia, and created a very favourable impression. The first visitor was a businessman interested in taking a selection of British commodities to Canada and in returning with Canadian goods for sale in this country. In addition to the Commercial Counsellor for Canada and Commercial Secretary for Canada in London, Canadian Trade Commissioners from Liverpool, Glasgow and Dublin came here for the fair, and assisted in answering enquiries.

Her Majesty Queen Mary and other members of the Royal Family visited the Canadian exhibit, including the Duke and Duchess of Gloucester, the Princess Royal and the Duchess of Kent.

Chemical Industry in Canada Has Greatly Expanded Due to War

Demands for explosives and other chemicals necessitated a large increase in productive capacity—Production expected to stabilize at much higher level than that of prewar years—In 1946, production valued at \$356 million, a decrease from \$462.2 million in 1945 and record figure of \$730.9 million in 1944, but still over twice prewar total of \$122 million.

By S. G. Barkley, Export Division, Foreign Trade Service

(Editor's Note—This is the first in a series of articles on the Canadian Chemical Industry. The fertilizer branch of the industry will be discussed in the next issue of *Foreign Trade*.)

THE Canadian chemical industry underwent an unprecedented expansion during the war years. Production is expected to stabilize at a much higher level than that attained previously. The wartime demands for explosives and other chemicals necessitated a large increase in productive capacity. New uses are being found to absorb a great deal of the enlarged plant facilities. Production of chemicals and allied products was valued at \$356 million in 1946, a decrease from \$462.2 million in 1945 and the all-time high of \$730.9 million in 1944, but still over twice the prewar figure of \$122 million. Preliminary statistics for the past year indicate there were 968 plants in operation in this group, employing 36,277 persons, as compared with 808 establishments employing 22,595 persons in 1939. Salaries and wages totalled \$72.4 million and materials consumed by the plants were valued at \$148.5 million.

Output Value of Chemicals and Allied Products

Year	Millions of dollars	Year	Millions of dollars
1919	98.6	1938	146.1
1921	84.9	1939	159.5
1923	99.7	1940	193.9
1925	99.4	1941	304.4
1927	111.5	1942	501.6
1929	138.5	1943	653.5
1931	105.5	1944	730.9
1933	92.8	1945	462.2
1935	118.6	1946	356.0
1937	149.0		

Trade in Chemicals Well Above Prewar Levels

Exports advanced 350 per cent during 1939-45 and imports 75 per cent. Much of this trade was a result of the war, and in 1946 the trend was towards prewar conditions, with exports and imports well above 1938 levels but under the high wartime peaks. Imports once again were greater than exports. Exports of chemicals and allied products were valued at \$67.5 million in 1946, a decline from the record figure of \$111.3 million in 1945, but still over 200 per cent greater than the 1939 figure of \$24.3 million. Fertilizers, acids, medicinal preparations, sodium compounds, paints and varnishes and calcium compounds were among the more important items for shipment to other countries.

Canadian Imports and Exports of Chemicals and Products

Year	Imports	Total Canada	From or to	From or to
			U. K.	U. S.
		(Thousand Dollars)		
1920	40,010	6,811	31,330
1925	27,653	4,300	18,327
1930	36,785	4,709	23,960
1935	29,757	6,331	17,458
1939	43,706	7,375	30,668
1940	51,824	7,546	41,493
1941	65,382	9,007	53,845
1942	66,824	7,845	56,672
1943	70,548	5,619	64,703
1944	80,843	8,359	69,970
1945	79,759	4,748	71,309
1946	92,874	5,739	83,618
Exports				
1920	21,432	4,159	11,644
1925	17,450	3,451	8,937
1930	16,321	3,332	9,003
1935	16,372	3,022	7,983
1939	24,263	5,731	9,684
1940	31,223	8,343	10,846
1941	58,676	26,426	15,450
1942	78,208	31,259	29,644
1943	86,391	22,937	37,149
1944	100,688	24,057	47,216
1945	111,318	16,437	51,891
1946	67,589	3,971	29,998

Canadian Imports and Exports of Chemicals, by Main Groups

Group	Imports		Exports	
	1945	1946	1945	1946
Acids	\$ 3,302,751	\$ 3,228,005	\$ 2,830,480	\$ 2,060,181
Alcohols (industrial)	306,372	688,618	5,375,448	108,263
Cellulose products	5,330,489	6,554,324	132,851	253,364
Drugs and pharmaceuticals	9,440,067	9,370,879	5,739,853	5,342,618
Dyeing and tanning materials	8,296,920	9,208,514	.....	.....
Explosives	923,101	848,186	29,247,315	263,934
Fertilizers	3,706,518	4,561,115	30,428,347	32,108,440
Paints and pigments	8,660,314	9,436,521	3,973,155	4,406,735
Toilet preparations	402,176	720,645	1,745,190	804,540
Soaps	405,448	962,469	3,973,921	2,103,382
Inorganic chemicals, n.o.p.	11,270,438	12,563,966	12,684,783	8,569,984
Other chemicals	27,714,061	34,730,871	15,186,767	11,567,278
Total	\$ 79,758,655	\$ 92,874,113	\$ 111,318,110	\$ 67,588,719

Imports were valued at \$92.8 million in 1946, an all-time high and over 200 per cent larger than the prewar figure of \$43.7 million. Principal items imported were fertilizers, inorganic chemicals, drugs and pharmaceuticals, paints and pigments, soaps, toilet preparations, explosives, cellulose products and industrial alcohols.

United States is Canada's Main Customer and Supply Source

The United States is Canada's principal customer as well as the main source of her supplies. In 1946, exports to and imports from that country were valued at approximately \$30 million and \$83.6 million respectively. The British Empire purchased \$15.4 million and supplied \$6.2 million.

The chemical industry is important to the economy of Canada because the value of its products is high. It supplies industry with necessary constituents, is a large employer, makes use of waste products of other industries and makes a positive contribution to Canada's balance of trade.

In 1939, gross value of products of the chemical industry ranked eighth and represented 5 per cent of the total value of all manufacturing production.

By 1943 the chemical industry had surpassed the non-metallic group in value of output, ranked seventh among manufacturing groups and was the sixth largest employer. Like other manufacturing industries, the chemical industry benefits from the availability of cheap electric power and is the largest purchaser of energy. The electro-chemical industry consumed 1,750,413 kwh. of electricity in 1943, which was 5 per cent of the total production.

All Phases of the Industry Have Experienced Growth

All phases of the industry have experienced growth, and new products and processes and technical improvements have appeared in answer to problems created by the war. The greatest expansion was in heavy chemicals, particularly sulphuric and nitric acids, which were basic to the explosive industry. Sulphuric acid output nearly trebled between 1939 and 1944 after the plant capacity was doubled and production methods improved. Owing to the tremendous expansion of nitrogen output, the demand for nitric acid and other nitrogen compounds used in explosives

Manufacture of Chemicals and Allied Products in Canada, by Industries

Industry 1945	Number of plants	Average number of em- ployees	Salaries and wages	Cost of fuel and electricity at works (Thousand Dollars)	Cost of materials at works	Gross sell- ing value of products at works
Coal tar distillation	10	381	\$ 727	\$ 342	\$ 3,356	\$ 5,616
Heavy chemicals	33	6,887	14,218	8,565	19,683	63,477
Compressed gases	41	1,097	1,934	348	1,269	8,430
Fertilizers	26	2,146	4,419	1,116	18,708	34,506
Medicinals and pharmaceu- ticals	204	8,339	12,733	411	22,942	60,331
Paints and varnishes	90	4,979	8,947	426	24,532	48,396
Soaps and washing com- pounds	134	3,210	5,874	649	18,366	31,549
Toilet preparations	94	2,226	2,842	52	7,053	18,993
Inks	31	641	1,341	47	2,138	5,037
Hardwood distillation	5	242	375	195	844	1,407
Adhesives	20	576	1,067	166	2,526	5,420
Polishes and dressings	51	739	1,032	37	4,219	8,091
Miscellaneous(*)	236	28,072	46,010	3,490	72,361	170,930
Total	975	59,535	\$101,619	\$ 15,844	\$197,997	\$462,183
1946 (Preliminary)						
Coal tar distillation	10	386	716	310	2,960	5,193
Heavy chemicals	27	4,983	10,053	5,608	12,932	44,560
Compressed gases	42	1,107	2,026	375	1,275	8,628
Fertilizers	28	3,200	7,320	4,038	23,745	50,642
Medicinals and pharmaceu- ticals	213	8,050	13,114	423	23,467	64,186
Paints and varnishes	95	5,125	9,657	470	27,096	53,381
Soaps and washing com- pounds	145	2,389	6,488	665	18,611	37,445
Toilet preparations	94	2,064	2,818	52	7,088	18,920
Inks	30	583	1,391	48	2,399	5,562
Hardwood distillation	5	243	375	196	837	1,433
Adhesives	21	623	1,142	190	3,395	6,284
Polishes and dressings	54	755	1,079	38	4,896	9,035
Miscellaneous(*)	204	6,769	16,266	1,103	19,887	50,701
Total	968	36,277	\$ 72,445	\$ 13,516	\$148,588	\$355,970

(*) Includes explosives, plastics, insecticides, matches, etc.

was satiated before the end of the war, and the plants were converted to the production of fertilizer, of which there was and still is a serious shortage.

Among other industry increases, that of compressed gases was outstanding. Output of acetylene more than doubled and that of oxygen more than tripled. Wartime research in the plastics industry resulted in the development of new raw materials, new techniques and new products for the peacetime market.

The Canadian chemical industry produced \$159.5 million worth of goods in 1939. Domestic factories supplied about 50 per cent of the chemical requirements of the country as well as contributing to exports. The 808 plants utilized materials costing \$65.2 million and fuel and electricity at \$5.5 million. In 1945, 983 plants used materials costing \$200.8 million and fuel and electricity valued at \$15.9 million, while last year, 968 plants used materials totalling \$148.5 million and fuel and electricity amounting to \$13.5 million.

Industry Concentrated in Ontario and Quebec

The industry, which had its beginning in the nineteenth century, was concentrated in the early stages in the eastern provinces, near sources of hydro-electric power, particularly at Niagara Falls, Ontario, and Shawinigan Falls, Quebec. Other factors contributing to the location of the industry were availability of certain raw materials and the presence of such factors as manpower, harbour facilities and railroad transportation. Ontario contained the greater part of the industry, and 420 plants in 1939 produced 57 per cent of the total output. Quebec had 246 plants and accounted for 30 per cent of the total.

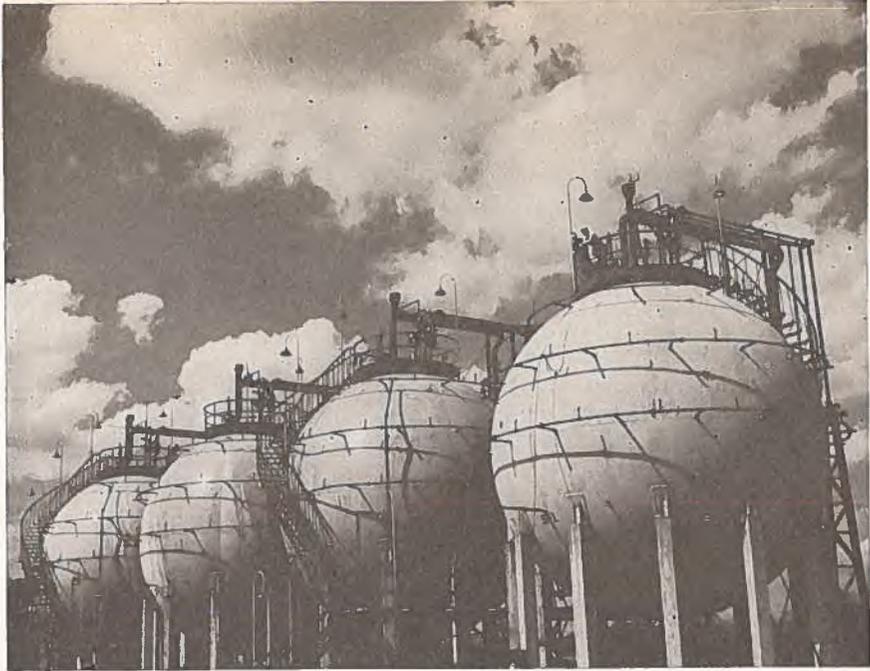
This concentration of industry continued to a lesser degree throughout the war. In 1945, the 509 plants located in Ontario made products valued at \$224.2 million, approximately 47 per cent of the total, while last year production was valued at \$188.6, due to a decided decrease in the manufacture of explosives. The 328 plants in Quebec had an output of \$183.2 million in 1945, representing approximately 38 per cent of the total, while in 1946, 318 plants produced \$115.6 million.

Due to the greatly increased demand during the war years, the gross value of output of chemicals and allied products expanded to \$730.9 million in 1944, the peak year, and decreased in the following two years to \$356 million in 1946. The decrease in output was due to the termination of contracts for ammunition and military explosives on the cessation of hostilities.

Production Returning to Prewar Pattern

Before the war, the groups with the largest values of output were medicinal preparations and paints, but during the war production of heavy chemicals far exceeded that of the other branches of the industry. All branches, nevertheless, shared in the growth of the industry. In 1946, however, the industry showed signs of returning to the prewar pattern, with the groups with the largest output being: medicinal preparations and pharmaceuticals; paints and varnishes; miscellaneous chemicals, which include explosives, plastics, insecticides and matches; fertilizers; heavy chemicals; soaps and washing compounds and toilet preparations.

Expansion of the chemical industry came about by construction of new plants, by expansion and more complete use of existing facilities and by the development of new and more efficient methods and processes.



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

New Chemical Centre Being Developed at Sarnia, Ontario

The development of oil refineries and the establishment of the Polymer Corporation Limited, the crown company producing synthetic rubber, at Sarnia, Ontario, forms the nucleus of a rapidly expanding chemical and industrial centre. The Polymer Corporation, which turns out approximately 10 million pounds of buna-s and butyl rubber each month, employs about 1,800 people. This plant is unique in that it not only makes both types of synthetic rubber, but it also makes the principal components— butadiene and styrene for making buna-s and isobutylene for making butyl rubber. The fact that petroleum gases are basic ingredients used in the manufacture of synthetic rubber has had an immediate effect on the expansion of the oil refinery operations in the district. Other industries, dependent on the by-products of the manufacture of synthetic rubber for raw materials, are being attracted to the area. The proximity of the great salt deposits is another favourable factor in the expansion of this new centre.

Canadian Imports and Exports of Chemicals, by Countries

	Imports		Exports	
	1945	1946	1945	1946
United Kingdom	\$ 4,747,598	\$ 5,739,599	\$ 16,436,727	\$ 3,971,462
Ireland .....	.....	.....	90,053	159,718
Aden .....	.....	.....	24,658	533
British East Africa	3,361	21,797	66,965	7,789
British South Africa	214,697	172,776	2,063,652	1,905,515
Southern Rhodesia .....	.....	.....	96,924	64,287
Gambia .....	.....	.....	.....	130
Gold Coast .....	.....	.....	87,421	76,816
Nigeria .....	.....	.....	11,365	261

Canadian Imports and Exports of Chemicals, by Countries—Continued

	Imports		Exports	
	1945	1946	1945	1946
Sierra Leone	\$	\$	\$ 11,379	\$ 1,428
Bermuda .....	.....	.....	119,820	132,866
British India	150,566	125,194	4,120,304	1,693,297
Ceylon	2,300	785	605,048	552,356
Straits Settlements .....	.....	.....	51,516	63,149
Other British East Indies .....	.....	.....	2,383	.....
British Guiana	1,457	2,120	383,404	363,682
British Honduras .....	.....	.....	66,700	90,212
Sudan .....	.....	.....	5,915	.....
Barbados .....	.....	.....	218,556	434,186
Jamaica	32,536	25,646	822,616	859,007
Trinidad and Tobago .....	.....	.....	862,930	1,206,137
Other British West Indies .....	.....	12	377,315	466,940
Falkland Islands .....	.....	.....	327	.....
Hong Kong .....	.....	25,353	6,198	313,139
Malta .....	.....	252	25,744	63,036
Newfoundland	43	3,808	1,929,792	1,807,732
Australia	269,455	118,677	1,302,653	721,092
Fiji .....	.....	.....	4,707	277
New Zealand	4,934	18,542	558,164	436,642
Other British Oceania .....	.....	.....	869	60
Palestine .....	.....	.....	195,204	25,269
Burma .....	.....	.....	.....	3,606
Total British Empire	\$ 5,426,947	\$ 6,254,561	\$ 30,549,309	\$ 15,420,624
Albania .....	.....	.....	430	1,790
Argentina	1,129,552	907,452	746,292	408,883
Austria .....	.....	.....	.....	205,136
Belgium	60	41,179	245,927	348,709
Belgian Congo .....	.....	.....	80,978	92,893
Bolivia .....	.....	.....	71,387	78,530
Brazil	239,959	143,900	811,620	874,033
Chile	290,249	196,585	118,099	134,979
China .....	.....	22,196	22,751	1,996,998
Colombia	4,621	16,351	281,555	281,494
Costa Rica .....	.....	.....	16,397	24,802
Cuba .....	.....	.....	529,883	410,518
Czechoslovakia .....	.....	4,363	563,784	531,706
Denmark .....	.....	.....	8,600	44,960
Greenland .....	.....	.....	55,740	22,425
Ecuador .....	.....	.....	32,857	36,488
Egypt .....	.....	.....	562,021	93,119
Finland .....	.....	.....	.....	28,081
France	5,205	353,310	5,858,522	5,025,149
French Africa .....	.....	.....	419,080	75,355
French Guiana .....	.....	.....	4,077	3,462
French Oceania .....	.....	.....	31,088	19,253
French West Indies .....	.....	.....	14,032	140,181
Madagascar .....	.....	.....	8,096	.....
St. Pierre .....	.....	.....	22,776	26,583
Germany .....	.....	.....	215,404	53,913
Greece .....	.....	.....	278,132	272,714
Guatemala .....	.....	.....	7,532	11,566
Haiti .....	.....	.....	383,218	271,407
Honduras .....	.....	.....	31,480	201,940
Iceland .....	.....	.....	383,741	247,160
Iraq .....	.....	.....	44,424	1,146
Italy	42	119,408	3,900,653	186,454
Japan .....	.....	.....	.....	974,009
Liberia .....	.....	.....	228	712
Mexico	6,374	19,073	731,894	472,817
Morocco .....	.....	.....	29,779	12,297
Netherlands .....	.....	31,812	1,444,503	2,564,936
Netherlands East Indies .....	.....	.....	1,723	166,323
Netherlands Guiana .....	.....	.....	23,422	23,471
Netherlands West Indies .....	.....	.....	84,004	106,255
Nicaragua .....	.....	1,326	181,853	131,261
Norway .....	.....	972	79,018	151,050
Panama .....	.....	.....	64,094	125,153
Paraguay	201,532	213,111	3,664	7,519
Persia .....	.....	.....	17,688	13,595
Peru	17,026	5,220	248,189	156,766
Poland .....	.....	.....	739,252	515,208
Portugal	35,029	41,803	135,503	150,416

Canadian Imports and Exports of Chemicals, by Countries—Concluded

	Imports		Exports	
	1945	1946	1945	1946
Azores	\$	\$	\$	\$ 267
Portuguese Africa .....	.....	.....	14,414	11,962
Portuguese Asia .....	.....	.....	1,993	2,188
Roumania .....	.....	.....	.....	27
Russia (U.S.S.R.)	173,960	237,909	3,772,538	33,923
Salvador .....	.....	.....	32,048	32,867
San Domingo .....	.....	.....	65,597	44,929
Siam .....	.....	.....	.....	6,916
Spain	506,632	50,149	18,628	36,576
Canary Islands .....	.....	.....	.....	3,500
Sweden .....	.....	18,058	477,629	432,641
Switzerland	412,062	565,372	6,581	124,797
Syria .....	.....	.....	17,306	12,574
Turkey .....	.....	10,555	122,220	38,283
United States	71,309,405	83,618,188	51,891,338	29,998,278
Alaska .....	.....	704	644	476
American Virgin Islands .....	.....	.....	2,170	3,478
Hawaii .....	.....	.....	3,207,733	2,239,920
Philippines .....	.....	.....	752	256,355
Puerto Rico .....	.....	.....	540,182	543,891
Uruguay .....	.....	.....	63,944	53,659
Venezuela .....	.....	496	225,123	185,530
Yugoslavia .....	.....	.....	772,571	381,443
Total other countries	\$ 74,331,708	\$ 86,619,552	\$ 80,768,801	\$ 52,168,095
Total all countries	\$ 79,758,655	\$ 92,874,113	\$ 111,318,110	\$ 67,588,719

Generators, Drilling Machines Among Items Offered for Export Sale by War Assets

FOURTEEN diesel-driven, direct current generators are being offered for export sale by the War Assets Corporation, and are located at Vancouver, Montreal and Halifax. They are rated 60 kw. 225 volts at 750 rpm., complete with the 3-cylinder 4-cycle 120 bhp. diesel. The price is \$7,500 each. Mechanical and electrical spares and accessories are extra.

Another export offer concerns sixteen Drillmaster heavy duty drilling machines located at Sea Island, B.C., all new and packed for export. Manufactured by Standard Machine and Tool Company, each machine is complete with necessary controls and three 50 cycle, 3 phase, 220/380 volt motors. The capacity is 3-inch in steel. They are adaptable for 7½, 10 or 15 hp. on spindle drive, 3 hp. on hydraulic feed and are offered at \$6,500 each.

One used hardness testing machine presently located at Ville la Salle can be purchased for \$381. It is a No. 2 Tinius Olsen, complete with ¼ hp., 115/230 volt, single phase, 60 cycle, 1140 rpm. electric motor, 12-inch adjustable table, tumble switch with cable, pressure gauge, case with optical instrument, tester cable and switch.

There are three new refrigeration units at Vancouver, manufactured by York Corporation. These are model 29E special marine type, complete with a waterproof motor and all necessary components and spares. Using Freon gas, the compressor is two cylinder, 2½ by 2½ inches, 635 rpm. The motor is direct current, 2 hp., 230 volt, 1750 rpm. The units are offered at \$1,250 each, packed for export.

Several types of high quality export wrapping are to be had at prices that will be found to compare favourably with less durable material. At Ajax there are 300 rolls of No-Rus-Rap. Each roll is 50 yards long and 38 inches wide weighing 70 pounds. Manufactured by Champion Paper Mills of Toronto, this impregnated wrapping of green kraft and cotton

mesh is offered at \$5 per roll. At Windsor there are 96 rolls 100 yards by 34.5 inches of Dearborn Chemical Company's No-Oxide wrapping, an impregnated cloth with cellophane on one side. These the offered at \$10 per roll. At Malton, 81 rolls 100 yards by 37.5 inches of Central Ohio Paper Company's Copeco export wrapping (High Binder No. 50) are offered at \$11 per roll. This is a waxed green fabric with cellophane covering one side.

At Cap-de-la-Madeleine, the Corporation has a quantity of 6,541 small accumulators or storage batteries priced at \$1.25 each. Manufactured by Nife Batteries Ltd., England, to Admiralty Pattern C 8117, they are completely encased in metal and have plunger type terminals. They measure overall $2\frac{1}{2}$ by $2\frac{1}{8}$ inches by $6\frac{3}{8}$ inches high, and weigh $2\frac{1}{2}$ pounds each. Efficient and compact, the cell voltage is $2\frac{1}{2}$ to 2 volts, charging rate 5 amperes, capacity 10 ampere-hours, time of charge 6 hours.

The Corporation offers at Montreal some 4,000 wireless sets, No. 19, MK III, together with bulk maintenance spares, in addition to the MK II sets previously offered, new, tropicalized and packed for export. The price is \$50 per set, as for the MK II. However, unlike the MK II, the MK III "One-Fifth Sets" of bulk maintenance spares do not include spare valves (other than rectifier) and are accordingly priced at \$500 each.

Surpluses presently available for export also include 2,280 new radio condensers suitable for large transmitters, located at Montreal and priced at \$5 each. Of these, 1,281 have a capacity of 50 micro-microfarads, 10,000 volts, a.c., while the remainder are mica with a capacity of 62.5 mmfd. 5,000 volts.

Enquiries for any of the above should be addressed to War Assets Corporation, Export Sales Division, 56 Lyon Street, Ottawa. As is usual in Corporation offerings, all prices are on an "as is, where is" basis, and offerings are subject to prior sale or withdrawal.

New Banking Law Promulgated by Chinese Government

Shanghai, April 28, 1947.—(FTS)—China's new banking law has now been officially promulgated by the Central Government. The new law provides that foreign banks, after their admission and registration have been approved, shall not operate as savings and trust banks, and that all transactions must be in Chinese national currency, unless the Central Bank of China authorizes otherwise. According to a statement made by the Legislative Yuan, the ten chapters of the new law dealing with foreign banks represents a compromise between the British and American systems. The new provisions indicate that China is aware of the continued need for foreign capital investment, and recognizes that China's international trade depends to a considerable extent on reciprocal business with foreign banks. An unofficial translation of the foreign banking law, as drafted, which may be of interest to Canadian banking and financial institutions, is on file in the Department of Trade and Commerce, Ottawa.

Longer Time Taken to Unload Cargo at Havana

Although adequate docking space was available without delay at Havana, Cuba, it was reported that the time necessary for unloading at some of the larger terminals has increased to more than twice the normal time.

Canadian Imports by Areas

Canadian Imports, by Geographic Areas

Country	March			January-March	
	1938	1946	1947	1946	1947
(Millions of Dollars)					
BRITISH COUNTRIES					
United Kingdom and Europe.....	11.5	14.4	13.8	47.5	38.6
America.....	0.8	2.7	1.2	7.0	4.1
Africa.....	0.3	2.7	1.4	5.6	4.1
Asia.....	2.0	3.2	6.3	8.9	15.2
Oceania.....	2.2	3.9	3.1	8.0	7.6
Total British Countries.....	16.9	26.8	25.9	77.0	69.6
FOREIGN COUNTRIES					
United States and Possessions.....	42.9	100.2	165.6	283.7	441.3
Latin America.....	0.9	9.2	12.4	25.7	30.8
Europe.....	3.4	2.5	4.2	7.2	11.4
Other Foreign.....	1.0	1.2	0.9	3.7	6.7
Total Foreign Countries.....	48.2	113.1	183.0	320.3	490.2
TOTAL IMPORTS FOR CONSUMPTION.....	65.1	139.9	208.9	397.3	559.8

Canadian Imports, by Countries

Country	March			January-March	
	1938	1946	1947	1946	1947
(Thousands of Dollars)					
BRITISH COUNTRIES					
Europe—					
United Kingdom.....	11,496	14,435	13,826	47,496	38,598
Eire.....	6	3	1	7	3
Gibraltar.....					
Malta.....		3		26	3
Total Europe.....	11,502	14,441	13,827	47,529	38,604
America—					
Newfoundland.....	30	404	161	1,386	514
Bermuda.....	2		3	5	6
Barbados.....	41	27	243	158	727
Jamaica.....	304	779	103	2,919	829
Trinidad and Tobago.....	80	437	45	645	642
Bahamas.....		44	7		166
Leeward and Windward Islands.....	169		13	208	52
British Honduras.....	1	11	291	225	318
British Guiana.....	210	1,018	344	1,495	809
Falkland Islands.....					
Total America.....	837	2,720	1,210	7,041	4,063
Africa—					
Northern Rhodesia.....					1
Union of South Africa.....	42	730	194	2,596	620
Other British South Africa.....					
Southern Rhodesia.....		7	7	23	19
Gambia.....					
Gold Coast.....		447	903	837	1,770
Nigeria.....	37	507	3	1,126	531
Sierra Leone.....	1		1		4
Other British West Africa.....					
British Sudan.....		6		11	4
British East Africa.....	259	983	320	1,000	1,101
Total Africa.....	339	2,680	1,428	5,593	4,050

Canadian Imports, by Countries—Continued

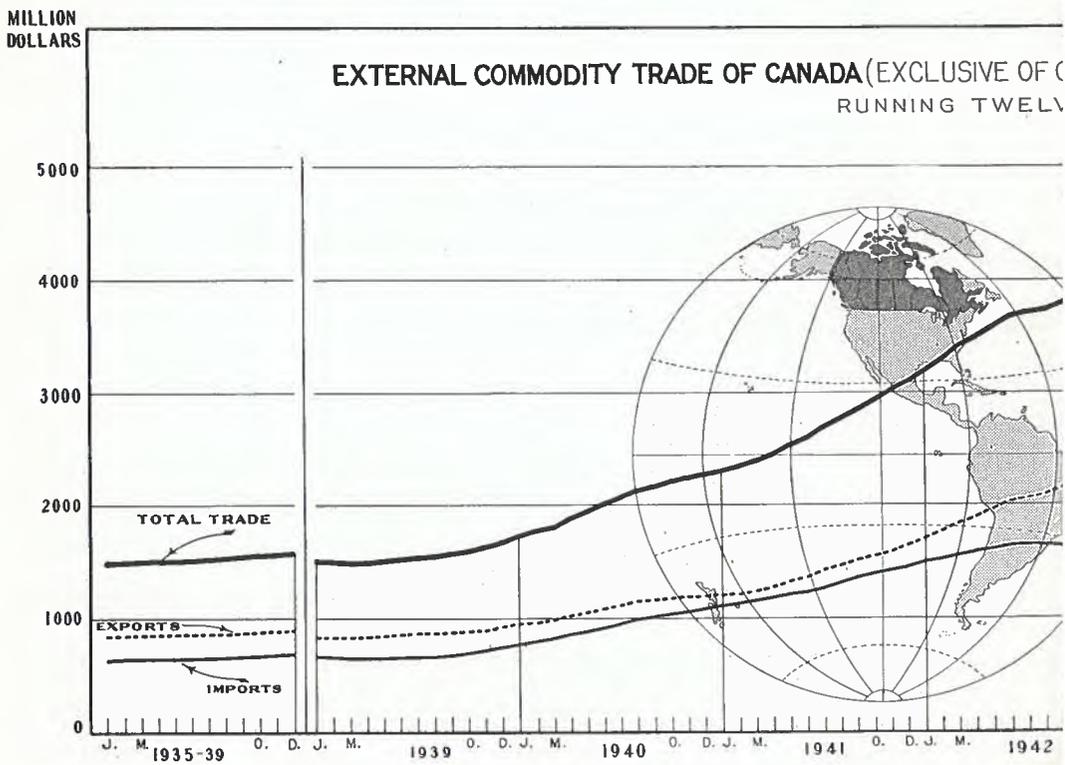
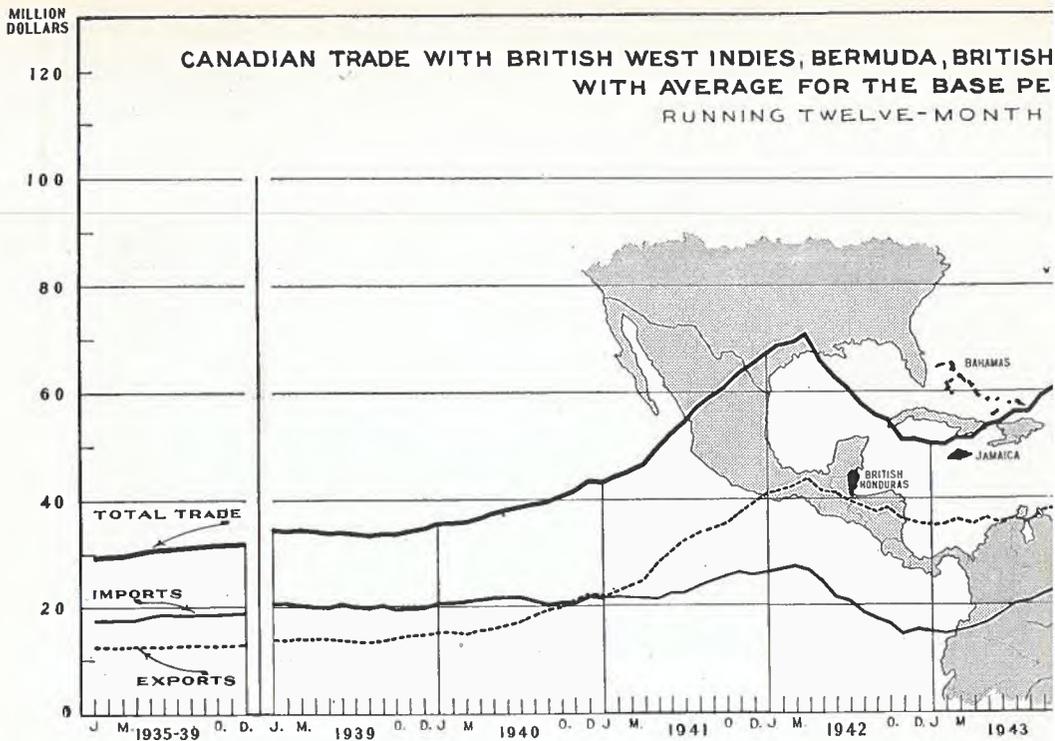
Country	March			January-March	
	1938	1946	1947	1946	1947
BRITISH COUNTRIES					
	(Thousands of Dollars)				
Asia—					
India.....	710	2,141	2,888	7,226	10,195
Burma.....	7				2
Ceylon.....	324	333	545	808	1,390
Aden.....	3				
British Malaya.....	820	663	2,842	663	3,472
Other British East Indies.....	6				
Hong Kong.....	100		11	12	153
Palestine.....	12	18	4	131	9
Total Asia.....	1,982	3,155	6,290	8,840	15,221
Oceania—					
Australia.....	735	2,002	1,526	3,988	3,358
New Zealand.....	1,240	842	1,483	2,333	3,610
Fiji.....	223	599	93	1,237	654
Other Oceania.....	16	420		420	
Total Oceania.....	2,214	3,863	3,102	7,978	7,622
TOTAL BRITISH COUNTRIES.....	16,873	26,859	25,857	76,981	69,560
FOREIGN COUNTRIES					
United States and Possessions—					
United States.....	42,888	100,132	165,487	283,583	440,861
Alaska.....	12	8	53	12	154
American Virgin Islands.....			1		3
Guam.....					
Hawaii.....	14	8	29	38	240
Puerto Rico.....		45	12	62	29
Total United States and Possessions.....	42,914	100,193	165,582	283,695	441,287
Latin America—					
Argentina.....	238	418	2,324	1,350	6,636
Bolivia.....	1	15	1	15	1
Brazil.....	96	732	1,684	3,020	2,899
Chile.....	5	14	28	96	83
Colombia.....	63	658	1,094	2,527	3,398
Costa Rica.....	5	59		131	2
Cuba.....	32	511	1,067	2,158	2,760
Dominican Republic.....		515	2	1,823	169
Ecuador.....	4	10	17	25	39
Guatemala.....	14	652	532	802	787
Hayti.....		55	22	286	66
Honduras.....	3	1,370	1,488	3,062	3,428
Mexico.....	115	2,105	1,306	5,244	2,961
Nicaragua.....		1		1	
Panama.....				1	
Paraguay.....	23		28	6	80
Peru.....	175	23	70	190	217
Salvador.....		650	489	750	601
Uruguay.....		7		14	131
Venezuela.....	134	1,384	2,255	4,186	6,549
Total Latin America.....	908	9,179	12,407	25,687	30,807
Europe—					
Albania.....					
Austria.....	38		2		2
Belgium.....	450	240	674	594	1,664
Bulgaria.....					
Czechoslovakia.....	311	18	261	25	978
Denmark.....	10	1	13	4	40
Estonia.....	2				
Finland.....	4		9	1	13
France.....	536	148	813	292	1,896

Canadian Imports, by Countries—Concluded

Country	March			January-March	
	1938	1946	1947	1946	1947
FOREIGN COUNTRIES—Continued					
(Thousands of Dollars)					
Europe—Con.					
Germany.....	658	1	3	6	45
Greece.....	6	2	1	4	24
Hungary.....	19		6		7
Iceland.....				1	
Italy.....	217	6	179	6	990
Latvia.....	1				
Lithuania.....					
Netherlands.....	425	216	218	279	736
Norway.....	48	6	339	22	585
Poland.....	35				
Portugal.....	12	142	52	510	320
Azores and Madeira.....	13	7	54	38	134
Roumania.....					1
Soviet Union.....	25	215	27	903	45
Spain.....	70	443	186	1,437	585
Sweden.....	184	373	175	1,083	579
Switzerland.....	345	687	1,165	2,030	2,762
Yugoslavia.....					
Total Europe.....	3,409	2,505	4,177	7,235	11,406
Other Foreign Countries—					
Abyssinia.....				1	9
Afghanistan.....		163		813	
Belgian Congo.....		9	44	70	164
China.....	245	119	299	377	685
Greenland.....				7	
Egypt.....	40	64		117	31
French Africa.....	10	82	74	193	247
French East Indies.....	31				
French Guiana.....					
French Oceania.....		2		14	
French West Indies.....			1	3	19
Madagascar.....	3	7	6	30	7
St. Pierre and Miquelon.....					
Iraq.....	13	339	8	1,154	775
Tripoli.....					
Other Italian Africa.....				4	
Japan.....	499		8		8
Korea.....					
Liberia.....					
Morocco.....	2	12	2	18	2
Netherlands East Indies.....	49		22	3	37
Netherlands Guiana.....					
Netherlands West Indies.....		207	256	208	653
Iran.....	4	53	41	144	66
Philippine Islands.....	52		11		1,674
Portuguese Africa.....		112	40	325	65
Portuguese Asia.....					
Siam.....	1				10
Canary Islands.....	1				
Spanish Africa.....					
Syria.....	1	1	1	5	6
Turkey.....	5	47	55	172	2,244
Total Other Foreign Countries.....	956	1,217	868	3,658	6,702
TOTAL FOREIGN COUNTRIES.....	48,183	113,090	183,034	320,274	490,203
TOTAL IMPORTS.....	65,056	139,949	208,891	397,255	559,764

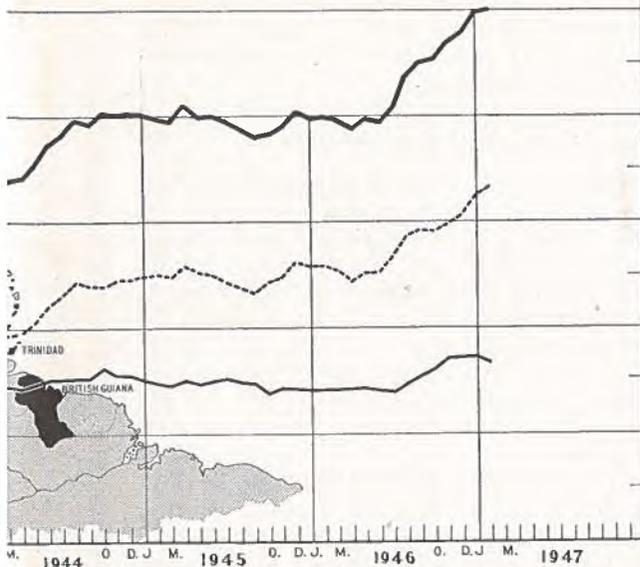
DIRECTORY INFORMATION

The Foreign Trade Service head office directory, as well as the directory of Foreign Commercial Representatives in Canada, which usually appears in the last issue of each month, will not be published next week as the information was contained in the May 17th issue.

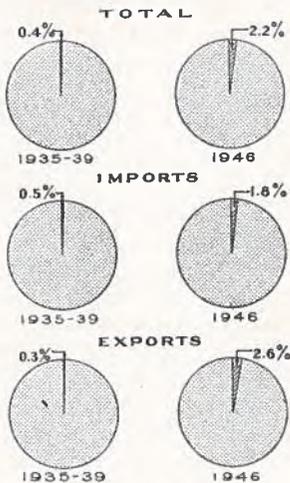


CANADA AND BRITISH HONDURAS, 1939 - 47
1935-39

VALUES



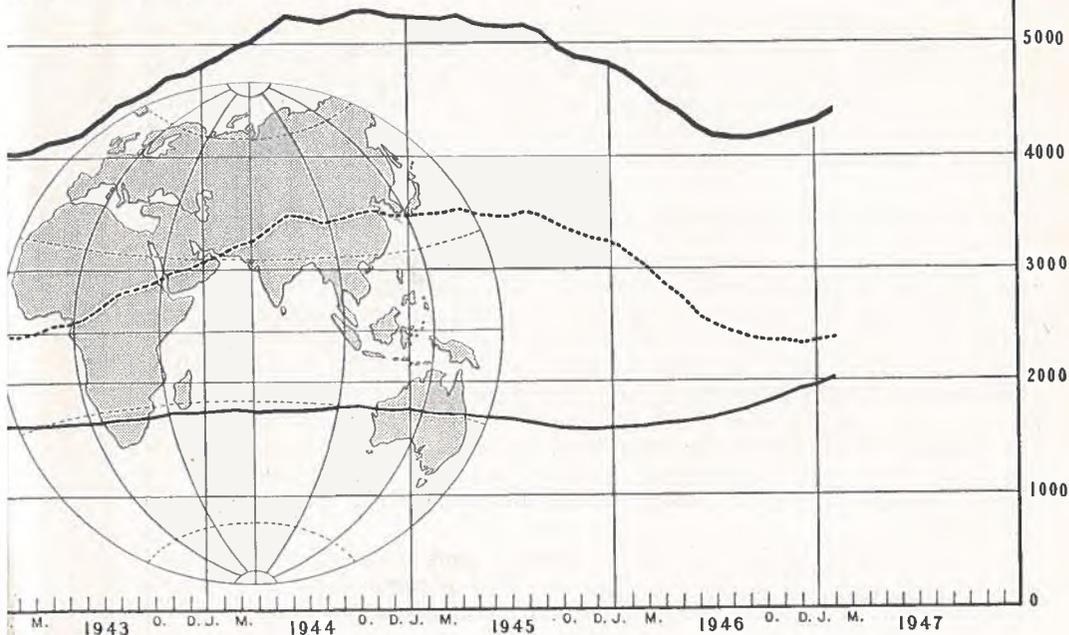
RELATIVE PROPORTIONS OF TRADE WITH BRITISH WEST INDIES, BERMUDA, BRITISH GUIANA AND BRITISH HONDURAS TO TOTAL CANADIAN TRADE
AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR



MILLION DOLLARS

1939-47 WITH AVERAGE FOR THE BASE PERIOD, 1935-39

MONTH TOTALS



Italian Productive Capacity Not Seriously Damaged by War

Continued shortage of coal, electric power and raw materials prevents actual production from regaining prewar levels—Only 711,000 gross tons remain of former merchant marine of 3,318,584 tons—Output of pig iron greatly reduced—Important chemical industry developed.

By J. P. Manion, Canadian Commercial Representative

ROME, April 18, 1947.—Italy was one of the few belligerent countries in Europe whose industry was not seriously damaged by the war. It was estimated that, at the end of hostilities, only 15 per cent of her productive capacity had been damaged. This was mostly in the south and centre, affecting principally the consumption industries. The primary industries in the north were hardly touched, due in large measure to the effective preventive action of Italian partisans.

By the beginning of 1946, Italian productive capacity was reported to be back to 93 per cent of prewar. Actual production could not follow, however, due to continued shortage of coal, electric power, raw materials, and, in some cases, of specialized labour.

Coal imports in 1946 amounted to slightly over 4,000,000 tons, against average prewar imports of 12,000,000 tons. Since electric power output was simultaneously reduced by the accumulated effects of several years of drought, it is evident that industry has had to suffer from a scarcity of fuel and power.

Coal is Country's Greatest Need

Italy's greatest need is, therefore, coal, and in this respect there is not too much hope for the immediate future. The United States has been the principal source of her coal in the postwar period, and until the Ruhr gets back into full production, it is difficult to see how Italy can make up the great deficit in coal imports which has so far retarded her recovery. If international allocation of coal were to cease in the relatively near future, Italy would suffer probably greater shortages than she has done up to now. The United States would probably reduce her shipments, and it is hard to see how these could be replaced from alternative sources.

Certain Supplies to be obtained by Compensation Agreements

Italy is trying to assure certain supplies by compensation agreements, and by tying in the emigration of miners with the supply of coal. Poland and Czechoslovakia have both agreed to furnish certain supplies in compensation for Italian goods; the Netherlands and Belgium having done so as well. In addition, Italy is trying to obtain quantities from Czechoslovakia, Belgium and France in return for supplying coal miners to those countries. South Africa and Morocco would both be willing to supply coal in exchange for Italian cement, but so far such deals have not been allowed ex-allocation. All these sources combined, however, will not be sufficient to bring Italy's supplies back to prewar levels until the Ruhr gets back into production.

There is considerable talk at the present time of substituting mineral oils for coal as a fuel in many industries. This is particularly appropriate at the present time, when recent interchanges of stock have prepared the

way for the supply of Near Eastern oil to European countries. With a pipe-line built from Saudi Arabia to the Mediterranean, such oil would be the most economical and probably the steadiest source of fuel. For the moment, however, lack of storage tanks precludes this solution, and world-wide shortage of steel plates prevents the erection of the necessary tankage space.

Output of Electric Power up to Prewar Levels

Electric power output is well up to prewar levels of around 13,000 million kwh. and may very well reach 15,000 million kwh. this year. There are several important electric power developments planned, but there is a tendency on the part of private power interests to "stall" until they receive positive assurance that the industry is not to be nationalized within a reasonable future. An assurance was recently given by the Ministry of Industrial Production that there was no thought of nationalization at the present time, and this may help to bring present plans to fruition. It seems possible to increase productive capacity to 17,000 million kwh. by 1948, and up to 30,000 million kwh. within a few years.

Repairs to Internal Transport Continuing

Internal transport was greatly damaged during the war, but has been sufficiently re-established to look after the basic economic requirements. Repairs are continuing at a good pace, and, although production of rolling stock is lagging somewhat, means of transport should keep pace with the slowly-increasing production of the country.

Merchant Marine Greatly Reduced by War Losses

The Italian merchant marine has suffered greatly as a consequence of the war. Gross tonnage stood at 3,310,584 tons in June, 1940, nearly all of which had been built in Italy. Total losses during the war amounted to 3,309,000 tons, so that remaining shipping is equivalent to the amount of construction since 1940, and amounts to about 711,000 tons. Of this amount, some is still requisitioned or being reconditioned, so that effective resources amount to little more than 300,000 tons. The most serious consequence of this will be the reduction of Italian invisible exports, shipping revenues having been an important source of foreign exchange prior to the war.

Generally speaking, it appears that the extent of industrialization in Italy has not been fully appreciated in other countries. The fact that Italy has always produced excellent ships, racing cars and aeroplanes is evidence that Italy has skilled technicians and high standards of precision in industry, but this has not always been recognized as a general condition of industry.

The metallurgical, textile and chemical industries, all of which were highly developed and retain most of their former plant capacity, are the most important Italian industries. Because it provides 50 per cent of Italian exports, the textile industry will be discussed in a separate report. The other two branches will be considered in the following review.

Blast Furnace Capacity Seriously Damaged

Prior to the war, pig iron productive capacity amounted to 1,470,000 tons per year, of which 14 blast furnaces were capable of producing 1,200,000 tons, and electric furnaces the remainder. Blast furnace capacity was seriously damaged, being reduced to 400,000 tons, so that total capacity is now 670,000 tons.

Steel-making capacity was 4,500,000 tons, of which 2,750,000 tons was by means of open-hearth furnaces, and the remainder by electric furnaces. Capacity was reduced by 750,000 tons due to war damage, but new construction has brought total capacity back to 4,250,000 tons.

Rolling-mill capacity was about 4,500,000 tons, of which approximately 10 per cent was removed by the Germans, leaving present capacity at slightly over 4,000,000 tons.

Prewar Capacities Much Higher Than Requirements

All these capacities were much higher than actual requirements, so that Italy is fully equipped for any demand made upon the industry for reconstruction purposes.

After having decreased to 15 per cent of normal in 1945, the iron and steel industry started to increase production in 1946, with the result that pig iron production was 164,211 tons; steel, 944,205 tons; and rolling-mill products, 750,000 tons. The rate of production was much higher than this except during the first quarter, when activity had barely begun, and during the last quarter, when it was reduced due to shortages of coal and electricity.

Transport Services Dependent on Iron and Steel Production

Of the major industries depending on iron and steel production, probably the most important are those related to the rehabilitation of transport services. In shipbuilding, a considerable resurgence has occurred, with some 375,000 tons of shipping on the stocks at the end of the year, bringing Italy up to fifth place among world producers.

The railway transport situation has not been so satisfactory, since only 4,904 new freight cars were produced during the year. In October, however, production had gone up to 678, or a rate of about 7,000 cars per year, and it is probable that an easing of the fuel situation will again increase production. In addition to new cars, however, Italian industry repaired some 18,000 war-damaged freight cars during the year, about 900 baggage cars, and over 1,000 passenger cars, while damaged locomotives put back into commission totalled 175.

Production of Trucks and Busses Increased

The automobile industry in Italy reached its peak in 1937, when 75,000 units were produced. Most of these were passenger cars, however, and despite lower unit figures, the 1946 production of trucks and busses was almost double what it was in that year. Total production of motor vehicles in 1946 was 28,834, of which 16,590 were trucks and vans, 1,357 were busses and a total of 10,887 passenger cars. In addition, 728 electric motor vehicles were produced, 1,924 tractors and 7,288 trailers. Production of motorcycles and three-wheeled load-carriers amounted to 13,730. In general, the above figures show a well-balanced effort which should improve very considerably during the coming year. There has been talk of two important contracts, both for the production of light cars, one for an American concern and the other for a British company. Although these contracts are declared to have been signed, there is no confirmation that they will be fulfilled.

The machine and machine tool industries are two important sectors of production depending on iron and steel. The industry is very well developed and sufficient to look after the major reconstruction requirements of Italy.

One other industry deserves special mention, the electro-technical industry. Plant capacity before the war was stated to be sufficient for the production of generators, transformers, mercury rectifiers, etc., of a total power rating of 2,000,000 kw. per year. Some 1,250 locomotives, street cars and trolley busses could be produced; about 250,000 electric motors, ranging from fractional horsepower to 200 kw. could be produced; up to 10,000 transformers of up to 1,000 kw. could also be manufactured; and the electric bulb industry was capable of producing about 60 million bulbs per year. It does not appear that this industry has suffered much damage, and prewar production levels could once more be attained within a relatively short time.

Important Chemical Industry Developed

Because Italy normally has plentiful supplies of salt, sulphur, lime and electric power, an important chemical industry has developed in this country. Before the war it was fourth among European producers, following Germany, Great Britain and France. At the present time it has certainly overtaken Germany and may have overtaken France. As usual its main difficulty is shortage of coal and power and of certain raw materials. The principal raw materials required from abroad are copper, phosphate rock, and certain pharmaceutical chemicals such as alkaloids.

Productive capacity has not been greatly damaged, and Italian capacity is well able to look after domestic requirements and export sufficient finished products to pay for the raw materials required. However, such is not the case, due mainly to the shortage of coal. Taking due account of this basic shortage, the plan of chemical production for 1947 was as follows:

Projected Chemical Production

	Metric tons
Ammonium sulphate	200,000
Nitrates	140,000
Calcium cyanamide	95,000
Superphosphates	1,200,000
Copper sulphate	80,000
Sulphur for insecticides	60,000
Sulphuric acid	860,000
Sodium carbonate	130,000
Caustic soda	170,000
Calcium carbonate	146,000
Hydrochloric acid	45,000
Anhydrous sodium sulphate	23,000
Pigments	33,000
Varnishes, etc.	54,000
Paints and colours	20,000
Organic intermediates for colours	50,000
Synthetic resins	240,000
Ethyl alcohol	240,000

In addition, if the cokeries are able to obtain 1,000,000 tons of coal, it is intended to produce 6,000 tons of benzol, 26,000 tons of tar, 850 tons of toluol, 240 tons of xylol, 1,150 tons of naphthalene, and 240 tons of naphtha solvents. This is additional to amounts of the same substances which may be obtained from the gas plants.

Production of Pharmaceuticals Increasing

The pharmaceutical chemical industry was reduced to a production of only a few hundred tons in 1945, and not more than 1,000 tons in 1946. Estimated production for 1947, however, is 3,350 tons.

UNRRA has imported considerable quantities of some of the more important basic materials, such as opium, codeine, salts, papaverine,

belladonna leaves and roots, theobromine, penicillin, progesterone, acetone, methyl and ethyl alcohol, and it is felt that with this assistance, the Italian pharmaceutical industry is now well on the way to full recovery. A penicillin plant was assembled in Canada and arrived recently in Genoa.

The Italian chemical industry is highly centralized, the Montecatini group of companies accounting for about two-thirds of total production. The most important developments in the future are likely to be in the fixation of nitrogen, which is already an important industry, and in the field of sulphur-based products. Italy has the technical skill to produce all the coal by-products formerly produced in Germany, but shortage of coal is likely to retard development in this branch of the chemical industry.

Relatively Poor in Mineral Resources

Italy is a relatively poor country in mineral resources, and its extractive industries are consequently limited in output. Nevertheless, there is a considerable variety of products, as may be judged from the following table, which reveals an important decrease in production since the war.

Mineral and Related Production

	1938	Jan.-Sept. 1946
	Metric tons	
Iron ores	990,043	79,548
Manganese ores	48,292	2,247
Mercury ores	195,523	114,195
Lead and zinc ores	268,341	190,512
Bauxite	360,837	25,207
Antimony ores	5,139	2,374
Arsenic ores	18,264	4,046
Copper ores	22,700	573
Anthracite coal	132,197	75,708
Lignite and bituminous coal	2,226,317	1,927,030
Asphalt rock	258,047	167,306
Pyrites	930,312	285,721
Raw sulphur	2,363,896	754,223
Asbestos, rock	502,531	347,819
Aluminum metal	25,767	3,953
Lead	44,031	10,337
Zinc	33,637	10,696
Mercury	2,301	1,324
Fused sulphur	380,345	98,212

Swedish Import Licence Not Required For Goods Contained in Free List

UNDER present import regulations in Sweden, as outlined in the April 19th and May 17th issues of *Foreign Trade*, no import licence is required for goods on the "free list", nor for goods forwarded from factory or storehouse, with Sweden as final destination, before March 20, 1947, nor for goods for which full payment has been made on or before March 15, 1947. Commodities on the "free list" of most interest to Canadian exporters are as follows:

- (a) VEGETABLE STUFFS
 - Potatoes
 - Hay
 - Straw
- (b) PRODUCTS OF THE FOODSTUFF INDUSTRY
 - Yeast
- (c) MINERAL AND FOSSIL MATERIALS
 - Asbestos and products
 - Bauxite
 - Cryolite, even artificial
 - Mica and products
 - Gypsum products

- (d) MINERAL COAL AND OTHER FUEL AND BITUMINOUS RAW MATERIALS, MINERAL OILS, ETC.
 Peat bricks
 Peat mould and litter
 Carbohc acid
 Mineral greases
- (e) CHEMICAL ELEMENTS AND THEIR COMBINATIONS AND OTHER CHEMICAL PRODUCTS, NOT MENTIONED ELSEWHERE; PHARMACEUTICAL ARTICLES
 Glycerine
 Potassium and sodium xantogenate
 Potassium chloride
 Calcium chloride
- (f) RUBBER, GUTTA-PERCHA AND BALATA
 Packings not containing asbestos; combined with textiles, metal or other materials
 Driving and conveyor belts containing rubber, gutta-percha or balata
 Stoppers, sewing machine rings, ventilators
- (g) WOOD AND CORK; BASKET MAKERS' PRODUCTS
 Woodenware: unmanufactured, of home pine or spruce or of aspen; only hewn or sawn of domestic pine or spruce; masts, bowsprits, spars, pump arms, wood prepared for making oars
 Box materials, only sawn
 Staves, only sawn
 Barrel hoops
 Match materials of aspen wood
 Wood for canes, etc.
 Firewood
 Bark
 Wood wool
 Charcoal
 Boot-trees and lasts for manufacturing shoes
 Bobbins and spool pipes
 Spindles, shuttles and others for the textile industry
- (h) PAPER PULP, PASTEBOARD AND PAPER
 Paper pulp
 Waste paper and discarded printed productions
 Bobbins and spool pipes, even impregnated with bakelite
 Toolhafts
- (i) PRINTED PRODUCTIONS, ETC.
 Books, printed
 Music
 Newspapers
- (j) TEXTILES
 Raw silk, natural, uncoloured, unspun
 Wool from sheep, not dyed, not combed
 Cotton, not carded
- (k) MANUFACTURES OF CLAY
 Building bricks, ordinary, unglazed, even porous, including bricks of limesand, etc.
 Pipes
 Baths, washstands, etc.
- (l) IRON AND STEEL
 Ironsponge
 Scrap iron
 Ferro-alloys
 Plates and sheet iron
- (m) NON-PRECIOUS METALS
 Nickel, unworked
 Finished alloyed white metals, unworked
 Magnesium, unworked
 Cobalt, unworked
 Cadmium, unworked
 Lead wool
 Anodes
 Pipes of tin, containing soldering paste
- (n) MANUFACTURES OF NON-PRECIOUS METALS
 Needles
 Needles for knitting machines
 Needles for sewing machines
 Clichés
- (o) MACHINES, APPARATUS AND TOOLS
 Steam boilers
 Stoking apparatus for ignition boilers
 Economizers, smoke-gas heater
 Condensers
 Rolling mills for the metal industry
 Punching and shearing machines
 Metal-working machines
 Sawframe

MACHINES, APPARATUS AND TOOLS—*Con.*

Wood- and cork-working machines
Threshers
Straw and hay presses
Seed drills
Manure spreaders
Rollers
Ploughs
Harrows
Harvesting machines
Mowing machines
Horse hay rakes and hay turners
Weeders
Grain cleaning machinery, sifting machines, winnowing machines
Grain crushers, potato-grating machines, peat-grating machines
Mashing mills, chaff cutters, etc.
Straw elevators and other stacking machines
Tractors
Cylinders, slide boxes and pistons for steam engines, motors, refrigerators and pumps, etc.
Crankshafts and piston rods
Rolls for grain crushers and oilcake crushers
Rolls, brushrolls and cylindrical bearings
Transmissions
Worm gears and cog-wheels
Locomotives, with or without tenders, and tenders
Barking, splitting, cutting machines for the woodpulp industry
Paper, pasteboard, wet machines and drying machines
Drying cylinders and press rolls with standards for the textile or paper industries
Machines for manufacturing match boxes and for joining, labelling, etc., of similar boxes
Combing and napping machines
Power looms
Steam turbines and rotating parts
Water turbines
Pumps
Machines for mining concrete, clay and sand or similar
Machines for grinding or breaking up for the starch, chocolate, and similar industries
Centrifuges
Testing machines
Pneumatic machines and tools
Shaft couplings
Straining and sifting apparatus
Miscellaneous machines for the leather, stone, clay, cement and glass industries and for the textile industry
Miscellaneous parts for machines and apparatus
Electric light fittings and parts for machines, apparatus or conduits

(p) MACHINES AND APPARATUS, ELECTRICAL

Generators
Electro mechanical combinations, weighing per piece maximum 100 kg.
Accumulators
Galvanic cells
Electric bulbs and parts
Carbon filament bulbs
Metal filament bulbs
Carbon filament also metallized, and metal filaments for bulbs
Wire insulated of non-precious metal, also electrical conducting cables, lines and cords
Telegraph and telephone apparatus
Electronic tubes
Electric locomotives
Mercury current rectifiers and parts

(q) RAILWAY AND TRAMWAY CARRIAGES AND RAILWAY AND TRAMWAY MATERIALS, INSTRUMENTS, BALANCES AND WATCHES

Thermometers
Watermeters
Manometers
Gas-meters weighing per piece maximum 100 kg.
Electrometers and other electric measuring instruments and parts
Surgical and medical instruments and parts
Instruments for physics and accessories
Navigation instruments and accessories

(r) MISCELLANEOUS

Manufactures of bone, horn, tortoise-shell, mother-of-pearl and shells of mussels and snails
Bakelite and similar
Celluloid, transparent cellulose wrapping, galalith, etc.

Trade of United Kingdom Increased In First Quarter of This Year

Exports valued at £249.6 million as compared with £185.1 million in the same period last year—Imports totalled £363.7 million for the first three months of 1947, while for the same period in 1946 the total was £278.9 million—Adverse balance of trade increased—Full effects of fuel crisis and adverse weather this spring not yet apparent.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, April 28, 1947.—Exports of United Kingdom goods during the first quarter of 1947 were valued at £249,677,987 compared with £185,104,098 in the same period of 1946. Over the same three months, imports increased to £363,799,954 from £278,979,640. The adverse balance of trade on merchandise account has increased. The figure for the first quarter of this year was £95,925,137 compared with £81,393,764 last year. The gap requires to be covered by invisible exports such as shipping and insurance earnings, tourist expenditure, income from investments, etc., or by drawing on the dollar credits.

Effect of Fuel Crisis Not Yet Apparent

British exports in the month of March showed an advance over February, the total of £82,593,805 comparing with £76,032,619. Exports



Port of Manchester, through which pass foodstuffs and a wealth of other Canadian products for a population of some 20,000,000 within a radius of 100 miles. Ships of 15,000 gross tons, and drawing 24 feet, can penetrate 35 miles inland from the Mersey through the Manchester Ship Canal, which was completed in 1894. Photo by Aerofilms, Limited

averaged £3,175,000 for each working day in March compared with £3,168,000 in February and £2,607,000 in March, 1946. The results would be more satisfactory had they included the full effects of the fuel crisis, but these will be spread over a much longer period.

A study made by the Board of Trade of the volume of exports for the first three months of the year indicate that the level was equivalent to 101 per cent of average 1938 volume, compared with 111 per cent for the fourth quarter of 1946.

It is seen that exports of machinery, including heavy electrical plant, have been well maintained, but that the interruption to factory operations caused by the severe weather and shortage of coal has caused other suitable exports such as iron and steel, vehicles, cotton goods and chemicals, to fall away.

Imports Reach Highest Level in Many Years

The emergency hardly affected imports, which in fact reached the highest level for many years at £130,037,923 in March against £112,535,523 in February and £103,766,054 in March, 1946. Compared with March, 1946, total imports from overseas of foodstuffs were 20 per cent greater, although the value of meat deliveries was noticeably smaller and there was a slight decline in tobacco. Imports of raw materials were up by 33½ per cent and of fully manufactured goods by 38 per cent. The rise in prices during the past twelve months was largely responsible for the upward trend.

Telephonic and Telegraphic Communications With Germany

Berlin, May 13, 1947.—(FTS)—The resumption of telephonic and telegraphic communications between the joint British and United States zones of Germany and foreign countries took place on April 1, 1947. There will be no restrictions on the use of these services by people in foreign countries wishing to communicate with the joint zones, but the only Germans permitted to send telegrams or initiate telephone calls outside of Germany will be those authorized to do so by the Joint Export-Import Agency (JEIA) and the combined zones.

The branch offices of the JEIA are to be opened in each of the Laender (area of the zones corresponding to a province in Canada or a state in the United States) in the near future. When these branches are in full operation most contracts will be completed through them without reference to the head office of the agency at Minden, Westphalia.

Automobile Production in Japan Delayed

Tokyo, April 15, 1947.—(FTS)—Production of passenger cars in Japan cannot be expected for some time, in the opinion of the economic and scientific section of S.C.A.P. (Supreme Commander for the Allied Powers), due to the necessity for utilizing all scarce materials, such as steel, rubber, etc., for the manufacture of trucks. These are needed to provide transportation facilities in this country. Consideration has been given to the production of passenger cars, however, as there is also a shortage of vehicles for the transportation of civilians. A number of midget and three-wheel cars are being manufactured. The former assembly plants of foreign automobile manufacturers will not be re-opened until private trading has been resumed.

Trade and Tariff Regulations

Australian Customs (Import) Licensing Regulations Amended

Sydney, May 8, 1947.—(FTS)—Australian Customs (Import) Licensing Regulations have been further amended by placing under administrative control imports from non-sterling countries of the following commodities, which were previously prohibited entry: Lacquers; varnishes; soil fumigants; sugar beet molasses; buckles, clasps and slides of metal and enamelled metal (not gold or silver) for hats, shoes, etc.; lead pencils of wood; replacement parts for electric household ironing machines; flavouring esters and aldehydes for manufacture of paints, varnishes, etc.; rosary beads and crucifixes; glass beads for manufacture of artificial pearls; barium sulphate (including blanc fixe); and plastics under Item 369, not including household ware and bottle capsules.

Electric household ironing machines, which were previously prohibited import from non-sterling countries, have now been placed on a 100 per cent quota of imports during the base year ended June, 1939.

Export Permit Regulations Amended

Due to the fact that the only country remaining under the Trading with the Enemy Act is Japan, the Export Permit Branch points out that there no longer remains any particular interest in the names of consignees on application forms, except for steel and building products other than lumber, and any shipments of a military nature.

Where there is any likelihood of a change in a consignee's name being necessary at the time of shipment, exporters are requested to show the consignee on the application form, other than for those products mentioned above, as "various".

It is hoped that this procedure will obviate the many requests being received to change consignees on permits already issued. Change in the country of destination, however, should be reported prior to shipment.

Restrictions of Mexican Credit for Luxury Goods

Mexico City, May 3, 1947.—(FTS)—The Government of Mexico is making every effort to conserve its dollar balances and one result of this effort is the following instructions forwarded to the Mexican banks in the Federal District by the Bank of Mexico, which corresponds to the Bank of Canada. Under date April 28, 1947, these banks were advised as follows:

"In order to protect national industry, please stop credit for the import of dispensable articles such as coats, furs, shoes, bags, luggage, etc., automobiles, radios, refrigerators, stoves, washing machines, shirtings, dresses and clothing in general, wines, liquors, jewellery, beauty products, carpets and all articles that might be classified as luxuries. At the same time, abstain from opening commercial credits for the import of these articles which are not liquidated on a strictly cash basis. We would also ask you to reduce credits to commerce and increase those to industry until they reach the percentage we recommended some time ago and which should be 60 per cent of your portfolio and the first mentioned to a maximum of 40 per cent."

At the same time, the following instructions were received by the banks throughout the country:

"Will you kindly abstain in any way from opening credits for the import of automobiles, refrigerators, radios, phonographs, dresses, furs, wines, liquors, perfumes, jewellery and in general the import of articles

which might be classed as luxuries if not done on a cash basis, in which case make sure that the applicants did not obtain funds from some other institution to make said cash payment."

These regulations will have little effect on Canadian trade with Mexico, as Canadian agencies for furs and liquor are in very strong hands and do not require banking credit as a rule.

South African Duty Rebates and Suspensions

Johannesburg, April 25, 1947.—(FTS)—Notices published in the Union of South Africa Government Gazette of April 18, 1947, announced rebates of the whole duty on wrapping paper (plain) imported by a manufacturer for use in the manufacture of bags consisting of cotton and paper and on plastic and synthetic monofilaments imported by a manufacturer for use in the making of brooms and brushes.

Another notice in the same Gazette suspends until further notice the duty of 15 per cent ad valorem, item 157(c), on asbestos—cement manufactures not specifically provided for in the tariff.

Surcharge Levied on Goods to Venezuelan Ports

A sharp increase in imports has jammed the port of La Guaira, in Venezuela, with an unprecedented cargo volume, and has affected other Venezuelan ports to a lesser degree. To compensate for increased costs, the Associated Latin American Freight Conference has imposed a surcharge on freight rates, effective April 14, 1947, on goods destined for Venezuelan ports. Owing to these port conditions, any goods shipped to Venezuela, whether for cash or on credit, should be covered by the fullest and most complete insurance obtainable. All orders which were negotiated during the war or postwar period which have not yet been finalized, and where exporters could not specify their price or delivery date of merchandise, except those covered by a valid letter of credit still in force, should be reconfirmed before shipment.

Delay in Loading or Unloading Cargo at Rio de Janeiro

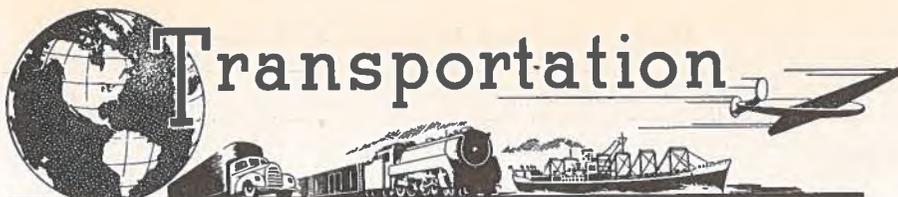
An average delay of up to three weeks for unloading or loading cargo at Rio de Janeiro is reported. The Brazilian Minister of Transport, in a recent press interview, stated that completion of new docks now under construction will require at least two years. A higher tariff of storage charges on some non-perishable products is being considered to help relieve the congestion. Priorities for docking ships at Rio have been established, and the Brazilian port authorities have taken over certain warehouses previously leased to private concerns.

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 twelve 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 22-June 1	<i>Amersham</i>	Elder Dempster
Lourenço Marques...	June 5-15	<i>Artemesia</i>	Elder Dempster
Lourenço Marques...	July 1-10	<i>Cottrell</i>	Elder Dempster
Lourenço Marques...}	May 15-25	<i>Cargill</i>	Elder Dempster
Beira.....}	June 15-25	<i>Chandler</i>	Elder Dempster
Africa-South—			
Cape Town.....}	May 15-25	<i>Cargill</i>	Elder Dempster
Port Elizabeth.....}	May 22-June 1	<i>Amersham</i>	Elder Dempster
East London.....}	June 5-15	<i>Artemesia</i>	Elder Dempster
Durban.....}	June 15-25	<i>Chandler</i>	Elder Dempster
	July 1-10	<i>Cottrell</i>	Elder Dempster
Argentina—			
Buenos Aires.....	June 11-13	<i>Anadarko Victory</i>	Montreal Shipping
Buenos Aires.....	June 14-18	<i>Royal Prince</i>	Furness Withy
Australia—			
Brisbane.....}	June 3-10	<i>Palana</i>	Montreal Australia New Zealand Line
Sydney.....}			
Melbourne.....}			
Sydney.....}	June 21-30	<i>Samarina</i>	Montreal Australia New Zealand Line
Geelong.....}			
Melbourne.....}			
Adelaide.....}			
Belgium—			
Antwerp.....	May 19-27	<i>Bayside</i>	Montreal Shipping
Antwerp.....	May 24-31	<i>Harald Torsvik</i>	Canada Steamships
Antwerp.....	May 26-June 1	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	May 30	<i>Harpefjell</i>	Brock Shipping
Antwerp.....	May 31	<i>Mortain</i>	Furness Withy
Antwerp.....	June 11-17	<i>Mont Rolland</i>	Montreal Shipping
Antwerp.....	June 12	<i>Ravnefjell</i>	Brock Shipping
Antwerp.....	June 18-24	<i>Argovan</i>	Montreal Shipping
Antwerp.....	June 30-July 9	<i>Twickenham</i>	Cunard Donaldson

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Ceylon—			
Colombo.....	May 20-25	<i>Forest</i>	McLean Kennedy
Colombo.....	June 16-20	<i>City of Windsor</i>	McLean Kennedy
Colombo.....	Late June	<i>Dalton Hall</i>	McLean Kennedy
China—			
Shanghai.....	June 1-3	<i>City of Khartoum</i>	McLean Kennedy
Shanghai.....	June 8-14	<i>Seaside</i>	March Shipping
Shanghai.....	June 10-20	<i>Oceanside</i>	March Shipping
Colombia—			
Barranquilla.....	June 11-14	<i>Benny</i>	Saguenay Terminals
Curaçao.....	June 11-14	<i>Benny</i>	Saguenay Terminals
Denmark—			
Copenhagen.....	May 30.	<i>Ornefjell</i>	Brock Shipping
Egypt—			
Alexandria.....	June 10-20	<i>Oceanside</i>	March Shipping
Eire—			
Dublin.....	May 23-28	<i>Inishowan Head</i>	McLean Kennedy
Dublin.....	June 7	<i>Irish Elm</i>	Shipping Limited
Cork.....			
France—			
Le Havre.....	May 24-31	<i>Harald Torsvik</i>	Canada Steamships
Le Havre.....	May 31	<i>Mortain</i>	Furness Withy
Le Havre.....	June 11-17	<i>Mont Rolland</i>	Montreal Shipping
Germany—			
Hamburg.....	May 19-27	<i>Bayside</i>	Montreal Shipping
Hamburg.....	June 11-17	<i>Mont Rolland</i>	Montreal Shipping
Greece—			
Piraeus.....	May 20-30	<i>Marchport</i>	March Shipping
Hong Kong.....	June 1-3 June 8-14	<i>City of Khartoum</i> <i>Seaside</i>	McLean Kennedy March Shipping
India—			
Karachi.....	May 20-25	<i>Forest</i>	McLean Kennedy
Madras.....	June 10-20	<i>Oceanside</i>	March Shipping
Bombay.....	June 16-20	<i>City of Windsor</i>	McLean Kennedy
Calcutta.....	Late June	<i>Dalton Hall</i>	McLean Kennedy
Iraq—			
Basra.....	June 10-20	<i>Oceanside</i>	March Shipping
Italy—			
Genoa.....	June 5-15	<i>A Ship</i>	Montreal Shipping
Venice.....	May 20-30	<i>Marchport</i>	March Shipping
Malayan Union—			
Penang.....	May 24-28	<i>Phrontis</i>	Cunard Donaldson
Port Swettenham..	June 25-28	<i>Alcinous</i>	Cunard Donaldson
Mediterranean—			
Central and	May 20-30 June 5-15 June 20-30	<i>Marchport</i> <i>A Ship</i> <i>Mont Gaspe</i>	March Shipping Montreal Shipping Montreal Shipping
Western Areas....			
Mexico—			
Vera Cruz.....	June 23-26	<i>Federal Trader</i>	McLean Kennedy
Morocco—			
Casablanca.....	May 20-30	<i>Marchport</i>	Montreal Shipping
Netherlands—			
Rotterdam.....	May 19-27	<i>Bayside</i>	Montreal Shipping
Rotterdam.....	May 24-31	<i>Harald Torsvik</i>	Canada Steamships

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—Con.			
Rotterdam.....	May 30	<i>Harpefjell</i>	Brock Shipping
Rotterdam.....	June 12	<i>Ravnefjell</i>	Brock Shipping
Rotterdam.....	June 11-17	<i>Mont Rolland</i>	Montreal Shipping
Rotterdam.....	June 18-24	<i>Argovan</i>	Montreal Shipping
Rotterdam.....	May 26-June 1 June 30-July 9	<i>Beckenhalm</i>	Cunard Donaldson
Amsterdam.....		<i>Twickenham</i>	Cunard Donaldson
Netherlands East Indies—			
Batavia.....	May 24-28 June 25-28	<i>Phrontis</i>	Cunard Donaldson
Samarang.....		<i>Alcinous</i>	Cunard Donaldson
Soerabaya.....			
Newfoundland—			
St. John's.....	June 1-3	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	June 13-15	<i>Blue Peter II</i>	Montreal Shipping
New Zealand—			
Auckland.....	June 25-30	<i>Glenogle</i>	Montreal, Australia, New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	May 23-28	<i>Inishowen Head</i>	McLean Kennedy
Norwegian Ports.....			
	May 30	<i>Rutenfjell</i>	Brock Shipping
Philippines—			
Manila.....	June 1-3	<i>City of Khartoum</i> <i>Seaside</i>	McLean Kennedy
Manila.....	June 8-14		March Shipping
Poland—			
Gdansk.....	Late June	<i>A Ship</i>	March Shipping
Gdansk.....	May 30 June 12 June 20	<i>Svanholm</i>	Swedish American Line
Gdynia.....		<i>Vasaholm</i> <i>Ragnhildsholm</i>	Swedish American Line
Portugal—			
Lisbon.....	June 20-30	<i>Mont Gaspe</i>	Montreal Shipping
Scandinavia—			
Baltic Ports.....	May 30	<i>Svanholm</i> <i>Vasaholm</i> <i>Ragnhildsholm</i>	Swedish American Line
Baltic Ports.....	June 12		Swedish American Line
Baltic Ports.....	June 20		Swedish American Line
Singapore.....			
	May 24-28	<i>Phrontis</i> <i>Seaside</i> <i>Alcidous</i>	Cunard Donaldson
	June 8-14		March Shipping
	June 25-28		Cunard Donaldson
Trieste—			
	May 20-30	<i>Marchport</i>	March Shipping
United Kingdom—			
Avonmouth.....	June 4	<i>Lord Gladstone</i> <i>Samtrusty</i> <i>Montreal City</i> <i>Delilian</i>	Furness Withy
Avonmouth.....	June 9-16		Cunard Donaldson
Avonmouth.....	June 14		Furness Withy
Avonmouth.....	June 19-26		Cunard Donaldson
Bristol.....	June 4	<i>Lord Gladstone</i> <i>Montreal City</i>	Furness Withy
Bristol.....	June 14		Furness Withy
Cardiff.....	June 4	<i>Lord Gladstone</i> <i>Montreal City</i>	Furness Withy
Cardiff.....	June 14		Furness Withy
Glasgow.....	May 15-31	<i>Gracia</i> <i>Norwegian</i> <i>Dorelian</i>	Cunard Donaldson
Glasgow.....	June 9-16		Cunard Donaldson
Glasgow.....	June 23-30		Cunard Donaldson
Leith.....	June 4-7	<i>Cairnvalona</i>	Furness Withy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Con.			
Liverpool.....	May 20-26	<i>Lord Lloyd George</i>	Cunard Donaldson
Liverpool.....	May 27	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	June 5-12	<i>Asia</i>	Cunard Donaldson
Liverpool.....	June 5-12	<i>Fort Ticonderoga</i>	Cunard Donaldson
Liverpool.....	June 7-13	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	June 10-14	<i>Cavina</i>	Cunard Donaldson
Liverpool.....	June 14-21	<i>Sibley Park</i>	Cunard Donaldson
Liverpool.....	July 3	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	July 5	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	July 19	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	July 25	<i>Empress of Canada</i>	Canadian Pacific
London.....	May 22-27	<i>Beaverdell</i>	Canadian Pacific
London.....	May 30	<i>Harpefjell</i>	Brock Shipping
London.....	June 5-12	<i>Hillcrest Park</i>	Cunard Donaldson
London.....	June 6-10	<i>Beaverlake</i>	Canadian Pacific
London.....	June 7-15	<i>Vardulia</i>	Cunard Donaldson
London.....	June 12	<i>Ravnefjell</i>	Brock Shipping
London.....	June 13-18	<i>Beaverglen</i>	Canadian Pacific
London.....	June 15-19	<i>Fort Chambly</i>	Cunard Donaldson
London.....	July 6	<i>Beaverdell</i>	Canadian Pacific
London.....	July 16	<i>Beaverlake</i>	Canadian Pacific
Manchester.....	May 28-31	<i>Manchester Port</i>	Furness Withy
Manchester.....	June 4-7	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	June 19	<i>Manchester Progress</i>	Furness Withy
Newcastle.....	June 4-7	<i>Cairnvalona</i>	Furness Withy
Swansea.....	June 4	<i>Lord Gladstone</i>	Furness Withy
Swansea.....	June 14	<i>Montreal City</i>	Furness Withy
Uruguay—			
Montevideo.....	June 11-13	<i>Anadarko Victory</i>	Montreal Shipping
Montevideo.....	June 14-18	<i>Royal Prince</i>	Furness Withy
Venezuela—			
La Guaira.....	June 11-14	<i>Benny</i>	Saguenay Terminals
West Indies—			
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 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 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 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

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Grenada.....	May 24—June 2	*Alcoa Partner	Alcoa Steamships
Grenada.....	May 27—31	*Canadian Cruiser	Canadian National
Grenada.....	June 3—12	A Ship	Alcoa Steamships
Grenada.....	June 13—22	*A Ship	Alcoa Steamships
Grenada.....	Late June	*Canadian Constructor	Canadian National
Guadeloupe.....	June 7—12	*Chomedy	Canadian National
Jamaica.....	May 27	*Canadian Leader	Canadian National
Jamaica.....	June 4	*Canadian Observer	Canadian National
Jamaica.....	June 7—12	*Chomedy	Canadian National
Martinique.....	June 7—12	*Chomedy	Canadian National
Montserrat.....	May 27—31	*Canadian Cruiser	Canadian National
Montserrat.....	Late June	*Canadian Constructor	Canadian National
St. Kitts.....	May 24—June 2	*Alcoa Partner	Alcoa Steamships
St. Kitts.....	May 27—31	*Canadian Cruiser	Canadian National
St. Kitts.....	June 3—12	A Ship	Alcoa Steamships
St. Kitts.....	June 13—22	*A Ship	Alcoa Steamships
St. Kitts.....	Late June	*Canadian Constructor	Canadian National
St. Lucia.....	May 24—June 2	*Alcoa Partner	Alcoa Steamships
St. Lucia.....	May 27—31	*Canadian Cruiser	Canadian National
St. Lucia.....	June 3—12	A Ship	Alcoa Steamships
St. Lucia.....	June 13—22	*A Ship	Alcoa Steamships
St. Lucia.....	Late June	*Canadian Constructor	Canadian National
St. Vincent.....	May 24—June 2	*Alcoa Partner	Alcoa Steamships
St. Vincent.....	May 27—31	*Canadian Cruiser	Canadian National
St. Vincent.....	June 3—12	A Ship	Alcoa Steamships
St. Vincent.....	June 13—22	*A Ship	Alcoa Steamships
St. Vincent.....	Late June	*Canadian Constructor	Canadian National
Trinidad.....	May 24—June 2	*Alcoa Partner	Alcoa Steamships
Trinidad.....	May 27—31	*Canadian Cruiser	Canadian National
Trinidad.....	June 3—12	A Ship	Alcoa Steamships
Trinidad.....	June 7—12	*Chomedy	Canadian National
Trinidad.....	June 13—22	*A Ship	Alcoa Steamships
Trinidad.....	Late June	*Canadian Constructor	Canadian National

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago.....	June 14-17	Dufferin Bell	Pickford and Black
Newfoundland—			
St. John's.....	May 30—June 2	Fort Amherst	Furness Withy
St. John's.....	June 2-4	Keltic	Furness Withy
United Kingdom—			
Liverpool.....	Late June	Jessmore	Furness Withy
West Indies—			
Jamaica.....	May 30—June 3	Oakmount	Pickford and Black
Jamaica.....	June 14-17	Dufferin Bell	Pickford and Black
Jamaica.....	July 8-11	Oakmount	Pickford and Black

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Norway—			
Oslo.....	June 1	Vindafjord	March Shipping
Kristiansand.....			
Stavanger.....			
Bergen.....			
Trondheim.....			

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 information concerning loading dates, berths, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town.....	May 15-June 1	<i>Lake Nipigon</i>	North Pacific Shipping
East London.....	May 20-June 6	<i>George Gale</i>	North Pacific Shipping
Durban.....	June 22-July 14	<i>Lake Kootenay</i>	North Pacific Shipping
Argentina—			
Buenos Aires.....	June 6	<i>Josiah Royce</i>	Balfour Guthrie
Buenos Aires.....	June 10	<i>Hindanger</i>	Empire Shipping
Buenos Aires.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie
Buenos Aires.....	June-July	<i>Ravnanger</i>	Empire Shipping
Buenos Aires.....	June-July	<i>Falkanger</i>	Empire Shipping
Australia—			
Melbourne.....	June 6	<i>Waitemata</i>	Canadian Australasian
Sydney.....	June 20	<i>Wairata</i>	Canadian Australasian
Hobart.....	June 12	<i>Waihemo</i>	Canadian Australasian
Sydney.....	June 12	<i>Barranduna</i>	Empire Shipping
Melbourne.....	July 12		
Adelaide.....			
Belgium—			
Antwerp.....	Late May	<i>Brest</i>	Empire Shipping
Brazil—			
Rio de Janeiro.....	June 6	<i>Josiah Royce</i>	Balfour Guthrie
Chile—			
Valparaiso.....	June 10	<i>Hindanger</i>	Empire Shipping
Valparaiso.....	June-July	<i>Falkanger</i>	Empire Shipping
China—			
Shanghai.....	July 12	<i>Vilja</i>	Empire Shipping
Taku Bar.....			
Shanghai.....	June 6-7	<i>Island Mail</i>	American Mail Line
Shanghai.....	June 20-21	<i>China Mail</i>	American Mail Line
Shanghai.....	August 1	<i>Mangarella</i>	Empire Shipping
Colombia—			
Barranquilla.....	Late May	<i>Don Alberto</i>	Empire Shipping
Cartagena.....	June 6	<i>Josiah Royce</i>	Balfour Guthrie
Cartagena.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie
Costa Rica—			
Puntarenas.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Egypt—			
Alexandria.....	June 16	<i>Aristotelis</i>	Empire Shipping
France—			
Le Havre.....	Early June	<i>Brest</i>	Empire Shipping
Greece—			
Piraeus.....	June 16	<i>Aristotelis</i>	Empire Shipping
Guatemala—			
San Jose.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Honduras—			
Amapala.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Hong Kong.....			
	June 6-7	<i>Island Mail</i>	American Mail Line
	June 7	<i>Roseville</i>	Balfour Guthrie
	June 20-21	<i>China Mail</i>	American Mail Line
	July 8	<i>Castleville</i>	Balfour Guthrie

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Italy— Genoa.....	June 16	<i>Aristotelis</i>	Empire Shipping
Java— Batavia.....	June 7	<i>Roseville</i>	Balfour Guthrie
Batavia.....	July 8	<i>Castleville</i>	Balfour Guthrie
Mexico— Acapulco.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Morocco— Casablanca.....	June 16	<i>Aristotelis</i>	Empire Shipping
Netherlands— Rotterdam.....	Early June	<i>Brest</i>	Empire Shipping
New Zealand— Auckland.....	June 6	<i>Waitemata</i>	Canadian Australasian
Wellington.....			
Auckland.....	June 12	<i>Waihemo</i>	Canadian Australasian
Lyttelton.....			
Auckland.....	June 20	<i>Wairata</i>	Canadian Australasian
Nicaragua— Corinto.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Palestine— Haifa.....	June 16	<i>Aristotelis</i>	Empire Shipping
Panama— Balboa.....	Late May	<i>Don Alberto</i>	Empire Shipping
Balboa.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Philippines— Manila.....	June 6-7	<i>Island Mail</i>	American Mail Line
Manila.....	June 20-21	<i>China Mail</i>	American Mail Line
Manila.....	July 12	<i>Vilja</i>	Empire Shipping
Manila.....	June 7	<i>Roseville</i>	Balfour Guthrie
Iloilo.....			
Cebu.....	July 8	<i>Castleville</i>	Balfour Guthrie
Salvador— La Libertad.....	June 3-4	<i>Anchor Hitch</i>	C. Gardner Johnson
Singapore	June 7	<i>Roseville</i>	Balfour Guthrie
	July 8	<i>Castleville</i>	Balfour Guthrie
South Sea Islands— Papeete.....	June 6	<i>Waitemata</i>	Canadian Australasian
Rarotonga.....			
Papeete.....	June 20	<i>Wairata</i>	Canadian Australasian
United Kingdom— Liverpool.....	Early June	<i>Pacific Enterprise</i>	Furness Pacific
Liverpool.....	Early July	<i>Pacific Exporter</i>	Furness Pacific
London.....	Early June	<i>Pacific Enterprise</i>	Furness Pacific
London.....	Early July	<i>Pacific Exporter</i>	Furness Pacific
Uruguay— Montevideo.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie
Venezuela— Puerto Cabello.....	Late May	<i>Don Alberto</i>	Empire Shipping
West Indies— Trinidad.....	June 6	<i>Josiah Royce</i>	Balfour Guthrie
	June 26	<i>Fisk Victory</i>	Balfour Guthrie

Foreign Trade Service Abroad

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

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

Argentina

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

Territory includes Uruguay and Paraguay.

Australia

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

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

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

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

Belgian Congo

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

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

Belgium

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

Brazil

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

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

Chile

Santiago—J. L. MUTTER, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.

Territory includes Bolivia.

China

Shanghai—L. M. COSGRAVE, Commercial Counsellor for Canada, 27 The Bund, Postal District (0).

Colombia

Bogotá—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edifício Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

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

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

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

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

France

Paris—YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy, 3 rue Scribe.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Queen Vassilissis Sophias Street.

Territory includes Turkey.

Guatemala

Guatemala City—C. B. BIRKETT, Canadian Government Trade Commissioner, Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

Bombay—RICHARD GREW, Canadian Government Trade Commissioner, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Belfast—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 36 Victoria Square.

Italy

Rome—J. P. MANION, Canadian Commercial Representative, Room 055, Via Umbria 2. Address for letters: Casella Postale 475.

Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Malayan Union

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building.

Territory includes North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Foreign Trade Service Abroad

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—J. C. BRITTON, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

New Zealand

Wellington—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Pluss 5.

Territory includes Denmark.

Peru

Lima—C. J. VAN TICHEM, 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, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner 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 (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucom.

London—Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, 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. Territory includes Netherlands West Indies.

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 12	Nominal Quotations May 19
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2435	.2440
Australia.....	Pound	....	3 2240	3-2240
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0544	.0544
Chile.....	Peso	Off.	.0517	.0517
		Export	.0322	.0322
Colombia.....	Peso	....	.5714	.5714
Cuba.....	Peso	....	1 0000	1-0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2083	.2083
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4 1330	4-1330
Eire.....	Pound	....	4 0300	4-0300
Fiji.....	Pound	....	3 6306	3-6306
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0142	.0142
French Pacific Possessions.....	Franc	....	.0201	.0201
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2518	.2518
Iceland.....	Krona	....	.1541	.1541
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4 0300	4-0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4 0300	4-0300
Mexico.....	Peso	....	.2509	.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