

Canadian certified seed potatoes, destined for markets in Latin America, awaiting shipment from Saint John, N.B. Exports during 1946 totalled 3,243,637 bushels, valued at \$5,259,922. Nineteen countries purchased Canadian stock, the largest proportion going to the United States, though substantial quantities were shipped to Cuba, Argentina, Uruguay, Venezuela and South Africa.

were progressing in Ontario. By 1921 production had increased to over 600,000 bushels and certification service covered all provinces but British Columbia, which finally came under the regulations six years later.

Permanent tuber certification standards were adopted in 1922 and those for field inspection were established in 1926. By 1930, it became illegal to sell "seed potatoes" unless certified. Standards were raised

periodically as the quality of production increased. Finally, since certification came under the Plant Protection Division in 1938, inspection and certification regulations have again been reviewed and strengthened so that today Canadian certified seed potatoes are second to none.

Classes of Canadian Certified Seed Potatoes

Seed potatoes are certified under the following classes or grades: Foundation, Foundation A and Certified, each of two-size classifications, Standard and Small. The size requirement for Standard classification is 3 to 12 ounces (or 3 to 16 ounces for long varieties), and for Small classification, 1½ to 3 ounces.

To obtain certification, producers must use Foundation or Foundation A stock and enter their fields with the Department of Agriculture. All fields so entered are subject to at least two field inspections, and any fields which show virus infection or other diseases, over the small permissible tolerances, are rejected. Finally, there is a loading-point inspection, at which time tags of government certification are attached. Few seed potatoes of Foundation class reach foreign markets. These are used for maintenance of high quality in our own seed-producing areas and, with Foundation A stock, account for all acreage planted for certification. Certified class provides the bulk of seed moving in export trade, but increasing quantities of Foundation A are now becoming available for export.

Areas of Production and Varieties

Certified seed potatoes are produced in all provinces of the Dominion, the total area passing inspection in 1947 being approximately 55,000 acres, over half of which was in Prince Edward Island with nearly 32,000, followed by New Brunswick with 15,500. British Columbia and Ontario had well over 2,000 acres each and Quebec and Nova Scotia between 1,000 and 1,500 acres each.

Prince Edward Island and New Brunswick are the main exporting provinces, although British Columbia is becoming very active in this trade. Nova Scotia has always exported certain quantities, but is now much more interested than in the past. The central and prairie provinces have not attempted to enter the export field, except in a small way.

Of total Canadian plantings in 1946, Irish Cobbler, Green Mountain and Katahdin were the dominant varieties, with acreages of 16,000, 15,000 and 12,000 respectively. In the same year, 6,600 acres were planted to Sebago, 1,900 to Bliss Triumph and 1,700 to Netted Gem. White Rose has advanced rapidly and last season accounted for 800 acres.

Producers in Prince Edward Island entered 86 per cent of the Irish Cobbler acreage passing inspection, over 60 per cent of the Green Mountain, nearly 20 per cent of the Katahdin and well over 90 per cent of the Sebago. New Brunswick accounted for 66 per cent of the Katahdin acreage, 90 per cent of the Bliss Triumph and nearly 20 per cent of the Green Mountain. British Columbia has concentrated on Netted Gem and White Rose, providing 70 per cent of the acreage of Gems and practically the entire acreage of White Rose. Chippewa and Katahdin are popular in Ontario and Green Mountain in Quebec. White Bliss is entered only in New Brunswick. The remaining 25 varieties are spread across the Dominion.

Exports of Canadian Certified Seed Potatoes

Information on early exports is rather limited, as it was not until 1937 that seed potatoes were listed separately by the Dominion Bureau

of Statistics. For the purpose of this article, crop year figures maintained by the Plant Protection Division are used rather than the calendar year statistics of the Dominion Bureau of Statistics.

Canada exported seed potatoes to the United States in 1914, as inspection was required in that year, due to an outbreak of Powdery Scab. In 1915, Nova Scotia exported to Bermuda and has retained this market to the present. By 1931, production had increased to well over 6,000,000 bushels, of which over 1,500,000 bushels were exported. Approximately 90 per cent of these exports moved to the United States and Cuba, the remainder going to Bermuda, the British West Indies and Newfoundland.

The passing of the Smoot-Hawley tariff by the United States in 1931 resulted in a reduction of exports, and production in Canada did not again reach the 6,000,000-bushel mark until 1945. The 1946 production was an all-time high, amounting to nearly 11,000,000 bushels. For the past three seasons exports have amounted to:

Crop year 1944—3,490,000 bushels, of which over 2,500,000 bushels went to the United States and over 300,000 bushels to Cuba.

Crop year 1945—Approximately 2,500,000 bushels, of which over 1,700,000 bushels moved to the United States.

Crop year 1946—Approximately 2,971,000 bushels to April 30, 1947, of which 1,818,000 were shipped to the United States, 433,000 to Argentina, 294,000 to Cuba, and 182,000 to Uruguay.

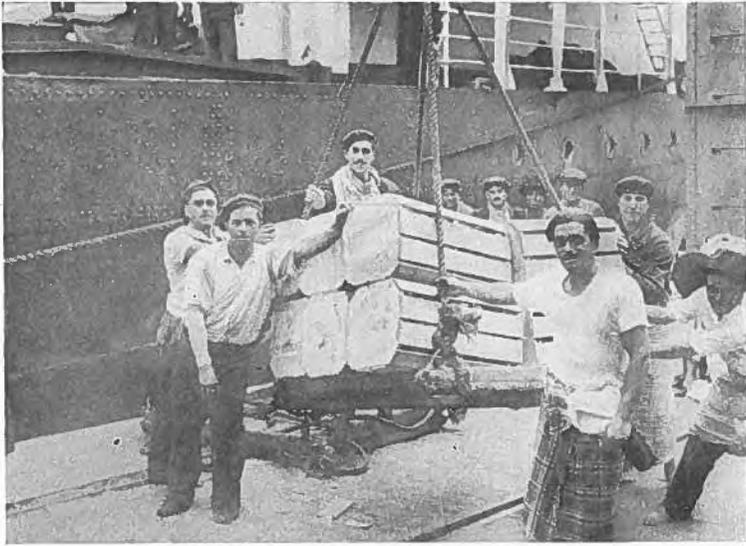
Principal Destinations of Canadian Crop

United States—The United States has been, throughout the years, the major market for Canadian seed. Prince Edward Island provides the greater volume of these exports, but New Brunswick and British Columbia are also very active. Canadian seed is purchased by United States producers in the east from Maine to Florida, and in the west from Oregon to Texas. Canada also ships to the Midwestern States of Indiana, Nebraska and the Dakotas. The most important markets in the east are Long Island, New Jersey and Florida, and in the west, California and Texas.

Under the tariff act, the duty rate is 75 cents per 100 pounds, but this was revised under the United States-Canada Trade Agreements of 1936 and 1939 to permit entry at half the rates for specified quotas. Under the 1939 agreement, the rate was reduced to 37½ cents per 100 pounds for a quota of 1,500,000 bushels for any 12-month period beginning September 15. All seed entering over the quota is subject to the basic 75-cent rate. What the rates will be under any new agreement is still a matter of conjecture. While the United States is a very heavy producer of seed potatoes, Canadian seed is desired for its high quality and to provide the new stock so necessary for continued successful production. Any increase in the Canadian quota would be of great value to Canada's industry.

Argentina—Following sample and token shipments to Argentina from 1932 to 1935, this market took 134,000 bushels of the 1936 crop and over 1,000,000 bushels in 1937. In the past season over 430,000 bushels of seed potatoes, almost entirely Katahdins, were shipped from New Brunswick to Buenos Aires. The Balcarce and Mar del Plata districts of the coastal area plant quantities of imported seed and supply the irrigated zones of Mendoza in the Andean foothills and Rio Negro in the south with first- and second-generation seed. The Rosario district, north of Buenos Aires, produces only table stock, and there is little or no demand for imported seed.

While Katahdin is the popular variety, considerable interest has always been shown in the White Rose for providing seed for the northern provinces. The desire is for both small and large seed, separately crated, to satisfy varying producer demands. Domestic seed gives good results for about



Unloading Canadian seed potatoes at Buenos Aires, Argentina. Following sample and token shipments between 1932 and 1935, Argentina imported 134,000 bushels in 1936 and 261,299 bushels in 1946.

four generations. While price is the ruling factor in the trade with Argentina, price cutting by Canadian exporters of seed potatoes has, in the past, had the effect of reducing purchases, due to the resulting market uncertainty. This past season, the Argentine Government entered the marketing field for the first time, but rather too late in the season to affect imports. Whether the "Instituto", the official government agency, will control purchases and distribution in 1947 remains to be seen.

Uruguay—Since its first import of 7,800 bushels of Canadian seed in 1936, Uruguay has shown little interest in other suppliers and should continue to be a steady market for moderate quantities if Canada can supply sizes desired at fair competitive prices. Denmark and the Netherlands are the chief competitors. From the 1946 crop, 182,000 bushels went to Uruguay, the highest figure yet reached. Purchase and distribution have been through government channels and, for the past two years, purchase has been on an f.a.s. basis, Uruguay providing the required shipping. The 50-kilo crate is demanded. Uruguay is definitely "sold" on the Katahdin and demands small-size tubers. Unless steps are taken to ensure sufficient quantities of small-size stock, Canada's preferred position will be endangered. The best arrival period is toward the end of December.

Cuba—Cuba is one of the oldest markets, dating back to 1929 or earlier. Shipments have fluctuated considerably in the past, but for the last three crop years, exports have approximated the 300,000-bushel mark. Canadian seed is highly favoured by local producers, but is subject to severe competition from the United States product.

For October-December planting, Red Bliss is still desired, but for the January-March season the definite preference is for Katahdin, although some Green Mountain and Cobblers are required. Seed potatoes enjoy duty-free entry from September 1 to January 31. Early shipments are normally in barrels, but winter shipments may be sacked.

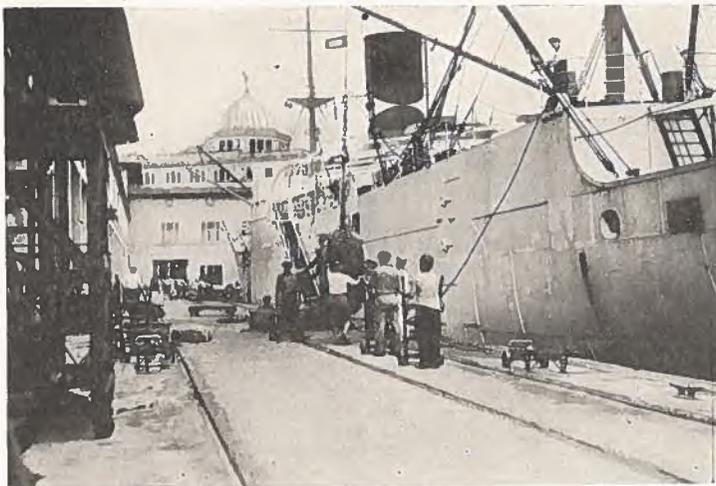
British South Africa—Following test shipments during the 1930's, South Africa absorbed 16,000 bushels of seed potatoes in 1940 and 30,000

in 1941. When shipping was again available in 1944, 60,000 bushels were accepted. In the past two seasons, shipments have been over 90,000 bushels. This market, like all others in the Southern Hemisphere, requires packing in crates, but the preference is for a 100-pound rather than the 50-kilo crate. When container supply difficulties are overcome, this desire should be met.

The chief criticism of Canadian seed is that there is insufficient classification according to size and that sizes are mixed with too heavy a percentage of large sizes. Small size is demanded and other exporting countries meet this demand. Prewar suppliers, notably Scotland, which produces small sizes especially for this market, are again in the export business and Canada will have to meet increasingly stiff competition. The Trade Commissioner Service strongly recommends that experimental shipments for testing by government officials be inaugurated, as the South African Department of Agriculture will give official recommendation only to varieties and seed that have been tested and proven satisfactory. Negotiations to this end are now in progress.

It has been proposed in South Africa by leading importers that an association be formed to buy, distribute, experiment with, and make representations to the proper authorities on Canadian seed. This association would then deal with a similar association or agency in Canada. It is pointed out by trade commissioners in South Africa that Canada stands in grave danger of losing that market entirely unless some such arrangement is instituted.

Other Latin American Countries—In South America, Venezuela has been a yearly purchaser of Canadian seed since 1935, over 75,000 bushels being imported from the 1946 crop. In the past, Brazil has been closed to Canadian exporters, but test shipments have been made this past season and it is hoped these will assist in opening up this market to Canadian seed. While the principal demand is for yellow flesh varieties, there may be an outlet for Canadian seed in certain areas. British Columbia has recently made a shipment to Peru, to be tested in the high-altitude pro-



Cuba is one of the oldest markets for Canadian seed potatoes, dating back to 1929. For the past three crop years, shipments have approximated the 300,000-bushel mark. This photograph shows seed potatoes being landed at Havana.

ducing areas of that country, and Colombia is interested in seed for similar producing areas. Mexico has received 7,500 bushels of the latest crop, and this market is capable of greatly increased imports. The Dominican Republic is a steady market for between 4,000 and 7,000 bushels each year for October planting.

Bermuda and Jamaica—Bermuda and Jamaica have purchased Canadian seed potatoes for many years. The former has planted Canadian potatoes since 1915 and can take up to 20,000 bushels yearly. The chief criticism in Bermuda is the lack of a sufficiently long dormancy period before arrival, as first planting is made in late September. In Jamaica, the government now purchases and distributes seed under subsidy arrangement. Again the criticism is that seed is not sufficiently mature for early planting. The chief complaint, however, is that a sufficient percentage of the small-size seed, essential for their climatic conditions and cultural methods, cannot be obtained.

Europe—There has been, up to the present, an almost complete embargo on the importation of seed potatoes into European countries from North America. The refusal to accept potatoes from this continent is due to the fear of infestation by the Colorado potato beetle and of infection by virus diseases and bacterial ring rot. It is hoped that this attitude may alter and that some countries will in future permit entry of Canadian seed. Test shipments have been made this year to Portugal for purposes of official "recognition", and to France and Belgium for experimental purposes. Portugal is now permitting importation of table potatoes from North America.

Outlook for Canadian Certified Stock

The production of certified seed potatoes is greater than present domestic and export demands. Domestic requirements could be greatly increased to the benefit of the Canadian potato industry as a whole. The producer will have to do his part in increasing export trade by providing the varieties and sizes demanded by foreign countries. Small-size tubers are in definite demand in Uruguay, South Africa and Jamaica and, when the opportunity arises, in Brazil. Scotland produces small-size seed specifically for the South African trade and Canada will have to do likewise if exports to that and other markets are to be expanded.

In order to take full advantage of export opportunities, it is clear that the foreign markets must be provided with seed of suitable maturity for their requirements. Cuba, Jamaica and Argentina require seed for planting just after the harvest here, and complaint has been made of immaturity of shipments. It may be that early "top-killing" is the answer to this problem and that Canadian seed will not be subject to such criticism in future.

Whether the exporting of Canadian seed potatoes should be left to individual enterprise or whether better results can be obtained through controlled or collective marketing is a moot point and must be left to the various producing areas to determine for themselves.

The Department of Trade and Commerce is making every effort to increase the export demand. The test shipments mentioned above were arranged by trade commissioners abroad through the Export Division and the Department of Agriculture. These have gone forward to government organizations in Brazil, Peru, Portugal, France and Belgium. Negotiations are in progress to make similar shipments to South Africa. The department is increasing the number of agricultural specialists, and one of their main functions will be to promote the exportation of agricultural products.

A film, "Certified for Seed", produced for this department by the National Film Board under the technical supervision of the Plant Protection Division of the Department of Agriculture, is now in the hands of several trade commissioners. One English copy has gone to South Africa and three copies to the United States. Copies with commentary in Spanish are in Argentina, Cuba and Colombia, and one with Portuguese commentary is in the making for Brazil. This up-to-date method of trade promotion is already producing results.

The future prospects of export trade in Canadian certified seed potatoes appear to be good. The product is of high quality and production can readily be increased to take care of any heavier demands. There is little doubt that, with an alert and vigorous industry having the full co-operation of Dominion and provincial governmental departments, Canadian certified seed potatoes will continue to be a very real factor in Canadian export trade.

World Food Situation Considered More Serious Than Last Year

Extreme gravity reported by International Emergency Food Council, with hundreds of millions suffering from hunger—Stocks very low and supplies available for export insufficient to meet demands—Rice shortage in Far East largely responsible.

By G. R. Paterson, Commercial Secretary (Agricultural Specialist),
Canadian Embassy

WASHINGTON, D.C., May 30, 1947.—Food conditions throughout the world are considered extremely grave by Dr. D. A. FitzGerald, Secretary-General of the International Emergency Food Council, which met here on May 26. He presented a comprehensive report on the world food situation, present and prospective. Many of the views expressed at the third meeting of the council last February have now been confirmed. The food situation in a number of importing countries is worse in some respects at the present time than during the same period last year. Hundreds of millions of people are suffering from hunger. Basic rations cannot be maintained at the winter levels, which were much too low for health and comfort. World stocks of food are extremely low, and available export supplies are insufficient to meet the current needs.

Rations of cereals, rice, fats and oils and meat have already been reduced in some countries. A reduction, especially in cereals, has been made in others through the expedient of not honouring the announced rations in full. In a number of countries, the situation is described as so precarious that a delay of one week in this year's harvest beyond the date now anticipated might bring about a complete breakdown in rationing.

Rice Shortage in Far East Largely Responsible

The continuing acuteness of the world food shortage, following the war, is largely the result of a rice shortage in the Far East. This has imposed an abnormal demand from that area on cereals, other than rice, from the Western Hemisphere. Europe also is in need of extraordinarily

heavy shipments. The prospective slight increase of rice supplies in 1947, as compared with 1946, is not nearly sufficient to satisfy the needs of the rice importing areas, so the impact on cereals, other than rice, will continue to be felt.

Fats and oils available for export are much below prewar quantities. The deficiency of calories normally provided by these products can be made up only through the medium of an increased intake of cereals. Unfortunately, it requires two pounds of cereals to provide the calories supplied by one pound of fats and oils. It now appears certain that a world shortage of oils and fats will continue throughout 1948.

Meat production in most European countries is unlikely to exceed the present seriously reduced output, so long as coarse grains continue to be required in maximum quantities to augment the indigenous production and import availabilities of wheat and rye for direct human consumption. Many of the countries are now consuming little more than 70 per cent of the prewar per capita quantities of meat. This lack of protein in the diet has brought about and will continue to cause an abnormal demand for beans and peas. The prospective increase in production of these products in 1947 will not meet the needs for 1947-48.

Slightly increased supplies of sugar in 1947, due largely to the Cuban output, may continue into 1948, if increased exports from the Philippines and the Netherlands East Indies are sufficient to offset the lower prospective production in Cuba in 1948.

Severe Winter Reduced Output

The severe winter in Europe, followed by floods and delays in farming operations, has substantially reduced the prospects of food output in that area in 1947. This situation is further aggravated by the insufficiency of nitrogenous fertilizers, occasioned to a large extent by the lack of coal. Even good weather in Europe from now until the harvest will not produce a crop sufficient to bring European import needs into balance with prospective exports of the Americas and the Antipodes. On his return from a brief visit to Europe two months ago, the Secretary-General predicted that the prospective grain production in North America would not compensate for the probable decrease in Western Europe. Dr. FitzGerald now predicts that the world cereal position will persist at least until the harvests of 1948.

Early estimates for 1947-48 suggest continuing world shortages in major foods and nitrogenous fertilizers. Cereals, including rice, provide well over one-half the caloric food intake of the world's population. The world shortage of cereals has necessitated restricting the consumption of bread and rice for hundreds of millions of people. Supplies of other foods have not compensated sufficiently for this shortage. On the contrary, in many countries, the consumption of fats and oils, meats and other important foodstuffs has been reduced below the 1946 levels. Sugar consumption, although higher than a year ago, is still below the prewar level.

The cumulative effect of these food shortages in many countries is becoming more and more serious, nutritionally, economically and psychologically. People are protesting against the continuation of this situation, and in some areas protests have reached the stage of violence and rioting. Industrial and economic rehabilitation have been retarded. The effect of inadequate food on coal production is specially significant.

Cereal Crisis Likely to Continue

The present crisis in cereals was not unexpected. It was forecast as early as October, 1946, and received much attention at the meeting of

the council last January. The deficit in the second quarter will be approximately one million tons, instead of a somewhat higher figure, due largely to the extensive scaling down of import requirements indicated last July, to 34 million tons for the crop year 1946-47. The prodigious efforts of three important exporting countries, notably the United States, to move cereals and coarse grain of all kinds also contributed.

In the third quarter of this year, the present crisis will likely continue. On the basis of present rates of consumption, allowing nothing for increased operating stocks, cereal import requirements for human food during the third quarter will amount to eight million tons, even taking into account the availability of new crops in those importing countries which have early harvests. Supplies of all grains that may become available for export during that period will aggregate only about 7.5 million tons, however, of which 2.5 million, or one-third, will be coarse grains.

An important factor contributing to the difficult position in the April-September period is the shortfall in shipments from Argentina. Official reports indicate that the Argentine has harvested a record rye and barley crop, a wheat crop almost fifty per cent above that of the previous year, a corn crop double that of last year and a very good oat crop. Yet, exports between January and March were much lower than had been expected and even below last year's reduced level of shipments. Whether the prospective deficit of 1.5 million tons during the six-month period will be larger or smaller depends to a material extent on efforts of Argentina to maximize exports.

The 1947-48 cereal crop year does not look bright. Stocks of cereals in most countries on July 1st will be extremely low, and many countries will have to rely during all or part of the first three months almost exclusively on imports, as indigenous old-crop supplies will be almost negligible. Thus, the immediate crisis will continue throughout the summer and early fall in only gradually diminishing tempo.

Rice Exports Below Third of Prewar

World supplies of rice available for export in 1947 are now estimated at only 2,175,000 tons, an improvement of less than ten per cent as compared with the very low shipments of 1946, and a decline of nearly 600,000 tons from the more optimistic estimates made earlier this year. The seriousness of the rice situation can only be realized when it is remembered that, prior to the war, annual exports averaged 7.8 million tons. Only some improvement in the rice crops of importing countries, together with abnormally large imports of wheat and other cereals, has prevented widespread disaster of almost starvation proportions. As it is, food conditions in most areas where rice has been the staple article of diet are slightly better than those prevailing a year ago. Total world rice production is estimated as being within four per cent of prewar. Only very moderate improvements may be expected in 1948, because rehabilitation of the rice industry in the three major prewar exporting countries—Burma, Siam and French Indo-China—will take from three to five years. On the other hand, the population in the Far East has increased greatly in the last decade.

Sugar Production Lower This Year

World supplies of sugar are expected to total about 30,000,000 short tons raw value for 1947. This includes a Cuban production of 5.5 million tons. The 1935-39 average consumption was 34,000,000 tons, as compared with 26,000,000 in 1946. The smaller 1947 production, as compared with

prewar, is due to the fall of production in Europe and the Far East. European production in 1946-47 is now estimated at 7.3 million tons, as against the wartime low of 5.5 million tons in 1945 and 1946, and the prewar average production of 10.4 million tons.

In the Far East, production for use in 1947 will be a fraction of prewar. On the other hand, Western Hemisphere production of both cane and beet sugar is likely to exceed 14.2 million tons, as compared with a prewar average production of 11.2 million tons and with 12.3 million tons in 1945-46.

Sugar production in 1948 may equal that obtaining in 1947, and may be slightly higher. European, North American and Philippine production should be higher, but reports from Cuba indicate that she cannot repeat the high output of this year. Present estimates indicate a reduction of from 15 to 20 per cent from that source in 1948.

More Whale Oil is Available

The average prewar 1934-38 gross annual global exports of fats and oils, not including olive oil and butter, amounted to 5,411,000 metric tons, in terms of fat. The quantity available for export in 1947 is now estimated at 3,384,000 metric tons. In January, the estimate was placed at 3,268,000 metric tons. Improvement of the supply position has been noted in whale oil and Philippine copra. On the other hand, linseed and other oil exports from the Argentine have been reduced.

The United States and Canadian oilseed crops may be larger than the estimates made four months ago, but the supply prospects in a number of Asiatic and Pacific countries are likely to deteriorate rather than improve. These prospective changes do, however, complicate the immediate problems, because supplies from the United States and Canada will be available until late in the season, while the deterioration in supply prospects from Asiatic and Pacific areas adversely affects the second and third quarters of this year; the season for which estimated availabilities are already most inadequate.

The heavy deficit existing in all fats and oils, but falling most heavily on liquid edible and drying oils, is the result of the war and postwar decline in livestock fat production in Europe. This far outweighs the increase in animal fat and oilseed production in North America. With measurable supplies in 1947 estimated to be only 80 per cent and exports less than 60 per cent of prewar, it is obvious that the council is confronted with very real difficulties in its efforts to balance requirements and supplies.

In most importing countries, after allowing for indigenous production, there will be 70 per cent or less of prewar availability. Exporting countries in general will have about 80 per cent of the prewar per capita quantities. Canada and the United Kingdom, on the basis of present estimates, should probably be able to maintain consumption at about 77 to 80 per cent of prewar per capita utilization. In the United States it will most likely be in the neighbourhood of 90 to 95 per cent of prewar.

In order that large quantities of fats and oils may be available for human consumption, it has been necessary in many countries to continue to curtail their use for soap, paint and other technical products. This is particularly true in Continental Europe and the United Kingdom. Canada and South Africa are also experiencing similar difficulties. Although the world's output of vegetable oils may be somewhat greater in 1948 than in 1947, a serious shortage will prevail throughout 1947 and 1948.

Oilcake Exports from Argentina Decline

At the present time, one-half the oilcake supplies available for import is in the form of oilseeds. In addition, exports of oilcake as such from Argentina, one of the major sources of supply, have fallen far short of earlier estimates. A second difficulty is that Argentine prices are higher than many Continental European countries can afford to pay with their limited foreign exchange resources. Consequently, total amounts shipped to importing countries so far this year have been well below the quantities previously contemplated. There are indications, however, that supplies of oilcake available for export from countries other than Argentina are now gradually increasing. The principal source of such supplies is the United States, which hopes, after the 1947 harvest, to release additional supplies of oilcake.

Output of Beans and Peas is Higher

The prewar movement of beans and peas, other than soya beans, was relatively small, and except for a few countries, imported pulses are not of major nutritional importance. Production of beans and peas, except for the Far East, for which adequate data are not available, is now slightly above prewar. However, exportable supplies in relation to needed import requirements are smaller than for any foodstuffs now in world short supply. The present abnormal demand arises from the dislocation of pulse production and trade, shortage of other commodities, especially meat, and of the foreign exchange with which to buy the higher-priced proteins. Even so, the number of countries requiring very large imports is comparatively small. But, to these countries, pulses are of vital importance in maintaining a tolerable nutritional level.

Latest estimates show that 1946 pulse production, outside the Far East, was about six per cent higher than before the war. This global figure is not altogether correct, since production in the Western Hemisphere was about 120 per cent of prewar, in the Middle East about nine per cent higher than in prewar years, and in Africa about seven per cent higher than prewar. In Europe and Oceania, production declined by thirteen per cent from the prewar figure.

There appears at this time to be no indication that the 1947-48 demand for pulses will be much different than in 1946-47. Production in the Americas, Africa and in smaller producing areas of the Pacific and Mediterranean is not likely to be much higher than in 1946-47. Undoubtedly, Japan will continue to stand in need of pulse imports from the West, as will probably other Far Eastern countries. In order to fulfil import demands in the Far East, such countries as China, India and Manchuria must resume their export trade. There are no indications, however, that this is likely to take place in the near future. Only to the extent that production of pulses in Europe improves and greater supplies of other foods become available will the European 1947-48 picture be different from that of this year.

Supplies of Meat Below Prewar Totals

The amount of meat at present entering international trade is affected by the limited ability of European countries to finance imports and by the reduction of their own indigenous production. European production of meat this year is not likely to be much larger than in 1946, which was estimated at about 15½ billion pounds, or slightly over sixty per cent of prewar. This estimate excludes offal, poultry, horsemeat, etc.

Europe imported only enough meat in 1946 to make up one-half the deficit in her own production, as compared with prewar (5.1 billion pounds carcass weight equivalent, excluding military feeding; of this amount, 3.9 billion pounds went to the United Kingdom, including overseas services and colonies). Recent estimates place European imports for 1947 at 4.5 billion pounds. This reduction is to some extent accounted for by the lesser quantities shipped by UNRRA.

On the basis of present estimates, the major exporting nations as a group will produce little if any more meat than in 1946. Production in the United States could reach 500,000,000 pounds above 1946, but Canadian production may fall below last year's mark. Declines are in prospect for Australia and New Zealand, aggregating about 100,000,000 pounds less than in 1946. Exports from South America are expected to be some 200,000,000 pounds below the previous estimates for 1947. At present the effective demand for meat is limited because of a shortage of foreign exchange and by current high prices in some markets. Contributing in some degree to the problems of distribution is the fact that over eighty per cent of the world's exportable surplus is tied up in trade agreements and long-term contracts. World supplies will continue below prewar in 1948, but it is too early to forecast either production or effective demand for next year.

Extreme Shortage of Fertilizers

An important factor in the slow recovery of food production in many parts of the world is an extreme shortage of fertilizers, particularly nitrogen. In the fertilizer year just ending, nitrogen production fell short of meeting demands by at least 25 per cent. During the coming 1947-48 fertilizer year, an equally large and critical shortage appears inevitable.

Potash production was inadequate to meet all demands during the current fertilizer year and, because of the geographical location of a large portion of the processing facilities, some important needs almost certainly will not be met next year.

Although there has been great improvement in soluble phosphates for 1946-47, there are indications that a few countries will still be unable to attain their full requirements for 1947-48. Supplies of rock phosphates were substantially in balance with demands during the fertilizer year just ending and the outlook for 1947-48 is satisfactory.

World nitrogen production in 1946-47 was equal to prewar. Decreased output in Germany, Austria, Japan and Korea was offset by increases in the United States, Great Britain, Canada, Chile, Norway and Belgium. The United Kingdom nitrogen production has increased greatly as compared with prewar years, but so has consumption. However, the United Kingdom is exporting some 40,000 to 50,000 tons more than before the war. Belgium and Chile produced and exported somewhat more nitrogen in 1946-47 than before the war, while Canada has greatly increased her production and exports. During the three years before the war, the Canadian annual exports amounted to some 32,000 tons of nitrogen. In 1946-47 they will exceed 150,000 tons.

Germany, which before the war exported nearly 100,000 tons of its annual output of 700,000 tons of nitrogen, will produce during 1946-47 only 200,000 to 300,000 tons, and it is estimated that over 40,000 tons of nitrogen will have to be imported by that country. Japan and Korea, practically self-sufficient as regards nitrogen before the war, are now in urgent need of large imports. The United States has always been a major importer of nitrogen and, although production has increased greatly since

the war, consumption has nearly doubled and stated requirements are far greater than allocated supplies.

Production in India will be slightly increased during the coming fertilizer year, but will be insufficient to meet demands. This same situation will prevail in China which, before the war, along with Manchuria and Taiwan, utilized about 100,00 tons of nitrogen annually. The prospects for 1947-48 show production estimated at 2.8 million tons of nitrogen and stated requirements at 3.7 million tons.

Severe Drought in Caribbean Area Reduces Crop Yields

Yields of sugar, grapefruit, oranges, limes, nutmeg, cocoa, cotton and ground crops all affected—Low water prevents delivery of logs to sawmills—Scarcity of fodder crops reduces meat production and milk flow—Business activity continued at relatively high level.

By T. G. Major, Canadian Trade Commissioner

(Editor's Note—This is the first article of a series of three on economic conditions in the Eastern Caribbean and the Guianas for the first quarter of 1947.)

PORT OF SPAIN, May 20, 1947.—Severe and extended drought conditions have obtained throughout the entire area and have resulted in a reduction in yields of sugar from the current cane crop and given rise to fears of lower cane production from the growing crop. Grapefruit, orange, lime, nutmeg, cocoa, cotton and ground provision yields likewise have been affected. In British Guiana and Surinam, low water in the rivers has prevented the movement of logs to the sawmills. Inevitably there has been a scarcity of fodder crops for livestock, with resultant reductions in meat production and milk flow. In general, however, business activity has continued at a relatively high level as a result of increased imports of foodstuffs and other supplies. There are signs, nevertheless, of an overstocked position in the larger colonies, particularly in respect of textiles. The serious shortage of nails, roofing materials, and cement has hindered both residential and business construction.

Sugar Production Lower Than Anticipated

Although final figures as yet are not available, sugar production appears to be lower than was anticipated earlier in the year but higher than in 1946. Indicative of this are the latest estimates for Trinidad, where poor juice quality has reduced the figure from 124,300 to 116,700 tons, as compared with 109,613 tons in 1946. In British Guiana a number of the factories had to close down because low water in the canals prevented movement of the canes from the fields. This, together with the adverse effect of the drought on the autumn crop canes, is expected to cut production prospects by 15 per cent from the original figure of 175,000 tons. The crop in Martinique and Guadeloupe is expected to amount to about 70,000 metric tons. Grinding operations still were in progress in most areas early in May.



Although final figures are not available, sugar production appears to be lower than anticipated earlier in the year, but will still be higher than the 1946 production. Poor juice quality and low water in canals preventing the movement of the crop have contributed to this reduction. Loaded sugar cane carts are still drawn by oxen in Trinidad.

Other Crops Affected by Lack of Rain

Picking of Trinidad grapefruit has been completed, the long drought, however, seriously lowered the juice content. The condition of the Montserrat lime groves is excellent, despite the drought, as the result of extensive irrigation.

Picking of the Antigua cotton crop has been completed. The lack of rainfall has had serious effects on the Montserrat cotton crop. The rice harvest in the Guianas is almost over, but production is unknown because of delayed deliveries of padi to the mills. Light showers towards the end of April have permitted preparations for the autumn crop to begin about a month earlier than usual.

Higher Import Volume Than Last Year

Business activity in these territories is governed mainly by the volume of imports and exports. Generally speaking, the import movement has been at a higher level than a year ago. This is particularly true in regard to foodstuffs, where an increased volume from Canada has been supplemented by increases from the United States, Australia, South Africa and in specialty lines from Great Britain. The inflow of general supplies from all sources has noticeably risen and the supply position is good except with respect to building materials and steel goods.

Some Evidence of Overstocking

There is some evidence of overstocking in certain lines, mainly due to the delivery of long-standing orders and some importers are experiencing a measure of difficulty in meeting commitments. In Trinidad a serious meat shortage has developed, which may not be relieved until late in June. The supply of dairy products has been improved by arrivals of tinned milk, butter and cheese from Australia and the relaxation of export controls on Canadian whole milk powder. Consumption of powdered milk is expected to reach an all-time high during 1947.

Drought and Prices Influence Exports

The volume of exports has been affected by the drought and by lowered prices for certain uncontrolled commodities. Export of sugar is underway from most of the area, although shipping shortage has had a hampering effect. From Trinidad, 22,000 cartons of grapefruit juice have been exported, none of which went to Canada because of low prices resulting from the flooding of the market with Florida juice. Dominica has received a small order for 1,000 crates of green limes from Canada at satisfactory prices, but the market for juice and oil is dull.

There have been small shipments of bay oil to Britain at f.o.b. prices of 3s. 1·5d. per pound and an irregular movement of vanilla beans to New York. Prices for cocoa in the United States have broken from 32 to 22 cents and deliveries to the United Kingdom from Grenada at the contract price of 131s. c.i.f. per 50 kilos have been below expectations. The export of bauxite from British Guiana and Serinam continues at a high level, but the strike in the former colony is expected to result in lower volume later in the year. An interesting feature has been the initiation of shipments to Sweden. Labour difficulties have hindered operations in the Trinidad oilfields.

Revival of Tourist Trade Aids Business

One of the favourable factors affecting business conditions has been the revival of the prewar tourist movement. This has been particularly true in St. Thomas, Barbados and Trinidad, although there has been an increase in the number of visitors to most of the islands where passenger ships call. The Caribbean Tourist Development Association is expected to commence operations later in the year and extensive publicity is being planned in the United States and Canada. New hotels are either under construction or planned, especially in Grenada, but no improvement is in sight in facilities in Trinidad and British Guiana.

Rising Cost of Living Presents Problem

The rising cost of living continues to exercise governmental and public attention throughout the area. Steps have been taken in the Windwards to lower prices by means of reduced mark-ups, despite commercial opposition. A special committee in Trinidad has made comprehensive recommendations involving continued subsidization and lowered duties on essential commodities. On the other hand, there have been increases in the taxation level in the American Virgin Islands and higher duties on alcoholic beverages and tobacco in most of the British colonies.

New Zealand Invites Tenders for Electrical Equipment

The New Zealand State Hydro-Electric Department, Wellington, New Zealand, invites tenders for the following electrical equipment:

Two 14,000 bhp. turbines and two 11,000 kva. generators for Cobb River Power Station, Nelson District; section 82, contract No. 37.

One 25-ton 4-motor electric overhead travelling crane for the Nelson District; section 96, contract No. 38.

Tenders for this equipment close with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, on November 4, 1947. Interested Canadian firms may obtain further particulars and specifications from J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Building, Montreal.

Sheep Farming in New Zealand Important Factor in Economy

Production valued at NZ£43,200,000 is second only to manufacturing—New strains of sheep developed through cross breeding to meet local conditions and to meet quality of export demand—Canadian rams imported possess good width in hind quarters, but are not superior in length and depth of the leg of mutton.

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

WELLINGTON, April 15, 1947.—Sheep farming contributes one-fourth to the total production of New Zealand, accounting for a value of NZ£43,200,000. Total production is valued at NZ£174,200,000, of which manufacturing accounts for NZ£49.4 million; dairy farming for NZ£36.4 million; agriculture for NZ£14.0 million; other farming for NZ£5.9 million; forestry for NZ£5.3 million; mining for NZ£5.1 million; fisheries for NZ£700,000; and miscellaneous for NZ£14.2 million.

The pastoral industry commenced in the fifties with the pasturing of Merino sheep on the tussock grasslands of the South Island. The development of sheep farming in the North Island, the introduction of refrigeration, as well as the export trade in mutton and lamb involved the adoption of additional breeds of sheep. Merinos were crossed with longwools to produce the half-bred sheep, which produced a heavier fleece and a better carcass. Towards the end of last century the inbred half-bred or Corriedale was evolved to give a new breed of sheep. These half-breds and Corriedales form the flock sheep of the better tussock and foothill land of the South Island and, crossed with a longwool, generally the English or Border Leicester, give the three-quarter-bred ewe common to the arable farming districts in the drier areas of the South Island.

On these three-quarter-bred ewes the mixed farmer uses the English and Border Leicester or Southdown ram for the production of fat lambs for export. Merinos or Merino crosses do not flourish in the wetter districts, and the Romney has become the predominating breed for the North Island and the wetter districts of the South Island.

Breeds Developed to Meet Conditions

In the early days of farming the surface-sown country of the North Island, which was covered in freshly-burnt logs and stumps, the Romney wool tore badly on the sticks and collected a great deal of charcoal. To overcome this the Romney-Lincoln cross was evolved. The Lincoln cross produced a fleece better able to withstand these harsh conditions. The cross was maintained at a certain level of uniformity by mating each year with the coarse-woolled ewes with the Romney ram and the finer-woolled ewes with the Lincoln. With the passing of the rough conditions on the hill-country farms, the Lincoln cross has been abandoned and the Romney rams are used almost entirely in the maintenance of North Island flocks. For the production of fat lambs for export the culled-for-age ewes from the hill country are mated with Southdown rams by the intensive grazer. Where feed conditions are suitable for fattening surplus Romney lambs, they are also disposed of as export lamb.

The importance of the chief breeds in the sheep industry is illustrated by the following table (crossbreeds cover the Romney cross sheep of the wetter districts of the North and South Island and the varying degrees



Pastoral scene in the Manawatu District, North Island, New Zealand.

of long-woolled crosses in the Corriedale and half-bred sheep in the drier district):

Distribution of Breeds of Sheep

Breed	Stud sheep entered in flock book	Sheep of distinctive breed but not in flock book	Total number
Merino	22,661	788,251	810,912
Lincoln	3,333	9,138	12,471
Romney	281,914	5,474,470	5,756,384
Border Leicester	12,680	20,941	33,621
English Leicester	10,970	15,837	26,807
Shropshire	660	2,487	3,147
Southdown	160,042	249,682	409,724
Corriedale	43,620	1,181,749	1,225,369
Half-bred	2,177,301	2,177,301
Ryeland	7,662	5,315	12,977
Other breeds	9,062	7,203	16,265
Crossbreds and others	23,489,634
Grand total	552,604	9,932,374	33,974,612

Stud Sheep Breeder Important to Maintain Quality

The stud-sheep breeder is of great importance for the maintenance of quality, and types in the flock sheep depend on the rams supplied by the stud breeder. In addition to supplying the Dominion's needs in stud and flock rams, the stud breeders have built up a valuable export trade in high-quality sheep. The stud-sheep population from 1900 to 1945 is given in the following table:

Sheep Population

Year	Rams	Breeding ewes	Dry ewes	Lambs	Total stud sheep
1900	7,985	182,255	15,047	123,145	518,377
1905	8,333	192,364	10,866	120,649	552,985
1910	15,068	227,187	13,943	160,234	706,933
1915	16,084	237,717	17,341	176,556	447,698
1920	13,553	154,516	9,803	109,454	287,326
1925	12,400	184,774	7,867	131,485	336,496
1930	14,248	244,480	7,884	174,862	441,474
1935	11,249	231,605	7,292	169,041	419,187
1940	12,273	262,467	5,939	188,556	469,235
1945	13,436	309,447	6,230	223,491	552,604

Rams with Developed Loin and Legs Required for This Market

Recently a number of Southdown rams from Canada were sold by auction. While they brought fair average prices, they were described as being "too dumpy and not long enough in the hind quarters." It will be appreciated that the loin and leg are the most valuable parts of the fat lamb carcass and that in consequence the New Zealand breeder aims at securing maximum development of these parts. At Smithfield Market, inspection of carcasses is confined almost entirely to the hind end and loin, and New Zealand lamb has presumably obtained pre-eminence, due to superior carcass development, particularly in these valuable cuts.

Southdown Ram is Most Important Sire Used

The Southdown ram is by far the most important sire used in the New Zealand fat-lamb industry and breeders appear vitally aware of what constitutes quality and meat development in sires used for improving stud flocks. In very general terms, a wide flat loin carried through to a wide long well-turned rump, with legs of mutton well let down, and with a deep wide twist are most desirable for the New Zealand market. A dense fleece of moderately short wool is preferred.

Canadian Rams Lack Certain Desired Features

While the Canadian rams possessed good width of hind quarters, they were not considered to exhibit any marked superiority in the other desired characters of length and depth of the leg of mutton. Comments by some New Zealand breeders present at the sale, on the score of size, indicated that the market demanded larger sheep with somewhat stronger bone.

A further point raised with regard to the Canadian rams was the fact that the difficulties of opening up a new market, or of entering into competition in a more or less established market are invariably greatest at the outset, unless the imported stock show marked superiority in characters of economic importance.

The Southdown is considered superior to all other breeds as a sire for lightweight fat-lamb production because of its conformation and early maturity. Mated to the large-framed heavy-milking Romney ewe, which preponderates in the North Island and in Southland, a quality lamb at lightweight can, in the majority of cases, be obtained by weaning time, while the remainder fatten very well on crops.

Fat-lamb Industry Based on Cast-forage Ewes

In New Zealand, the fat-lamb industry is based upon the supply of cast-forage ewes from the hill country in both the North and South Islands. In the North Island, these ewes which are 100 per cent Romney are noted for the quality of lambs they produce when mated to Southdown rams. Normally, the New Zealand schedule of fat-lamb prices offers a premium for the lightweight well-finished lamb, because of its suitability for the London market. Today, however, the schedule does not offer this premium and heavyweight lambs are a paying proposition. This has the effect of putting some emphasis on size in the fat-lamb sires, which is reflected in a demand for larger Southdowns.

In the South Island the ewes are the half-bred (Longwool and Merino), the Corriedale, the three-quarter bred (two crosses to the Longwool), with the Romney of lesser importance except in Southland. A greater variety of sires is used for fat-lamb production. In general, owing to the more severe climate, fewer lambs are drafted fat off their mothers than in the

North Island, and much greater reliance is placed on fattening crops, of which rape is the most popular. Chow moellier, hard-fleshed turnips and swedes are also used for this purpose.

Under such varying conditions a great number of breeds are used as sires. Fundamental factors in determining suitable sires are the size and milking ability of the ewe, climatic conditions which determine the need for fattening crops, and the suitability of lambs to this type of husbandry.

Breeds differ in their rate of maturity and those which rapidly reach the finished condition at light weights are inclined to be too fat at heavy weights. This class of lamb under the prewar price schedule was favoured where fattening off the mothers at light weights was achieved. Slower maturing breeds, that is those reaching finished condition at heavy weights, were, in general, favoured for crop fattening or finishing.

Imports of Sheep from Canada

1936	1	Cheviot ram
.....	5	Cheviot ewe lambs
1937	2	Cheviot rams
.....	5	Cheviot ewes
1939	6	Cheviot ewes
.....	1	Dorset Horn F. ram
1946	11	Southdown rams

Many Enquiries Received by India for Canadian Chemical Engineering Equipment and Services

Division created to assist industries—Canadian firms should communicate directly with New Delhi.

The Directorate General of Industries and Supplies (Co-ordination), Department of Industries and Supplies, Government of India, New Delhi, India, has established a new division to give assistance to Indian industries and at the present moment has on hand a large number of enquiries regarding the availability of chemical engineering equipment and services in Canada. Any Canadian manufacturer or consultant wishing to offer products or services should communicate with the Directorate General directly, and send a copy of their covering letter to Machinery and Tools Division, Export Division, Foreign Trade Service, Department of Trade and Commerce, Ottawa, quoting file 23946, and a copy to Richard Grew, Canadian Trade Commissioner, P.O. Box 886, Bombay, India, for information and follow-up if necessary.

Requirements are summarized as follows:

(a) *Types of Plants Likely to be Required*

1. Sulphuric acid plants.
2. Electrolytic alkali plants.
3. Solvay process soda plant.
4. Synthetic ammonia plant.
5. Calcium carbide.
6. Superphosphate making unit.
7. Phenol by chlorobenzene process and benzene sulphonic acid process.
8. Firms who can build sheet glass furnace, chemically resistant glass melting furnace, optical glass furnace and annealing lehrs for these.
9. Machinery for scientific glassware, for thermos flasks, for grinding optical lenses, for optical instruments and spectacles; dies and castings for grinding optical lenses, optical instruments and spectacles; and spectacle frames, cases, etc.

- (b) *Component Parts and Equipment Required*
1. Fermentation drums of stainless steel for the production of calcium gluconate.
 2. Special type burners for blowing and sealing vacuum flasks.
 3. Acid resistant pumps.
 4. Evaporators, driers, fractionating columns, filter presses, crystallizers, gas absorption equipment, etc.
 5. All types of meters for control of flow of gas and liquid temperature and pressure.
- (c) *Consulting Chemical Engineers Who Can Undertake the Design of:*
1. Complete sulphuric acid plants.
 2. Complete alkali plants.
 3. Synthetic fertilizer plants.
 4. Phosphoric acid and phosphate making units.
 5. Ossein plants.
 6. Complete glass factories.
 7. Ammonia oxidation units.
 8. Acetic acid plants.
 9. Graphite electrode units.
 10. Industrial furnaces.

Contracts Will Govern Employment of German Scientists Needed in Canada

Cost of transportation to be recovered by government from employer—Monthly reports on ability and conduct of technicians will be required—Germans forbidden to write articles or to give interviews.

CONDITIONS under which the services of German scientists and technicians might be made available to Canadian industry and universities were indicated in letters forwarded this week to the Canadian Chamber of Commerce, the Canadian Manufacturers' Association and educational institutions. It was requested that the specific requirements for individual Germans should be submitted to the Department of Trade and Commerce, which has prepared form contracts in accordance with regulations of the United Kingdom governing the transfer of such nationals. For the employment of German scientists and technicians in Great Britain, a contract must be concluded between the government and the individual concerned, and between the government and the ultimate employer. This system provides for security screening, which has been approved by the Royal Canadian Mounted Police. The following provisions have been made:

- (a) Contracts must be signed by the German scientists or technicians before they leave Germany.
- (b) The scientists will be brought to Canada at government expense, which will be recovered from the eventual employer of the individual concerned.
- (c) Employment is for an initial period of one year, but may be renewed for a further period of one year. The government is free to return the scientists or technicians at any time.
- (d) Payment of salaries will be in accordance with scales prevailing in the United Kingdom, and salaries will be subject to ordinary taxation.

- (e) Employers will be responsible for finding suitable accommodation for the scientist or technician, but the German concerned will be required to pay for such accommodation.
- (f) Employers will be required to make monthly reports in writing to the Minister of Trade and Commerce on the ability and conduct of the German employee.
- (g) The German scientist or technician will not be permitted to write articles for publication or to give interviews to the press while under contract in Canada without the written consent of the Minister.
- (h) The employee will assign to the government, or to whomsoever the Minister may designate, his title to all inventions, processes or improvements for which he may be responsible during the period of his contract.

Under ordinary immigration arrangements, it is not possible to bring such scientists and technicians to Canada, because they are enemy aliens and, under Allied Control Council regulations, a voluntary contract must be concluded with any German whom it is desired to employ outside Canada. Provision has been made with a Canadian steamship company for the transportation of the required scientists and technicians from Hamburg to this country. The captain of the ship bringing them across the Atlantic will be required to assume responsibility for them during the voyage. On their arrival in Canada, officers of the R.C.M.P. and immigration officials will take charge of the Germans, while their respective employers will be responsible for their movement from the port of entry to the ultimate destination.

While every effort will be made to employ listed German scientists and technicians for whose services there is an actual need and for whom a request has been received by the Canadian Government, no action will be taken to absorb in Canada German scientists for whom no such requirements exist.

Twenty-One Canadian Built Vessels on Market

Vessels built in Canadian shipyards and afterwards employed in commercial and naval services are now being placed on the market by the Park Steamship Company Limited, acting as agent for War Assets Corporation. There are 21 ships coming up for sale, 20 of them being 10,000-ton dry-cargo vessels of the "North Sands" type, coal burners, and one 10,000-ton oil-burning "Victory" type vessel.

All of these ships entered British service as they left Canadian ports on their first voyages, under the provisions of Mutual Aid, and remained in that service after September 1, 1945, when that agreement terminated. Then the North Sands type ships, 20 of them, came under charter to the Ministry of Transport of the United Kingdom, and the Victory ship remained on duty with the Royal Navy. The 20 commercial vessels are to be returned to the custody of the Park Steamship Company during 1948, and tenders are now being invited for units of two and three. When these ships are allocated to successful tenderers the agreement will include safe delivery to a Canadian port, or elsewhere, as may be agreed upon.

Floor prices have been placed on each of the three groups of coal-burning freighters and no tender will be considered for less than \$400,000 in the first classification, \$425,000 in the second and \$450,000 in the third. The reserve set on the 21 ships aggregates \$9,350,000. Successful tenderers

must operate the vessels under Canadian registry. The names of the 20 ships are not yet known in Canada.

The oil-burning 10,000-ton Victory type vessel offered is the SS. *Fort Alabama*, now in the port of Montreal. She had been taken over by the United Kingdom Ministry of Transport and used as a victualling stores issuing ship to serve the Royal Navy in various war zones. She is 416 feet between perpendiculars; breadth moulded, 56 feet 10.5 inches, depth moulded, 37 feet 4 inches; four decks, with a load draft of 26 feet 11.5 inches. The conditions of sale are similar to those arranged for the North Sands type, but the floor price for the *Fort Alabama* is higher at \$600,000 Canadian funds.

Sixty-One Industrial Trade Fairs Scheduled For Chicago During Next Six Months

Sixty-one industrial trade fairs have been scheduled for the next six months in Chicago, according to information compiled by the Canadian Government Exhibition Commission. These are listed below for the information of Canadian firms that may be interested in exhibitions pertaining to their respective business activities:

Industrial Trade Fairs		
Industrial Trade Fair	Date 1947	Management
International Home Furnishings Market	July 7-19	J. N. Stewart, 222 W. North Bank Drive
Summer Furniture and Home Furnishings Market	July 7-19	Promotion Department, American Furniture Mart 666 N. Lake Shore Drive
Chicago Houseware Markets, Inc.	July 13-18	T. R. Bauerle, Pres. and Gen. Mgr., 222 W. North Bank Drive
Millinery Displayers Association	July 19-25	M. S. Gieres, P.O. Box 1833
American Osteopathic Association	July 21-25	Dr. R. C. McCaughan, Exec. Secretary, 139 N. Clark St.
National Association of Credit Jewellers	July 28-31	Wm. Wagner, Exec. Secretary, 545 Fifth Ave., New York, N.Y.
Associated Master Barbers and Beauticians of America	August 3-5	Louis E. McIlvain, 537 S. Dearborn St.
National Association of Variety Stores	August 4-7	Marvin E. Smith, Secy. Mgr., 222 W. North Bank Dr., Room 1436A
Textile Merchants and Associated Industries	August	Charles H. Lee, 222 W. Adams St.
Corset Market Week	August 4-8	J. N. Stewart, 222 W. North Bank Dr.
Chicago Wholesale District Council	August 4	R. B. Mertz, 222 W. Adams St.
Merchandise Mart Women's Wear Market	August 4-8	J. N. Stewart, 222 W. North Bank Dr.
Chicago Merchandise Fair	August 4-8	W. J. Kenny, 200 Fifth Ave., New York, N.Y.
Chicago Gift Show	August 4-15	George F. Little, 220 Fifth Ave., New York, N.Y.
Merchandise Mart Gift, Artware and Novelty Show	August 4-15	J. N. Stewart, 222 W. North Bank Dr.
China, Glass and Pottery Show	August 4-15	J. N. Stewart, 222 W. North Bank Dr.
Automobile Accessories Association	August 11-14	R. G. Ames, 1414 S. Michigan Ave.
Beauty and Barber Supply Institute, Inc.	August 17-20	Joseph Byrne, 19 W. 44th St., New York, N.Y.

Industrial Trade Fair	Date 1947	Management
Shoe Travelers Association	August 18-20	Gene Bailey, Room 818, Morrison Hotel
National Food Distributors Association	August 20-23	Emmet J. Martin, 110 N. Franklin St.
Photographers Association of America	August 25-29	Charles Abel, Exec. Mgr., 520 Claxton Blvd., Cleveland 15, Ohio.
Millinery Displayers Association	August 30- September 5	M. S. Gieres, P.O. Box 1833
Style Exhibitors, Inc.	September 5-12	Duke Harris Morrison Hotel
Chicago Toilet Goods Show	September 7-13	W. R. Tenney, 104 S. Michigan Ave., Room 300
American Society of Architectural Hardware Consultants	September 8-11	John R. Schoemer, 420 Madison Ave., New York 17, N.Y.
Allied Railway Supply Association	September 15-18	C. F. Weil, Acting Secy., P.O. Box 5522
Car Department Officers Association	September 15-18	F. H. Stremmel, 6536 Oxford Ave.
Railway Fuel and Traveling Engineers Association	September 15-18	T. Duff Smith, 327 S. LaSalle St.
Master Boiler Makers Association	September 15-18	Albert F. Stiglmeier, 29 Parkwood St., Albany 3, N.Y.
Track Supply Association	September 15-18	Lewis Thomas, 59 E. Van Buren St., Room 702
National Machine Tool Builders Association	September 16-26	Mrs. Frida F. Selbert, 10525 Carnegie Ave., Cleveland 6, Ohio.
National Stationers Association	September 28- October 2	Paul E. Burbank, Secy. Gen. Mgr., 740 Investment Bldg., Washington, D.C.
Shoe Travelers Association	September 29- October 1	Gene Bailey, Morrison Hotel, Room 818
International College of Surgeons	September 29- October 3	Dr. Louis J. Gariepy, 16401 Grand River, Detroit 27, Mich.
Advertising Specialty National Association	October 6-9	R. M. Searle, 1426 G. St. N.W., Washington 5, D.C.
National Safety Congress and Exposition	October 6-10	R. L. Forney, 20 N. Wacker Drive
American Academy of Ophthalmology and Otolaryngology	October 12-17	Dr. W. L. Benedict, 100 First Ave. Bldg., Rochester, Minn.
United States Independent Telephone Association	October 14-16	D. Ridings, 411 Munsey Bldg., Washington 4, D.C.
National Metal Exposition and Congress	October 18-24	W. H. Eisenman, 7301 Euclid Ave., Cleveland 3, Ohio.
Controllers Institute of America	October 19-22	Arthur R. Tucker, 1 E. 42nd St., New York 17, N.Y.
American Oil Chemists Society	October 20-22	H. L. Roschen, 35 E. Wacker Drive
Chicago School Broadcast Conference	October 26-29	George Jennings, Board of Education, 228 N. LaSalle St.
National Shoe Fair	October 27-30	George E. Gayou, Mgr., 511 Locust St., St. Louis, Mo.
National Aircraft Show	November 1-9	Col. G. Tod Bates, Director, 7010 Empire State Bldg., New York.
Super Market Institute	November 2	M. M. Zimmerman, Exec. Secy., 45 W. 45th St., New York 19

Industrial Trade Fair International Lighting Exposition	Date 1947	Management
Style Exhibitors, Inc.	November 7-14	Frank Martin, National Electrical Mfrs. Assn., Cleveland
National Association of Ice Industries	November 11-14	Duke Harris, Morrison Hotel Mount Taylor, Exec. Sec., 1706 L. St. NW., Washington 6
American Association of Railway Surgeons	November 23-25	Dr. R. B. Kepner, 547 W. Jackson Blvd.
Illinois Welfare Association	November 23-26	Mrs. Eleanor F. Proctor, 128 S. Edgewood Ave., LaGrange, Ill.
Shoe Travelers Association	November 24-26	Gene Bailey, Morrison Hotel, Rm. 818
American Education Fellowship	November 27-29	Vinal H. Tibbetts, 289 Fourth Ave., New York 10
American Shorthorn Breeders' Association	November 29- December 6	Clinton K. Tomson, 7 Dexter Park Ave. Wm. E. Ogilvie, Mgr., Union Stock Yards 1513 S. Wabash Ave.
International Live Stock Exposition	November 29- December 6	
National Farm Show	November 29- December 7	
American Carnival Association	December 1-4	Max Cohen, Central Trust Bldg., Rochester, N.Y.
National Association of Amusement Parks, Pools and Beaches	December 1-4	Paul H. Huedepohl, Exec. Sec., 176 W. Adams St., Room 1040
Motor and Equipment Manufacturers Association	December 8-14	A. E. Eichholz, Gen. Mgr., 250 W. 57th St., New York 19
National Automatic Merchandising Association	December 14-17	C. S. Darling, 120 S. LaSalle St.
American Farm Bureau Federation	December 14-19	Wilfred Shaw, 58 E. Washington St.
American Association for the Advancement of Science	December 26-31	R. R. Moulton, 1515 Massachusetts Ave., Washington 5

Export Procedure from Germany Simplified

MINDEN, June 2, 1947.—(FTS)—In an effort to simplify export procedure, the Joint Export-Import Agency in Minden has recently established branch offices in the combined U.S.-U.K. Zones, as well as Berlin, and considerable decentralization has taken place. More and more authority is being given to these branch offices and, in time, it is proposed that Minden will act principally as an administrative and advisory body.

Effective forthwith, Canadian importers should communicate their enquiries directly to the Branch Office concerned, when it is known that the commodity desired comes from that section of the country. For general enquiries, where a source of supply is not known, communications should be addressed to:

Verwaltungsamt fuer Wirtschaft (German Economic Administration)
64 HQ, CCG,
Melitta House,
Minden, BAOR,
Germany.

The V.A.W. will initiate action to locate the desired material and inform the enquiring firm accordingly.

In cases where the actual German suppliers are known, the Canadian firm should communicate their requirements directly to them.

The following are the addresses of the J.E.I.A. Branch Offices in Germany.

U.S. Zone and Berlin

Mr. Paul Nevin,
Branch Office for Land Bavaria,
Joint Export-Import Agency (U.S./U.K.),
Economics Division,
Office of Military Government for Bavaria,
A.P.O. 407, U. S. Army.

Mr. Leo Mandell,
Branch Office for Land Hesse,
Joint Export-Import Agency (U.S./U.K.),
Economics Division,
Office of Military Government for Hesse,
A.P.O. 633, U. S. Army.

Lieut.-Col. Wilson,
Branch Office for Land Wuerttemberg Baden,
Joint Export-Import Agency (U.S./U.K.),
Economics Division,
Office of Military Government for Wuerttemberg Baden,
A.P.O. 154, U. S. Army.

Mr. John Gunn,
Branch Office for Berlin Sector,
Joint Export-Import Agency (U.S./U.K.),
Economics Division,
Office of Military Government for Berlin Sector,
A.P.O. 755, U. S. Army.

Commander Cherry,
Branch Office for Bremen Enclave,
Joint Export-Import Agency (U.S./U.K.),
Economics Division,
Office of Military Government for Bremen Enclave,
A.P.O. 751, U. S. Army.

British Zone and Berlin

Joint Export-Import Agency (U.S./U.K.),
Berkshire House,
714 HQ., CCG,
Duesseldorf, B.A.O.R.

Joint Export-Import Agency (U.S./U.K.),
Stirling House,
229 HQ., CCG,
Hannover, B.A.O.R.

Joint Export-Import Agency (U.S./U.K.),
Sprinkenhof, Room 527,
609 HQ., CCG.,
Hamburg, B.A.O.R.

Joint Export-Import Agency (U.S./U.K.),
39 Schluterestrasse, Kurfuerstendamm,
Berlin, B.A.O.R.

Australia Maintains Postwar Employment at High Level

Unemployment since end of war less than one-half of one per cent—Wholesale prices of basic materials and foodstuffs 17 per cent below 1945 figures but 39 per cent above prewar average—Retail prices increased by 29.2 per cent; wages by 35.9 per cent—Proposed construction will require labour force of 13,000 men for next ten years.

By F. W. Fraser, Commercial Secretary for Canada

(Editor's Note—This is the sixth in a series of articles on economic conditions in Australia during 1946. Others were published in the April 12th, April 19th, April 26th, May 10th and May 17th issues of *Foreign Trade*.)

MELBOURNE, March 24, 1947.—Employment in Australian factories steadily increased during the past year until September, when the total was 775,000. This figure compares with 696,000 employed in January and with a monthly average of 542,000 in 1938-39. Employers report an abnormal labour turnover, due, it is thought, to the difficulty experienced by returned service personnel in settling down to civilian routine. However, the Department of Social Services (which operates the Unemployment and Sickness Benefits Act 1944, effective July 1, 1945) reports a relatively small number of persons drawing benefit pay. The number of such persons stood at 281 at the end of July, 1945, and (with the single exception of December, 1945—the occasion of the coal strike, when the number was 39,790), the total rose steadily each month until August, 1946, when there were 9,476 persons on benefit. In the next two months there was a decline to 8,677 at the end of September and to 6,692 at the end of October.

According to figures recently released by the Commonwealth Statistician, discharges from the armed forces during the period June, 1945, to September, 1946, totalled 507,025 males and 39,433 females. Of this number, 398,779 males and 10,175 females had been placed in industry or in other occupations. Most of the unplaced remainder had either begun full-time training or placement had been deferred at their request.

According to a statement of the Prime Minister in September, at no time since the end of the war had unemployment exceeded one-half of one per cent. While no figures are as yet available, it is probable that this total may have been exceeded during the last two months of 1946.

Some Wholesale Prices up 39 Per Cent from Prewar

Wholesale prices of basic materials and foodstuffs showed a drop of approximately 17 per cent for September, 1946, as compared with the recorded figure for September, 1945, and an increase of about 39 per cent as compared with that for the base-year period, which is the average for the three years ended June, 1939, equal to 1,000.

Index of Wholesale Prices

	Sept., 1945	Sept., 1946
Metals and coal	1,303	1,300
Oils, fats and waxes	1,566	1,462
Textiles	1,508	1,803
Chemicals	1,410	1,418
Rubber and hides	1,398	1,398
Building materials	1,758	1,783
Foodstuffs and tobacco	1,353	1,331
Goods principally imported	1,791	1,743
Goods principally home produced	1,257	1,255
All groups	1,415	1,398

As shown in the foregoing table, there has been a pronounced increase in the cost of textiles or clothing.

Retail Prices Increased by 29·2 Per Cent

Retail prices, up to the end of the third quarter of 1946, of food, rent, clothing and miscellaneous items had advanced by 29·2 per cent over the figure recorded for the base-year period, and nominal weekly wages for adult males advanced by 35·9 per cent for the same period. In December, 1946, there was an increase of 7s. per week in the basic wage.

Marked Progress in Building Construction

It was stated by the Prime Minister in August that the Commonwealth and State Governments had agreed to formulate and carry out public housing and building programs on a scale sufficient, together with private building activity, to provide employment in the building construction industry for a minimum labour force of 130,000 men over the next ten years at least. This force should be capable of producing 60,000 new dwellings a year.

For the year ended October 31, 1946, the number of new dwellings built in Australia was 22,978 valued at £26,802,000, as compared with only 7,546 valued at £6,711,000 for the twelve months ended October, 1945. The total number of all new buildings erected during the twelve months ended October 31, 1946, was 24,709 valued at £30,767,000 as compared with 8,200 valued at £7,804,000 for the same period in 1945.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, with a view to establishing connections that will assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Edmonton—Can. Manufacturers' Association.
Gananoque—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kingston—Chamber of Commerce.
London—Chamber of Commerce.
Oshawa—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Quebec City—Board of Trade.

Saint John—Board of Trade.
St. Catharines—Chamber of Commerce.
Toronto—Can. Manufacturers' Association.
Vancouver—H. W. Brighton, Foreign Trade Service, Room 331, Marine Building.
Victoria—Dept. of Trade and Industry.
Windsor—Chamber of Commerce.
Winnipeg—Can. Manufacturers' Association.

J. M. Boyer, Canadian Trade Commissioner in Chicago, is being transferred to Cairo, Egypt, in the same capacity, and is scheduled to sail from Canada on September 3. He has already commenced a tour that will take him from the Maritime Provinces to British Columbia, having visited

Halifax, Sydney, Sackville and Saint John. He will visit Quebec City on June 16, and then enter Ontario, returning to Quebec Province during the latter part of August for a visit to Montreal. Besides Egypt, territory covered by the Cairo office includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

J. M. Boyer

(Appointed Canadian Trade Commissioner at Cairo)

Quebec City—June 16.	Windsor—July 8.
Gananoque—June 18.	Guelph—July 9.
Kingston—June 18.	Winnipeg—July 15.
Oshawa—June 19.	Calgary—July 18.
Toronto—June 20-30.	Vancouver—July 22-26.
Hamilton—July 2.	New Westminster.
St. Catharines—July 3.	Victoria—July 28.
Brantford—July 4.	Ottawa—August 15-18.
London—July 5-7.	Montreal—August 19-31.

Dr. W. C. Hopper Posted to Australia

Dr. Wilbert Clayton Hopper, of Ottawa, who joined the Foreign Trade Service last November as an agricultural specialist in the Canadian Trade Commissioner Service, has been posted to Australia, and will sail for Sydney, N.S.W., next month. He was formerly associated with the Department of Agriculture, as Chief of the Division of Marketing, Secretary of the Dominion Marketing Board and Principal Economist in the Economics Division.

Born in Chelsea, Que., Dr. Hopper was educated at the Ottawa Collegiate Institute and received his B.S.A. degree from the University of Toronto. He received his Master's degree and Ph.D. from Cornell University, where he served on the staff as Extension Professor of Marketing, and was later appointed senior economist with the United States Department of Agriculture, in Washington.

Trade and Tariff Regulations

Argentina Prohibits Imports of Tomato Products

Buenos Aires, May 19, 1947.—(FTS)—The Argentine Central Bank has announced in a circular of May 6, 1947, that until further notice the granting of import exchange permits for tomato paste, tomato preserves and tomato extract is to be suspended.

Penicillin Manufacturing Equipment Duty Free in Argentina

Buenos Aires, May 19, 1947.—(FTS)—The Argentine Government has published a decree declaring penicillin to be of national interest and grants the concession of freedom from customs duty for imports of plant, equipment and materials, including raw materials not available from local production, in order to encourage the setting up of a large plant for its manufacture locally. This concession is to be valid for a period of five years following the installation of the plant, and also includes the grant of the present rates of exchange for the same period.



Canadian exhibit at the British Industries Fair, which was housed in the British Commonwealth and Empire section at Olympia. Some 200 specific enquiries were received, and much additional interest was displayed in Canada. The fair was held from May 5th to 16th.

Surcharge on Traffic to Colombia

The Saguenay Terminals, Limited, announce that, effective June 2, 1947, all basic freight rates to Barranquilla and Cartagena, Colombia, will be increased 25 per cent, due to the conditions prevailing at those ports. Serious delays to vessels discharging are experienced, which renders it no longer possible for the company to absorb the additional costs.

New Zealand Import Restrictions Changed

Wellington, April 29, 1947.—(FTS)—The New Zealand Customs Department announces the following changes in the import licensing schedule for the 1947 period:

Golf Balls

Licences granted for the importation of sporting and athletic requisites n.e.i. from the United Kingdom may be utilized for the importation of golf balls from Canada.

Galvanized Buckets; Envelopes of Paper n.e.i.; Salted Peanuts

Consideration will be given to applications for licences to import galvanized buckets, envelopes of paper n.e.i. and salted peanuts, provided that such applications are supported by definite evidence of availability.

South Africa Proposes Marking of Woollen Goods

Johannesburg, May 26, 1947.—(FTS)—The following notice in the Union of South Africa Government *Gazette* of May 2 invites representations up to June 30 from interested persons in regard to a proposed regulation under the Merchandise Marks Act 1941, which will require certain marking for woollen goods (in the piece or made up). The notice reads:

The Honourable the Acting Minister of Economic Development is extending consideration to the prohibition, with effect from a date twelve months subsequent to a date to be notified later, of the importation into, or sale in the Union, of any textile goods, whether in the

piece or made up and whether produced in the Union or elsewhere, containing sheep's wool, unless there are applied to—

(a) such goods in the piece by printing on the goods themselves or by means of labels securely attached to the edge of such goods at intervals of not less than three yards, words and figures stating clearly the fibre or fibres of new and used sheep's wool, respectively, of which the goods are composed and the percentage of such fibre or each of such fibres calculated by weight;

(b) such made-up goods by means of a label securely attached to the goods and conspicuously placed, words and figures stating clearly the fibre or fibres of new and used sheep's wool, respectively, of which the material (excluding linings, interlinings and trimmings) used in the manufacture or production of the goods, is composed, and the percentage of such fibre or each of such fibres calculated by weight.

In pursuance of section thirteen of the Merchandise Marks Act, 1941 (Act No. 17 of 1941), interested persons are invited to submit such representations as they may care to make on the matter to the Secretary for Commerce and Industries, 216 Central Street, Pretoria, to reach him on or before the 30th June, 1947.

Canadian manufacturers and exporters of these goods wishing to make representations should do so through their resident South African agents.

Compulsory Signing of Invoices for Sweden

The attention of exporters is directed to customs regulations regarding the invoicing of shipments to Sweden. For all goods subject to ad valorem rates of duty commercial invoices in duplicate are required and these must be signed by the exporter or his agent. Failure to meet these requirements in the past has invariably caused delay, as the Swedish authorities in such cases require verification of the invoice particulars. If verification cannot be furnished by the Swedish importer, the release of the goods is held up until an invoice, properly signed, is obtained from the exporter.

Exporters are therefore advised to sign not only invoices relating to goods dutiable at ad valorem rates but also those in respect of which they are doubtful. In this way a possible inconvenience to the importer may be avoided.

Freight Rates to West Indies Increased

Freight rates between Canadian ports, the Leeward and Windward Islands, Trinidad and British Guiana will be increased on June 28, 1947, by the Canadian National Steamships and the Alcoa Steamship Company Inc., due to the increased cost of labour and fuel. Destinations concerned are St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad, British Guiana and the French islands of Martinique and Guadeloupe.

Victorian Railways to Improve Rail Services

The Victorian Railways Department in the State of Victoria, Australia, has announced plans for spending £A15,000,000 (\$48,600,000 Canadian) during the next five years on improving rail services in the state. The plans provide for the extension of suburban lines in Melbourne, the building of many air-conditioned all-steel rail carriages, modern locomotives for passenger and freight trains and modern rail motors.



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...	June 8-18	<i>Artemesia</i>	Elder Dempster
Lourenço Marques...	June 15-25	<i>Lafontaine Park</i>	Elder Dempster
Lourenço Marques...	June 24-30	<i>Chandler</i>	Elder Dempster
Lourenço Marques...	July 5-15	<i>Cottrell</i>	Elder Dempster
Lourenço Marques...	July 20-30	<i>Cabano</i>	Elder Dempster
Biera.....	June 15-25	<i>Lafontaine Park</i>	Elder Dempster
Biera.....	July 20-30	<i>Cabano</i>	Elder Dempster
Dar-es-Salaam.....	June 24-30	<i>Chandler</i>	Elder Dempster
Africa-South—			
Cape Town.....	June 8-18	<i>Artemesia</i>	Elder Dempster
Port Elizabeth.....	June 15-25	<i>Lafontaine Park</i>	Elder Dempster
East London.....	June 24-30	<i>Chandler</i>	Elder Dempster
Durban.....	July 5-15	<i>Cottrell</i>	Elder Dempster
	July 20-30	<i>Cabano</i>	Elder Dempster
Argentina—			
Buenos Aires.....	June 14-16	<i>Anadarko Victory</i>	Montreal Shipping
Buenos Aires.....	June 18-22	<i>Royal Prince</i>	Furness Withy
Buenos Aires.....	Mid-July	<i>A Ship</i>	Montreal Shipping
Australia—			
Sydney.....	June 21-30	<i>Samarina</i>	Montreal Australia New Zealand Line
Geelong.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	June 10-19	<i>Argovan</i>	Montreal Shipping
Antwerp.....	June 14-23	<i>Mont Rolland</i>	Montreal Shipping
Antwerp.....	June 16	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	June 20	<i>Ravnefjell</i>	Brock Shipping
Antwerp.....	June 24-29	<i>Brant County</i>	Canada Steamships
Antwerp.....	June 25	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	June 25-July 5	<i>Bayside</i>	Montreal Shipping
Antwerp.....	June 30-July 7	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	July 2	<i>Hedel</i>	Shipping Limited

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Belgium—Con.			
Antwerp.....	July 5	<i>Sein</i>	Furness Withy
Antwerp.....	July 10-15	<i>Harald Torsvik</i>	Canada Steamships
Antwerp.....	July 15-22	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	July 20	<i>Prins Maurits</i>	Shipping Limited
Brazil—			
Rio de Janeiro.....	June 18-22	<i>Royal Prince</i>	Furness Withy
Santos.....			
Ceylon—			
Colombo.....	June 10-20	<i>Oceanside</i>	March Shipping
Colombo.....	June 20-25	<i>City of Windsor</i>	McLean Kennedy
Colombo.....	July 5-10	<i>Dalton Hall</i>	McLean Kennedy
Colombo.....	July 15-20	<i>A Ship</i>	McLean Kennedy
Colombo.....	July 20-25	<i>Empire Sparton</i>	McLean Kennedy
Colombo.....	July 25-30	<i>City of Norwich</i>	McLean Kennedy
China—			
Shanghai.....	June 10-20	<i>Seaside</i>	March Shipping
Colombia—			
Barranquilla.....	June 27-July 2	<i>Benny</i>	Saguenay Terminals
Curaçao.....	June 27-July 2	<i>Benny</i>	Saguenay Terminals
Denmark—			
Copenhagen.....	June 25	<i>Ragnhildsholm</i>	Swedish American Line
Egypt—			
Alexandria.....	June 10-20	<i>Oceanside</i>	March Shipping
Elre—			
Dublin.....	June 11-16	<i>Torr Head</i>	McLean Kennedy
Dublin.....	June 26-30	<i>Lord O'Neill</i>	McLean Kennedy
Dublin.....	June 30	<i>Irish Hazel</i>	Shipping Limited
Cork.....	July 10	<i>Irish Larch</i>	Shipping Limited
Finland—			
Helsinki.....	June 25	<i>Ragnhildsolm</i>	Swedish American Line
France—			
Le Havre.....	June 14-23	<i>Mont Rolland</i>	Montreal Shipping
Le Havre.....	June 24-29	<i>Brant County</i>	Canada Steamships
Le Havre.....	July 5	<i>Sein</i>	Furness Withy
Le Havre.....	July 10-15	<i>Harald Torsvik</i>	Canada Steamships
Germany—			
Hamburg.....	June 23-July 2	<i>Marchcape</i>	March Shipping
Hong Kong.....	June 10-20	<i>Seaside</i>	March Shipping
India—			
Karachi.....	July 5-10	<i>Dalton Hall</i>	McLean Kennedy
Madras.....			
Bombay.....	July 20-25	<i>Empire Sparton</i>	McLean Kennedy
Calcutta.....			
Bombay.....	June 10-20	<i>Seaside</i>	March Shipping
Madras.....	June 20-25	<i>City of Windsor</i>	McLean Kennedy
Calcutta.....	July 15-20	<i>A Ship</i>	McLean Kennedy
Calcutta.....	July 25-30	<i>City of Norwich</i>	McLean Kennedy
Bombay.....	June 15-18	<i>Coralstone</i>	McLean Kennedy
Iraq—			
Basra.....	June 10-20	<i>Oceanside</i>	March Shipping
Italy—			
Genoa.....	June 20-30	<i>Mont Gaspe</i>	Montreal Shipping
Naples.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Malayan Union—			
Penang.....	June 25-28	<i>Alcinous</i>	Cunard Donaldson
Port Swettenham.....			
Mediterranean—			
Central and	June 20-30	<i>Mont Gaspe</i> <i>A Ship</i>	Montreal Shipping
Western Areas.....	July 10-20		Montreal Shipping
Mexico—			
Vera Cruz.....	June 23-26	<i>Federal Trader</i>	McLean Kennedy
Morocco—			
Casablanca.....	June 20-30	<i>Mont Gaspe</i>	Montreal Shipping
Netherlands—			
Rotterdam.....	June 10-19	<i>Argovan</i> <i>Prins Alexander</i> <i>Ravnefjell</i> <i>Brant County</i> <i>Prins Willem IV</i> <i>Bayside</i> <i>Hedel</i> <i>Harald Torsvik</i> <i>Prins Mauritz</i>	Montreal Shipping
Rotterdam.....	June 16		Shipping Limited
Rotterdam.....	June 20		Brock Shipping
Rotterdam.....	June 24-29		Canada Steamship
Rotterdam.....	June 25		Shipping Limited
Rotterdam.....	June 25-July 5		Montreal Shipping
Rotterdam.....	July 2		Shipping Limited
Rotterdam.....	July 10-15		Canada Steamships
Rotterdam.....	July 20		Shipping Limited
Rotterdam.....	June 30-July 7		<i>Tuickenham</i> <i>Beckenham</i>
Amsterdam.....		July 15-22	
Netherlands East-Indies—			
Batavia.....	June 25-28	<i>Alcinous</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Newfoundland—			
St. John's.....	June 18-21	<i>Blue Peter II</i> <i>A Ship</i>	Montreal Shipping
St. John's.....	July 5-8		Montreal Shipping
New Zealand—			
Auckland.....	June 25-30	<i>Glenogle</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	June 18-24	<i>Fanad Head</i>	McLean Kennedy
Norwegian Ports—	June 25	<i>Ragnhildsholm</i>	Swedish American Line
Philippines—			
Manila.....	June 8-14	<i>Seaside</i>	March Shipping
Poland—			
Gdansk.....	June 25	<i>Ragnhildsholm</i>	Swedish American Line
Gdynia.....			
Gdansk.....	Late June	<i>A Ship</i>	March Shipping
Portugal—			
Lisbon.....	June 20-30	<i>Mont Gaspe</i>	Montreal Shipping
Singapore—			
.....	June 10-20	<i>Seaside</i> <i>Alcinous</i>	March Shipping
	June 25-28		Cunard Donaldson
Sweden.....	June 25	<i>Ragnhildsholm</i>	Swedish American Line
United Kingdom—			
Avonmouth.....	June 12-16	<i>Lakonia</i> <i>Boston City</i> <i>Delilian</i>	Cunard Donaldson
Avonmouth.....	June 16-19		Furness Withy
Avonmouth.....	June 19-26		Cunard Donaldson
Bristol.....	June 16-19	<i>Boston City</i>	Furness Withy
Cardiff.....	June 16-19	<i>Boston City</i>	Furness Withy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Con.			
Glasgow	June 9-16	<i>Norwegian</i>	Cunard Donaldson
Glasgow	June 23-30	<i>Dorelian</i>	Cunard Donaldson
Hull	June 20-24	<i>Consuelo</i>	McLean Kennedy
Leith	July 2	<i>Cairnavon</i>	Furness Withy
Liverpool	June 11-16	<i>Torr Head</i>	McLean Kennedy
Liverpool	June 14-21	<i>Sibley Park</i>	Cunard Donaldson
Liverpool	June 18-24	<i>Fanad Head</i>	McLean Kennedy
Liverpool	June 25-30	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool	June 26-30	<i>Beaverford</i>	Canadian Pacific
Liverpool	July 19	<i>Beaverburn</i>	Canadian Pacific
London	June 13-18	<i>Beaver Glen</i>	Canadian Pacific
London	June 15-19	<i>Vardulia</i>	Cunard Donaldson
London	June 15-19	<i>Fort Chambly</i>	Cunard Donaldson
London	June 20	<i>Ravnefjell</i>	Brock Shipping
London	July 6	<i>Beaverdell</i>	Canadian Pacific
London	July 16	<i>Beaverlake</i>	Canadian Pacific
London	June 18-19	<i>Vandalia</i>	Cunard Donaldson
Manchester	June 18-21	<i>Manchester City</i>	Furness Withy
Manchester	June 25-28	<i>Manchester Regiment</i>	Furness Withy
Manchester	July 2-5	<i>Manchester Trader</i>	Furness Withy
Manchester	July 17	<i>Manchester Port</i>	Furness Withy
Newcastle	June 24-27	<i>Cairnavon</i>	Furness Withy
Swansea	June 16-19	<i>Boston City</i>	Furness Withy
Uruguay—			
Montevideo	June 14-16	<i>Anadarko Victory</i>	Montreal Shipping
Montevideo	June 18-22	<i>Royal Prince</i>	Furness Withy
Montevideo	Mid-July	<i>A Ship</i>	Montreal Shipping
Venezuela—			
La Guaira	June 27-July 2	<i>Benny</i>	Saguenay Terminals
Maracaibo			
West Indies—			
Antigua	June 14-24	<i>*Alcoa Partner</i>	Alcoa Steamships
Antigua	June 25-July 4	<i>Alcoa Pioneer</i>	Alcoa Steamships
Antigua	July 5-15	<i>*A Ship</i>	Alcoa Steamships
Antigua	July 7-12	<i>*Canadian Constructor</i>	Canadian National
Antigua	July 16-25	<i>A Ship</i>	Alcoa Steamships
Antigua	July 23-28	<i>*Canadian Cruiser</i>	Canadian National
Antigua	July 26-Aug. 5	<i>*A Ship</i>	Alcoa Steamships
Bahamas	June 20-24	<i>*Canadian Highlander</i>	Canadian National
Bahamas	July 8	<i>*Canadian Observer</i>	Canadian National
Bahamas	July 15	<i>*Canadian Leader</i>	Canadian National
Barbados	June 14-24	<i>*Alcoa Partner</i>	Alcoa Steamships
Barbados	June 25-July 4	<i>Alcoa Pioneer</i>	Alcoa Steamships
Barbados	July 5-15	<i>*A Ship</i>	Alcoa Steamships
Barbados	July 5-10	<i>*Canadian Challenger</i>	Canadian National
Barbados	July 7-12	<i>*Canadian Constructor</i>	Canadian National
Barbados	July 16-25	<i>A Ship</i>	Alcoa Steamships
Barbados	July 23-28	<i>*Canadian Cruiser</i>	Canadian National
Barbados	July 26-Aug. 5	<i>*A Ship</i>	Alcoa Steamships
Bermuda	June 14-24	<i>*Alcoa Partner</i>	Alcoa Steamships
Bermuda	June 20-24	<i>*Canadian Highlander</i>	Canadian National
Bermuda	June 25-July 4	<i>Alcoa Partner</i>	Alcoa Steamships
Bermuda	July 5-15	<i>*A Ship</i>	Alcoa Steamships
Bermuda	July 7-12	<i>*Canadian Constructor</i>	Canadian National
Bermuda	July 16-25	<i>A Ship</i>	Alcoa Steamships
Bermuda	July 23-28	<i>*Canadian Cruiser</i>	Canadian National
Bermuda	July 26-Aug. 5	<i>*A Ship</i>	Alcoa Steamships

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.—			
British Guiana	June 14-24	*Alcoa Partner	Alcoa Steamships
British Guiana	June 25-July 4	Alcoa Pioneer	Alcoa Steamships
British Guiana	July 5-10	*Canadian Challenger	Canadian National
British Guiana	July 5-15	*A Ship	Alcoa Steamships
British Guiana	July 7-12	*Canadian Constructor	Canadian National
British Guiana	July 16-25	A Ship	Alcoa Steamships
British Guiana	July 23-28	*Canadian Cruiser	Canadian National
British Guiana	July 26-Aug. 5	*A Ship	Alcoa Steamships
Dominica	July 7-12	*Canadian Constructor	Canadian National
Dominica	July 23-28	*Canadian Cruiser	Canadian National
Grenada	June 14-24	*Alcoa Partner	Alcoa Steamships
Grenada	June 25-July 4	Alcoa Pioneer	Alcoa Steamships
Grenada	July 5-15	*A Ship	Alcoa Steamships
Grenada	July 7-12	*Canadian Constructor	Canadian National
Grenada	July 16-25	A Ship	Alcoa Steamships
Grenada	July 23-28	*Canadian Cruiser	Canadian National
Grenada	July 26-Aug. 5	*A Ship	Alcoa Steamships
Guadeloupe	July 5-10	*Canadian Challenger	Canadian National
Jamaica	June 20-24	*Canadian Highlander	Canadian National
Jamaica	July 8	*Canadian Observer	Canadian National
Jamaica	July 15	*Canadian Leader	Canadian National
Martinique	July 5-10	*Canadian Challenger	Canadian National
Montserrat	July 7-12	*Canadian Constructor	Canadian National
Montserrat	July 23-28	*Canadian Cruiser	Canadian National
St. Kitts	June 13-22	*Alcoa Partner	Alcoa Steamships
St. Kitts	June 25-July 4	Alcoa Pioneer	Alcoa Steamships
St. Kitts	July 5-15	*A Ship	Alcoa Steamships
St. Kitts	July 7-12	*Canadian Constructor	Canadian National
St. Kitts	July 16-25	A Ship	Alcoa Steamships
St. Kitts	July 23-28	*Canadian Cruiser	Canadian National
St. Kitts	July 26-Aug. 5	*A Ship	Alcoa Steamships
St. Lucia	June 14-24	*Alcoa Partner	Alcoa Steamships
St. Lucia	June 25-July 4	Alcoa Pioneer	Alcoa Steamships
St. Lucia	July 5-15	*A Ship	Alcoa Steamships
St. Lucia	July 7-12	*Canadian Constructor	Canadian National
St. Lucia	July 16-25	A Ship	Alcoa Steamships
St. Lucia	July 23-28	*Canadian Cruiser	Canadian National
St. Lucia	July 26-Aug. 5	*A Ship	Alcoa Steamships
St. Vincent	June 14-24	*Alcoa Partner	Alcoa Steamships
St. Vincent	June 25-July 4	Alcoa Pioneer	Alcoa Steamships
St. Vincent	July 5-15	*A Ship	Alcoa Steamships
St. Vincent	July 7-12	*Canadian Constructor	Canadian National
St. Vincent	July 16-25	A Ship	Alcoa Steamships
St. Vincent	July 23-28	*Canadian Cruiser	Canadian National
St. Vincent	July 26-Aug. 5	*A Ship	Alcoa Steamships
Trinidad	June 14-24	*Alcoa Partner	Alcoa Steamships
Trinidad	June 25-July 4	Alcoa Pioneer	Alcoa Steamships
Trinidad	July 5-10	*Canadian Challenger	Canadian National
Trinidad	July 5-15	*A Ship	Alcoa Steamships
Trinidad	July 7-12	*Canadian Constructor	Canadian National
Trinidad	July 16-25	A Ship	Alcoa Steamships
Trinidad	July 23-28	*Canadian Cruiser	Canadian National
Trinidad	July 26-Aug. 5	*A Ship	Alcoa Steamships

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenço Marques... } Beira ... }	July 1-4	Lafontaine Park	Elder Dempster

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	July 1-4	<i>Lafontaine Park</i>	Elder Dempster
Belgium— Antwerp.....	June 20-30	<i>Mont Alta</i>	Montreal Shipping
Cuba— Santiago.....	June 14-17	<i>Dufferin Bell</i>	Pickford and Black
Netherlands— Rotterdam.....	June 20-30	<i>Mont Alta</i>	Montreal Shipping
Newfoundland— St. John's..... St. John's..... St. John's.....	June 19-21 June 24-27 July 4-7	<i>Keltic</i> <i>Fort Amherst</i> <i>Jessmore</i>	Furness Withy Furness Withy Furness Withy
United Kingdom— Liverpool..... Southampton.....	July 4-7 July 2	<i>Jessmore</i> <i>Aquitania</i>	Furness Withy Cunard Donaldson
West Indies— Bermuda..... Jamaica..... Jamaica.....	June 13-16 June 14-17 July 8-11	<i>Fort Townshend</i> <i>Dufferin Bell</i> <i>Oakmount</i>	Furness Withy Pickford and Black Pickford and Black

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Dominican Republic— Ciudad Trujillo.....	June 23-25	<i>Bloomfield Park</i>	Saguenay Terminals
Haiti— Port au Prince.....	June 19-21	<i>Wentworth Park</i>	Saguenay Terminals
Norway— Oslo..... Kristiansand..... Stavanger..... Bergen..... Trondheim.....	June 14-18	<i>Vindafjord</i>	March Shipping
United Kingdom— London.....	June 23-27	<i>Vandalia</i>	Cunard Donaldson
West Indies— Trinidad.....	June 23-25	<i>Bloomfield Park</i>	Saguenay Terminals

Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
Africa-South— Capetown..... East London..... Durban.....	June 22-July 14	<i>Lake Kootenay</i>	North Pacific Shipping

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires.....	June 16	<i>Hindanger</i>	Empire Shipping
Buenos Aires.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie
Buenos Aires.....	Early July	<i>Falkanger</i>	Empire Shipping
Australia—			
Melbourne.....	June 27	<i>Wairata</i>	Canadian Australasian
Sydney.....	July 5	<i>Waikawa</i>	Canadian Australasian
Sydney.....	June 29	<i>Barranduna</i>	Empire Shipping
Melbourne.....	July 5	<i>Mangarella</i>	Empire Shipping
Adelaide.....			
Belgium—			
Antwerp.....	June 20	<i>Brest</i>	Empire Shipping
Chile—			
Valparaiso.....	June 16	<i>Hindanger</i>	Empire Shipping
Valparaiso.....	Early July	<i>Falkanger</i>	Empire Shipping
Arica.....	June 24-25	<i>Santa Juana</i>	C. Gardner Johnson
Antofogasta.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Valparaiso.....			
China—			
Shanghai.....	July 5	<i>Vilja</i>	Empire Shipping
Taku Bar.....			
Chinwangtao.....			
Shanghai.....	June 27-28	<i>China Mail</i>	American Mail Line
Shanghai.....	July 11-12	<i>India Mail</i>	American Mail Line
Shanghai.....	July 25-26	<i>Oregon Mail</i>	American Mail Line
Shanghai.....	August 1	<i>Mangarella</i>	Empire Shipping
Colombia—			
Buenaventura.....	June 24-25	<i>Santa Juana</i>	C. Gardner Johnson
Buenaventura.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Cartagena.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie
Costa Rica—			
Puntarenas.....	June 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Puntarenas.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
Puntarenas.....	July 8	<i>Timber Hitch</i>	C. Gardner Johnson
Cuba—			
Manzanillo.....	June 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Manzanillo.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
Manzanillo.....	July 8	<i>Timber Hitch</i>	C. Gardner Johnson
Manzanillo.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Ecuador—			
Guayaquil.....	June 24-25	<i>Santa Juana</i>	C. Gardner Johnson
Guayaquil.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Egypt—			
Alexandria.....	June 16	<i>Aristotelis</i>	Empire Shipping
France—			
Le Havre.....	June 20	<i>Brest</i>	Empire Shipping
Greece—			
Piraeus.....	June 16	<i>Aristotelis</i>	Empire Shipping
Guatemala—			
San Jose.....	June 19	<i>Anchor Hitch</i>	C. Gardner Johnson
San Jose.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
San Jose.....	July 8	<i>Timber Hitch</i>	C. Gardner Johnson
San Jose.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Honduras—			
Amapala.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
Amapala.....	July 8	<i>Timber Hitch</i>	C. Gardner Johnson

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Hong Kong	June 27-28	<i>China Mail</i>	American Mail Line
	July 8	<i>Castleville</i>	Balfour Guthrie
	July 11-12	<i>India Mail</i>	American Mail Line
	July 25-26	<i>Oregon Mail</i>	American Mail Line
Italy—			
Genoa.....	June 16	<i>Aristotelis</i>	Empire Shipping
Java—			
Batavia.....	July 8	<i>Castleville</i>	Balfour Guthrie
Mexico—			
Acapulco.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
Morocco—			
Casablanca.....	June 16	<i>Aristotelis</i>	Empire Shipping
Netherlands—			
Rotterdam.....	June 20	<i>Brest</i>	Empire Shipping
New Zealand—			
Auckland.....	July 5	<i>Waikawa</i>	Canadian Australasian
Wellington.....			
Auckland.....	June 27	<i>Wairata</i>	Canadian Australasian
Nicaragua—			
Corinto.....	June 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Corinto.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
Corinto.....	July 8	<i>Timber Hitch</i>	C. Gardner Johnson
Palestine—			
Haifa.....	June 16	<i>Aristotelis</i>	Empire Shipping
Panama—			
Balboa.....	June 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Cristobal.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
	July 8	<i>Timber Hitch</i>	C. Gardner Johnson
Balboa.....	June 24-25	<i>Santa Juana</i>	C. Gardner Johnson
Balboa.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Peru—			
Callao.....	June 24-25	<i>Santa Juana</i>	C. Gardner Johnson
Mollendo.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Philippines—			
Manila.....	July 5	<i>Vilja</i>	Empire Shipping
Manila.....	July 7-12	<i>India Mail</i>	American Air Lines
Manila.....	June 27-28	<i>China Mail</i>	American Mail Line
Iloilo.....	July 8	<i>Castleville</i>	Balfour Guthrie
Cebu.....	July 25-26	<i>Oregon Mail</i>	American Mail Line
Salvador—			
La Libertad.....	June 19	<i>Anchor Hitch</i>	C. Gardner Johnson
La Union.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
	July 8	<i>Timber Hitch</i>	C. Gardner Johnson
	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Singapore	July 8	<i>Castleville</i>	Balfour Guthrie
South Sea Islands—			
Papeete.....	June 27	<i>Wairata</i>	Canadian Australasian
Papeete.....	July 5	<i>Waikawa</i>	Canadian Australasian
United Kingdom—			
Liverpool.....	Mid-June	<i>Pacific Exporter</i>	Furness Pacific
Liverpool.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
London.....	Mid-June	<i>Pacific Exporter</i>	Furness Pacific
London.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
Manchester.....	Mid-June	<i>Pacific Exporter</i>	Furness Pacific
Manchester.....	Late August	<i>Pacific Shipper</i>	Furness Pacific

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Uruguay— Montevideo.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie
West Indies— Trinidad.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie

United Kingdom and British Columbia Exchange Courtesy Cargo

Scarves and salmon were exchanged at Vancouver airport this week when Trans-Canada Air Lines flew in with a shipment of Kynoch scarves made in Keith, Scotland. They were a gift to mark the opening of the fifth foreign trade conference of the Canadian Chamber of Commerce which is meeting here. A token case of canned B.C. salmon was sent to London the same day as a gift from the conference.

Izmir (Smyrna) Turkey International Fair

The Turkish Government has extended an invitation to Canadian manufacturers and producers to participate in the Izmir International Fair, August 20 to September 20, 1947. According to information received, attendance at this fair prior to the war was 1,500,000 visitors. Rental space in the Fair Building is approximately 79 cents per square foot, or \$4.20 per square foot including transportation from the nearest port to the fair grounds of the exhibit, insurance and decorating of the stands.

It is stated that the exhibitor can sell the articles he exhibits for delivery at the conclusion of the fair. The value of the merchandise sold will be paid immediately in free currency.

Further detailed information should be secured from the Turkish Commercial Counsellor, 50 Rockefeller Plaza, New York, N.Y., or by writing direct to Sait Belgun, 4cu Vakif Han Ici Kat No. 32, Posta Kutusu 78, Istanbul, Turkey.

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.

**Buyers from Canada, as well as Other Countries, Will
Attend this Trade Fair.**

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: Boite 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, Edificio 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, Edificio 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. MONRY, 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. Address for letters: Post Office Box 845.

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