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## In This Issue

Canada—Private Trade with Japan being resumed August 15 . . .	1102
Canada—Maritime Commission presently under Consideration . .	1106
Canada—Additional German Plants and Equipment Available . . .	1109
Newfoundland—Codfish Exporters Co-operate on Marketing . . .	1110
Brazil—Big Power Potential but Present Capacity Small . . . . .	1111
Canada—Trade Statistics often differ from other Countries' . . . .	1112
Caribbean—Attempt to develop Secondary Industries . . . . .	1114
Sweden—Industrial Expansion remained at High Level in 1946 . .	1118
Canadian Imports, by Areas (January–April, 1947) . . . . .	1121
Germany—Long List of Items Available for Import . . . . .	1124
United Kingdom—Steel Output affected by Fuel and Transport .	1127
Australia—Vehicle Body Demand met by Domestic Production . .	1128
Uruguay—Exchange Regulations govern Exports and Imports . . .	1130
Cuba—Sugar Main Factor governing Economic Conditions . . . . .	1132

## Regular Features

Commodity Comments . . . . .	1134
Foreign Exchange Quotations . . . . .	1148
Foreign Trade Service Abroad . . . . .	1146
Postal Information . . . . .	1134
Trade Commissioners on Tour . . . . .	1135
Trade and Tariff Regulations . . . . .	1136
Transportation . . . . .	1138
Departures from Montreal . . . . .	1138
Departures from Halifax . . . . .	1142
Departures from Saint-John . . . . .	1143
Departures from Vancouver—New Westminster . . . . .	1143

**COVER SUBJECT**—Canadian spruce being unloaded last April at Piraeus, the port of Athens. It formed part of a large shipment of lumber, which was loaded aboard the S.S. *Makedonia* in Halifax, and will be used in the Greek reconstruction program. This particular consignment totalled 1,579,451 feet board measure, which compares with Canadian exports of 404,000 feet to Greece in 1946.

*Courtesy English Transcontinental (Canada), Limited*

# Private Trade With Japan Being Resumed August Fifteenth

*Four hundred businessmen and personnel of business services will be permitted entry at first—Information on available supplies to be provided monthly—Finalization of transactions delayed till September first.*

By Asia Section, Foreign Trade Service

**P**PRIVATE commercial relations with Japan may be resumed on August 15, 1947, according to an announcement by the Supreme Commander of the Allied Powers (SCAP). Since the conclusion of hostilities, trade has been consummated on a government-to-government basis, the Canadian Commercial Corporation being the accredited agent for the government of this country.

Because of the lack of sufficient suitable accommodation, only four hundred businessmen will be permitted to enter Japan initially. These will be selected by the various member nations of the Far Eastern Commission on a quota basis, set for each nation by the Inter-Allied Trade Board, in Washington, according to their prewar trade with Japan. SCAP will give final approval for the entry of these businessmen. As indicated in the June 7th issue of *Foreign Trade*, the initial quota for Canada will not permit of more than a few entries from this country. Canadian companies who had trading connections with Japan before the war, and who wish to send a representative to that country, are requested to communicate with the Asia Section, Foreign Trade Service, Department of Trade and Commerce, Ottawa. They should indicate particulars of their former trading interests in Japan and furnish information concerning the representative whom they propose sending to the Far East.

## **Exchange Rate for Yen Not Determined**

With the resumption of restricted private trade, it will be necessary to determine an official exchange rate for the yen. No exchange rates will be established initially, however, owing to the difficulty of deciding what the equitable rate should be. Prices, therefore, will be determined by SCAP and by negotiation. These will be based on world market standards and will be quoted in dollars, though sales may be closed in any acceptable currency.

To expedite trade, SCAP will furnish information monthly, including lists of commodities available for sale, the amounts available, approximate dates on which supplies will be available, production programs and other data necessary for evaluating the foreign trade situation in Japan. Incidentally, this will have the effect of preventing purposeless trips to Japan by private traders. Raw silk, cotton textiles and the 1947 tea crop will not be available because of prior commitments.

Service institutions engaged in banking, insurance, international communications, etc., will be permitted to send in personnel above the quota established for businessmen, and to the extent that they are required to facilitate the movement of foreign trade.

## **Finalization Delayed Till September**

In order that allied and neutral trade representatives now residing in Japan may not secure special advantages over quota representatives being



**Section of the Imperial Hotel, in Tokyo, which was specially designed to withstand earthquake shocks.**

allowed entry on August 15th, no deals or transactions may be finalized until September 1st.

In view of Japan's limited production, due to the slow recovery of that country from economic and material damage, and the intention to conserve the foreign exchange of Japan, restrictions will be imposed on trade. Detailed and complete arrangements, under which trade will be permitted and developed, are yet to be finalized, however.

#### **Duration of Visits Twenty-one Days**

Washington, D.C., June 14, 1947.—(FTS)—Applications of businessmen for permits to visit Japan will now be accepted. Entry to that country will commence on August 15, 1947, and visits allowed for a period of twenty-one days. However, extension privileges may be granted overseas by the Supreme Commander of the Allied Powers (SCAP).

Hotel accommodation, transportation and communication facilities in Japan will be handled by the Japanese under the supervision of SCAP. Such facilities will be made available only in Tokyo, Osaka, Nogoya and Kyoto, but it will be possible to arrange side trips to other nearby cities. Visitors will be required to pay for all services rendered.

#### **Acceptable Reasons for Visits to Japan**

Applications to visit Japan will be considered only for the following purposes at the outset:

- (a) To purchase goods available for export, or to make arrangements for future purchases of potential exports, or to sell raw materials required by Japan.
- (b) To provide commercial services to expedite the movement of exports and imports, such as banking, insurance and shipping.
- (c) To inspect commercial investment interests, applications for which will be given consideration only after other needs have been filled.

The selection of trade representatives wishing to visit Japan will be made on the basis of information submitted to the Asia Section, Foreign Trade Service, Department of Trade and Commerce, Ottawa. Applications should be accompanied by a detailed statement, indicating the purpose of the visit, and explaining whether it is for the purpose of purchasing goods, developing future markets, making arrangements for the provision of raw materials or for the inspection of property. Applications will be reviewed in accordance with terms of the Far Eastern Commission's policy directive, and in the light of information submitted by SCAP concerning goods available in Japan, raw materials required and potential lines of business that may be developed.

#### **Valid Passports Will be Required**

Within the limits of available accommodation, the names of all applicants approved by the Asia Section, Foreign Trade Service, will be submitted to SCAP. Applicants receiving the final approval of SCAP will also require valid passports, for which application should be made in the usual manner. Applications will be held and processed in the order of their receipt, and will be forwarded to SCAP for consideration as soon as accommodation becomes available.

Applicants will be required to furnish information on their financial responsibility, a record of their past experience in handling the type of commodities available for export to Japan, or, in the absence of such experience, the provision of reasonable proof that the visit will contribute to the restoration of Japanese trade.

Initially, prices will be arranged by negotiation between private purchasers and SCAP, which will provide a list of commodities available for export, together with such pertinent information on the quantity, etc. A second list will indicate commodities reserved for government-to-government trade. A third list will indicate those raw materials needed in Japan to further its production programs, with respect to which prospective suppliers will be considered for admission to Japan.

#### **Goods Available for Exportation**

Preliminary advice from SCAP indicates that the following general classes of Japanese products are available for exportation:

- Bamboo products
- Ceramics and chinaware
- Glassware
- Chemicals and pharmaceuticals
- Cosmetics
- Health supplies
- Electrical supplies and materials
- Measuring and testing equipment
- Meters and gauges
- Fish and fish products
- Food and beverages
- Aquatic products
- Household goods
- Surgical and dental instruments
- Sporting goods and musical instruments
- Laboratory instruments
- Leather goods
- Scales



Artistic vitality characterizes many designs of the Japanese wood carvers, a fine example of which is incorporated in the gateway of the famous shrine at Nikko of the Tokugawa family. Wood carvings and lacquer work are included among exports of Japan before the war.

- Bicycles
- Industrial belting and hoses
- Light bulbs
- Hardware
- Linen goods
- Notions and novelties
- Office supplies
- Paper and paper products
- Pearls and furs
- Rayon fabrics and finished goods
- Rubber and rubber products
- Silk fabrics
- Wool yarn goods and finished goods

#### **Private Disposal of 1948 Tea Crop Possible**

Disposal of the 1947 tea crop will be handled by the United States Commercial Company, a government corporation, by reason of its prior arrangements with SCAP. The sale of the 1948 tea crop will be made through private channels.

Banks now licensed to do limited business in Japan will render visiting traders the same facilities now authorized for allied personnel.

Transactional communications, such as entering into actual purchase and sales contracts, are not yet authorized, but will be permitted at the earliest possible date. Exchange of samples will be permitted between Japanese traders and those in this country as soon as possible. Insurance of export shipments may be obtained either through insurance companies operating in Japan or by coverage obtained in Canada by the consignee.

The Japanese Government will be given full responsibility for fulfillment of contracts. SCAP will undertake no warranty or guarantee of merchandise, though it will lend all possible assistance to the Japanese Government in carrying out its responsibilities under consummated transactions.

Subject to the approval of SCAP, acceptance by the Japanese Government of the terms of transactions will be final and binding, except that any agreement entered into may be cancelled or modified by SCAP when, in its opinion, unanticipated circumstances adversely affecting or prejudicial to economic occupation aims make such action necessary.

# Maritime Commission for Canada Presently Under Consideration

*Provides co-ordination of government machinery to assist Canada shipping and shipbuilding during peacetime—Total of 386 ships of over 1,600 tons, representing 1,667,724 gross tons, on Canadian register—Sum of \$626,900,000 spent on merchant ship construction during war.*

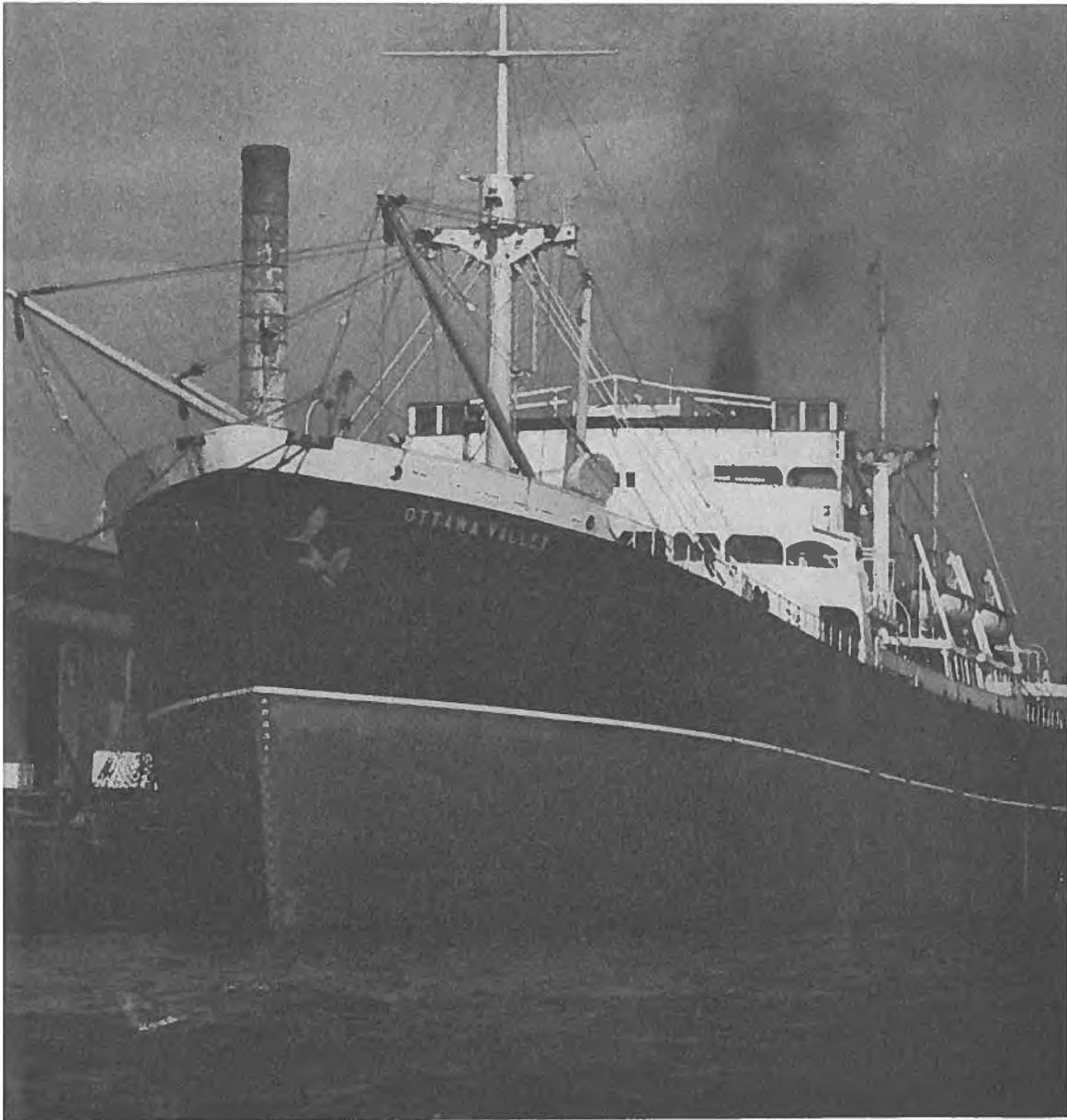
CONSIDERATION has been given to the establishment by Canada of a Maritime Commission, in order that the shipping and shipbuilding industries of this country may be provided with the necessary assistance and encouragement. A resolution to this effect was introduced on June 16 in the House of Commons by the Right Hon. C. D. Howe, who stressed the importance of maintaining an adequate merchant navy, both from the economic and defence point of view. It was revealed, in the course of his address, that Canada's ocean-going tonnage was now 982,869, compared with 241,880 in 1939, or four times as great. The former figure does not include 560,000 tons on charter to the British Government and temporarily on British register.

A survey undertaken by the United Maritime Consultative Council in 1946 credited Canada with 1,948,000 gross registered tons of merchant shipping, compared with 41,078,000 tons for the United States, 13,441,000 tons for the United Kingdom and 2,663,000 tons for Norway. Canada was in fourth place, followed by the Netherlands, Sweden and France, all of which possessed more than one million tons. A more recent survey, undertaken in Canada, revealed that there were 386 ships of over 1,600 gross tons, aggregating 1,667,724 gross tons, on Canadian register. Of these, 52 are large cargo vessels operating exclusively on the Great Lakes, while 17 others are passenger ships operating in relatively sheltered waters.

The Minister pointed out that Canada maintained seventeen major shipyards, in addition to a number of smaller ship and boatbuilding concerns. During the peak of her war effort, there were 53,000 men employed on shipbuilding in the principal yards alone, though the number has declined to 16,000. Orders are on hand for the construction of 122 ships, representing approximately 300,000 gross tons.

## **Supervision Formerly Under Several Departments**

Prior to the Second World War, the supervision of Canada's mercantile marine was the responsibility of the Minister of Transport, whose department administered the Canada Shipping Act, 1934. The Department of Trade and Commerce administered steamship subventions and the Department of National Revenue was responsible for licensing ships in the coastal trade. Following the outbreak of hostilities, the Canadian Shipping Board, the Transport Controller and the Director of Merchant Seamen were created as entities responsible for solving the many additional problems resulting from a greatly enlarged mercantile marine. The United Nations has under consideration the formation of an Intergovernmental Maritime Consultative Council, the British Shipowners' and Seafarers' organizations have introduced a program providing for virtually continuous employment for mercant seamen, and other important developments have occurred since the war. For these and other reasons, the Minister declared the time had come to reorganize the peacetime machinery for the administration of Canadian shipping.



**S.S. *Ottawa Valley*, which now flies the house flag of the Montreal Australia New Zealand Line, Limited, is one of the 10,000-ton "Victory" type freighters, launched during the war. She was built in Victoria, B.C., for the Park Steamship Company, Limited, in October, 1944, and christened the S.S. *Mission Park*. She has a gross tonnage of 7,164, a net tonnage of 4,295, a length of 416 feet, beam of 57 feet and depth of 37 feet.**

#### **Thirty-five Ships on Canadian Register in 1939**

After tracing the history of Canada's mercantile marine from 1918 to the outbreak of hostilities in 1939, and outlined in the April 5th issue of *Foreign Trade*, the Right Hon. Mr. Howe explained that there were only 35 ocean-going ships of over 1,600 gross tons on Canadian register at the

start of the Second World War. Of these, 22 were operated by the Canadian National Steamships and the Imperial Oil Company, Limited.

The Canadian shipbuilding industry was revived, and in April, 1941, Wartime Merchant Shipping was created to develop these resources. Provision was made for the construction of ninety vessels of the "North Sands" type, each of 10,000 tons deadweight. It was arranged that these should be sold at cost to the United States, which would in turn "lease-lend" them to Great Britain. As soon as construction was well under way, the government decided that a proportion of the ships being built in Canada should be made available for operation under Canadian registry.

#### **Park Steamship Company Allocated Vessels**

The Park Steamship Company, another crown company, was accordingly formed in March, 1942, to take over the ships allocated. They were assigned to various private organizations for operation on a fee basis, and the profits were turned back to the Park Steamship Company to offset the cost of their construction. The first "Park" ship went into service three years before V-E Day, and the last was completed in September, 1945, one month after V-J Day. The Park Steamship Company was directly responsible for 176 ships, all of which were recognizable by the suffix "PARK", with the exception of the S.S. *Camp Debert*. One vessel named the *Fawcner Park*, was bought by the Mutual Aid Board from Wartime Shipbuilding, loaned to Australia and finally sold to an Australian firm.

The 10,000-ton ships built in Canada and turned over to Britain by American lend-lease and later by Canadian Mutual Aid were named after North American forts, and recognized by the suffix "FORT". In addition to the 90 bought by the United States, 98 were turned over to the United Kingdom and placed on British registry, though Canada retains title to them.

The original "North Sands" design, which provided for coal-burning Scotch boilers, underwent two modifications. Those equipped with oil-burning watertube boilers were known as the "Victory" type, while those fitted with Scotch boilers but adapted to burn either oil or coal were known as the "Canadian" type. To overcome the chronic shortage of tankers in 1942, one "North Sands" and twelve "Victory" type ships were converted for the transportation of petroleum. Six small tankers were also built, and one was created by conversion.

#### **Small Ships Aided Invasion of Normandy**

Smaller ships of 4,700 tons deadweight, suitable for operation in shallower water, were also built. A number of these were chartered from the Park Steamship Company by the Canadian Mutual Aid Board for operation by the British Government, and proved particularly useful in the invasion of Normandy. The construction of two types of small "China Coasters" for eventual use in Far Eastern waters was undertaken. Three 7,500-ton diesel-driven ships, with a speed of 16 knots, were laid down to furnish experience in the building and operation of faster types.

A special committee, appointed in October, 1943, to investigate and advise on the merchant shipping policy of Canada in the future, recommended that merchant ships in peacetime should be operated by private enterprise, and that all government machinery dealing with merchant shipping should be co-ordinated. The first of these recommendations has already been fully implemented, while the resolution recently introduced in the House of Commons seeks to provide for the second.

With the exception of three 4,700-ton ships, which are on long-term charter, and seven 10,000-ton ships, which will be delivered to their prospective purchasers on termination of their present charters, the Canadian-operated government-owned fleet, including 27 exchanged "Fort" vessels, has been sold. Private operators, comprising 33 different companies registered in Canada, have taken delivery of one hundred and four 10,000-ton ships, nineteen 4,700-ton ships and six small tankers. The three diesel-driven vessels were sold to the Canadian National Steamships, nineteen "China Coasters" were sold to eleven other Canadian companies and one was taken over by the Department of Transport. The terms of sale provide that the ships must be operated under Canadian registry, and no application for transfer to any other flag can be made without the written approval of the Canadian Government.

#### **Total of 446 Ships Built in Canadian Yards**

A total of 446 merchant ships were built in Canadian yards during the war, including 42 naval "issuing" and "maintenance" vessels. Naval escort craft, minesweepers, landing craft and tugs, which contributed substantially to the war effort, are not included in this figure. Casualties have been light, considering the risks involved. Of the ninety "Fort" ships supplied to Great Britain by the United States under lease-lend, twenty-two were sunk and one seriously damaged by enemy action. Six of the ships supplied under Mutual Aid, and to which Canada retained title, were sunk by enemy action and one was seriously damaged. Four of the "Park" fleet were lost by enemy action, and two since the war. One of these was under charter to Great Britain at the time, and Canada received compensation. Four "Park" ships suffered severe damage, one small tanker by enemy action, and two large tankers and one freighter by fire and explosion.

Canada spent \$626,900,000 on merchant ship construction during the war, of which she should eventually recover approximately \$418,900,000, or 67 per cent of her expenditure. The estimated net loss is \$208,000,000, of which \$7,300,000 can be attributed to casualties.

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## **Additional German Plants and Equipment Made Available as Reparations**

*Allotted to Western Allies through the Inter-Allied Reparation Agency  
—Enquiries should be forwarded to the Director, Industrial Development Division, Department of Trade and Commerce, Ottawa.*

**By Industrial Development Division, Foreign Trade Service**

**T**HE Allied Control Council has allotted to the Western Allies, through the Inter-Allied Reparation Agency, the German plants and equipment listed below. Expressions of interest are being sought from the member governments of I.A.R.A., on which Canada is represented. The closing date for the submission of bids concerning these plants is indicated. Inventories of the plants are held by the Industrial Development Division, the Department of Trade and Commerce, Ottawa. All enquiries should be addressed to the Director of this Division.

1202—Bochumer Verein A.G. at Bochum (Westfalen): Plant engaged in armaments (8·8 cm. flak guns). Entire plant and equipment for drawing, grinding, annealing, turning, etc., available. War damage considerable. Closing date for bids fixed for June 27, 1947.

43—Dynamit A.G. at Nuernberg: Plant engaged in making small arms ammunition. Entire plant and equipment available. War damage to small portion

of equipment considerable; damage to remainder, slight. Bid date fixed for July 12, 1947.

1017—Wolfenbuttel Metal Works, G.M.B.H. at Wolfenbuttel, Hanover: Before the war, this firm produced spare parts for motor cars, agricultural machines, etc. During the war it turned to full-time production of cartridges of various calibres. The plant and equipment available under following units of allocation: drawing, annealing, grinding, turning and galvanization shops—tool hardening and apprentice shops—gauge production: transformer station—locksmith workshop and controlling room—neutralizing plant and wells. War damage slight. Bid date fixed for July 12, 1947.

The following list covers some of the many items of machinery and equipment available under the French Emergency Delivery Scheme: pressure casting machines; power hammers; circular saws; grinding wheels; lathes of various types; sharpening, milling, trimming, polishing, riveting, boring, edging, punching and engraving machines; rectifiers; precision scales; buffers; stampers; compressors; ventilators; electric pulley-blocks; electric winches; welding equipment; oil separators; electric and diesel motors; annealing, tempering and electric forging furnaces. War damage slight. Bid date fixed for July 7, 1947.

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## Newfoundland Codfish Exporters Agree To Continue Co-operative Marketing

*Annual meeting of association makes recommendation to Newfoundland Government that returns from codfish exports be pooled and averaged—Believe scheme will assist in preventing serious price fluctuations on cessation of international allocation system.*

By J. C. Britton, Commercial Secretary for Canada

**S**T. JOHN'S May 23, 1947.—At the annual meeting of the Newfoundland Salt Codfish Association recently, it was decided to recommend to the Newfoundland Government that returns from all exports of Newfoundland salt codfish be pooled and averaged. Newfoundland's total codfish catch has, since 1943, been allocated to consuming areas, first under the Combined Food Board and later the International Emergency Food Council. It was announced some weeks ago that this international marketing arrangement was to expire in June, and the Newfoundland Salt Codfish Association put forward proposals at the annual meeting for the consideration of importers, which were accepted. The new scheme calls for the pooling of the proceeds from exports of all Newfoundland salt fish and, if government approval is forthcoming, an effort is to be made to get the plan into operation before the greater volume of the present season's catch is ready for export. There are to be separate pools for Labrador, shore and salt bulk cures, but the whole salt fish export trade is to be carried on through a central pool.

The group marketing system which has been followed in recent years, under the control of the marketing administration committee of the Newfoundland Salt Codfish Exporters Association in collaboration with the Newfoundland Fisheries Board, will have to be changed to fit in with the new system which was approved by salt fish exporters. Since every licensed salt fish exporter is a member of the Salt Codfish Association, it is believed that the new scheme will assist in preventing any serious price fluctuations following the cessation of the international allocation system, which has stabilized prices in recent years and brought prosperous conditions to the fishing industry, the most important single industry in the country.

# Brazil Has Big Power Potential But Present Capacity Small

*Less than 1,000,000 h.p. is being developed by over 900 plants of estimated potential of 20,000,000 h.p.—Difficulties in obtaining equipment prevents expansion—Scarcity of power retards industrial progress.*

By Maurice Bélanger, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the fourth in a series of articles on Brazil, prepared by Mr. Bélanger for *Foreign Trade*.)

**B**RAZIL has an estimated hydropower potential of 20,000,000 h.p., of which less than 1,000,000 h.p. is being developed by over nine hundred plants. More than half the installed capacity is in the state of São Paulo, while over 90 per cent is in the three states of São Paulo, Rio de Janeiro and Minas Geraes. In addition, thermal plants generate 212,000 h.p., of which 25 per cent is in Rio Grande do Sul. Eleven of the twenty states in the Union have an installed capacity, both hydro and thermal, of over 10,000 kw., and only three furnish more than 100,000 kw. Electricity rates are usually high, with the exception of those in the three named states, and relatively little power is available for the expansion of industry.

## Difficulties Experienced in Obtaining Equipment

While many hydropower projects are under consideration or in the course of development, most of these have been postponed, due to the difficulty in obtaining foreign equipment. Only one major project is being executed. This was commenced by Japanese interests before the war, but has been taken over by the Government of the State of Rio de Janeiro, and work is proceeding satisfactorily. The potential capacity of this plant is 41,200 h.p., but present plans provide for a capacity of 13,000 h.p.

## Power Provided for New Industries

The São Paulo Tramway, Light & Power Company, Limited, a subsidiary of the Brazilian Traction, Light & Power Company, Limited, is increasing the capacity of its Cubatão plant in São Paulo from 380,000 to 470,000 h.p., while that of the Lages plant in the State of Rio de Janeiro is being materially increased. A thermal plant in Santa Catarina, which will be operated in conjunction with the Volta Redonda coal-washing facilities, is expected to have a rated capacity of 15,000 h.p. Besides providing power for the mines, it should assist in the establishment of new industries, such as woodpulp and plywood, for which there is a plentiful local supply of raw material.

## Industrial Progress Delayed by Power Shortage

Industrial progress in many sections of Brazil has been retarded by the scarcity of power. Sufficient equipment has been installed by factories in Rio Grande do Sul, Santa Catarina and Paraná to permit of their production being substantially increased, but they lack power. Small thermal plants have been erected at great cost, producing power under most uneconomical conditions, but expansion will have to be postponed until more power is available. The relative abundance of power in São Paulo has created there a concentration of industries, many of which could function more economically if power was available in close proximity to their sources of raw materials.

# Canadian Trade Statistics Often Differ From Other Countries'

*Export values shown by Canada and import totals for same commodity recorded by country of final destination vary—Trade with Switzerland provides good illustration of situation created by difference in methods of computation.*

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

**C**OMPARISONS between Canadian statistics of trade with any country and the corresponding statistics issued by that country of trade with Canada disclose that the figures are rarely identical and often differ widely. The problem is one of long standing, and has frequently given rise to a confused and erroneous picture of the actual trade values. Unfortunately, there is little likelihood of improving comparability until greater international uniformity in valuation and classification is achieved.

The differences arise from a variety of causes, many of which lie outside the independent control of either country concerned. The most important sources of difference are the following:

1. Differences in the system of valuation used by Canada and those used by other countries. The differences may arise as follows:
  - (a) Canadian exports are generally shown on an f.o.b. basis, freight costs from the original point of consignment to the destination being excluded. Many countries value imports on a c.i.f. basis, and include the freight content. Canadian imports are valued at the fair market price at the point in the exporting country from which they are consigned. Other countries may include freight to the point of exit. This latter procedure is followed by the United States, and their valuation of coal shipped to Canada is always substantially higher than the corresponding Canadian import figure.
  - (b) Customs evaluators may set arbitrary valuations on certain commodities for purposes of obtaining greater customs revenue or to protect the domestic market from dumping. This will lead to differences between the figures of the two countries.
  - (c) Disturbances in currency relationships between countries may introduce an additional element of difference. The exporting country may use one foreign exchange rate and the importing country another.

## **Goods in Transit Affect Comparison**

2. The element of timing is of considerable importance where Canadian exports are concerned, particularly with bulk goods shipped to other continents. There are usually large quantities of goods in movement at the beginning or end of any trading period, and these affect the comparability between the two countries for the period under consideration.

3. The chief cause of difference between the recorded value of Canadian exports and reciprocal figures for the importing country lies in the fact that exports from Canada are classified geographically according to country of consignment, which may or may not be the ultimate destination of the goods. Thus, it is possible that Canadian records may show an export as consigned to an intermediate country, whereas the country finally importing the goods for consumption may record them

either as an import from the intermediate country or from Canada. Despite these difficulties, country of consignment is the only satisfactory method of classifying exports geographically.

Frequently, the exporter does not know at the time of shipment where the goods are ultimately going, and the need for haste in bringing out trade statistics on a current basis restricts the information to that provided on the export invoice and the customs entry. Often the only definite destination the shipper can show is the country to which the goods are immediately consigned. Furthermore, bulk commodities such as wheat may change ownership and possibly destination while in transit from Canada. Under the circumstances, it is evident that the onus of reconciliation must be placed on the importing nation. It alone has available the documentary evidence which will show the course of the goods from country of source to final destination.

#### **Canadian Trade with Switzerland Cited**

A special study has been made of Canadian trade with Switzerland from 1930 to 1945, a period in which very great differences were shown in the reciprocal trade statistics of each country. This comparative study indicates the wide degree of variance which can exist. The principal source of difference was wheat, Swiss trade figures showing a large volume of wheat imports from Canada during that period. Canadian trade statistics indicate that little or no wheat was consigned directly to Switzerland during the years in question, and it is probable that the wheat in question was recorded as an export to the United Kingdom or possibly to the United States.

A similar discrepancy existed in the comparable figures for barley, oats, and aluminum, although on a smaller scale. During the war, a further source of difference resulted from the recording by Canada of shipments of Red Cross prisoner-of-war parcels to Switzerland as exports to that country. These parcels were not recorded by Switzerland as an import. It is presumed that the imports of Canadian wheat shown in the Swiss trade figures for the war years were withdrawals from warehouse inventories. Apparently the grain is recorded as an import when it is ex-warehoused, not when it crosses the border.

Aside from the specific items mentioned, any discrepancy between the Canadian and the Swiss figures is probably explainable by the differences in valuation, especially those due to variable foreign exchange rates and the fact that Switzerland by definition includes freight in its valuation of imports.

A summary of the comparison between the two sets of trade figures is given below for selected years. In this comparison, the Swiss trade figures were recalculated on a Canadian dollar basis by using the average rates of exchange between the Swiss franc and the Canadian dollar for each year. Such a method, in itself, is likely to cause considerable error, since some wide fluctuations in rates occurred. A more intensive study was not possible because of the different systems of classification and units of physical measure used by the two countries. Actually, the degree of reconciliation achieved is surprising, in view of the many ways in which errors could be introduced from differences in valuation, statistical procedure, and the volume of goods in transit at the end of each trading period.

#### **Canadian Imports Comparable**

The same major differences do not occur in the reconciliation of Swiss exports and Canadian imports, which for most years are reasonably close to equality; the discrepancies that do exist are explainable by the normal sources of difference described above.

## Comparison of Swiss and Canadian Trade Figures\*

Canadian Commodities				
	1930	1936	1942	1945
	(Thousands of Canadian dollars)			
Swiss imports from Canada .....	13,625	8,058	3,481	27,537
Canadian exports to Switzerland .....	579	411	6,271	10,922
Difference .....	13,046	7,647	2,790	16,615
†Main sources of difference				
Swiss figures—wheat .....	12,307	7,102	2,960	22,466
—aluminum .....	725	....	....	....
—oats .....	44	94	149	....
—barley .....	63	....	....	....
Canadian figures: Donations (Red Cross)...	....	....	6,020	5,763

Swiss Commodities				
Canadian recorded imports from Switzerland	6,097	2,582	3,898	7,863
Swiss recorded exports to Canada .....	5,555	2,530	3,625	9,333
Difference .....	542	52	273	1,470

\*Swiss francs are converted to Canadian dollars by using the U.S. Federal Reserve Board yearly averages.

†Any Canadian figures for wheat, etc., are subtracted from the Swiss figures.

This situation has been discussed at statistical conferences, but no solution has been reached for the problems involved.

## Attempt to Develop Secondary Industries in Caribbean Area

*Although considerable activity is in evidence, most plans remain in legislative stage—Number of agencies formed to assist—Transportation facilities improved—General labour unrest prevalent due to union rivalry, unemployment, low wages and general economic conditions.*

By T. G. Major, Canadian Trade Commissioner

(Editor's Note—This is the second in a series of three articles on economic conditions in the Eastern Caribbean and the Guianas for the first quarter of 1947. The first article appeared in the June 14th issue of *Foreign Trade*.)

**P**ORT OF SPAIN, May 20, 1947.—Although there is considerable activity in the development of secondary industries in the Eastern Caribbean and the Guianas, most plans remain in the legislative or blueprint stage. Exceptions to this are the construction of new tobacco, biscuit and flavouring manufacturing plants in Trinidad; extensions to distilleries in St. Thomas to permit the production of cordials and Scotch-type whisky; extension of gold-mining activity in British Guiana; and the near completion of water-supply dams in Trinidad and Tobago. Preparations are being made by the oil industry for marine drilling in the waters lying between Trinidad and Venezuela. Several new Swedish and Canadian companies have announced their intention to undertake gold exploration operations in British and Dutch Guiana. In Trinidad, the Caribbean Development Company, Limited, has been formed with an authorized capital of \$2 million. Present plans call for the erection of paper and plywood mills, a glass bottle factory and a \$700,000 brewery. There is some talk of the revival of the St. Kitts salt industry.

### **Measures Taken to Improve Situation**

The Caribbean Commission commenced a survey of industrial development with particular reference to industries based on local products. Meanwhile, metropolitan and local governments have brought forward a number of development schemes. A Development Finance Corporation has been recommended in British Guiana in place of the existing Secondary Industries Board. In view of the heavy financial commitments involved, implementation of the 10-year development plan in Trinidad has been postponed. The Barbados Legislature has passed a resolution urging nationalization of electricity, gas, telephone and radio services in the colony. The United States Government has granted U.S.\$10 million to effect improvements in the sugar industry over a 5-year period and a Bill also is before Congress to incorporate the Virgin Islands Company, in order to promote the economic welfare of the people. It provides for an initial grant of U.S.\$2 million, permits borrowing of a further million by the company and allows for annual congressional appropriations.

In the French West Indies and French Guiana there are persistent rumours of extensive public works construction to be financed by outright gifts from the metropolitan government. The Government of Dutch Guiana is planning drainage and irrigation schemes and the settlement of displaced persons from Europe.

### **New Steamship Services Relieve Transportation Position**

The advent of new Alcoa and Canadian National vessels operating out of New York, New Orleans, Montreal and Halifax, has considerably relieved the transportation position with respect to passengers and cargo. Similarly there has been a number of new vessels arriving from the British Isles and the promise of new steamers from France. A direct shipping service between Australia and Trinidad has been inaugurated.

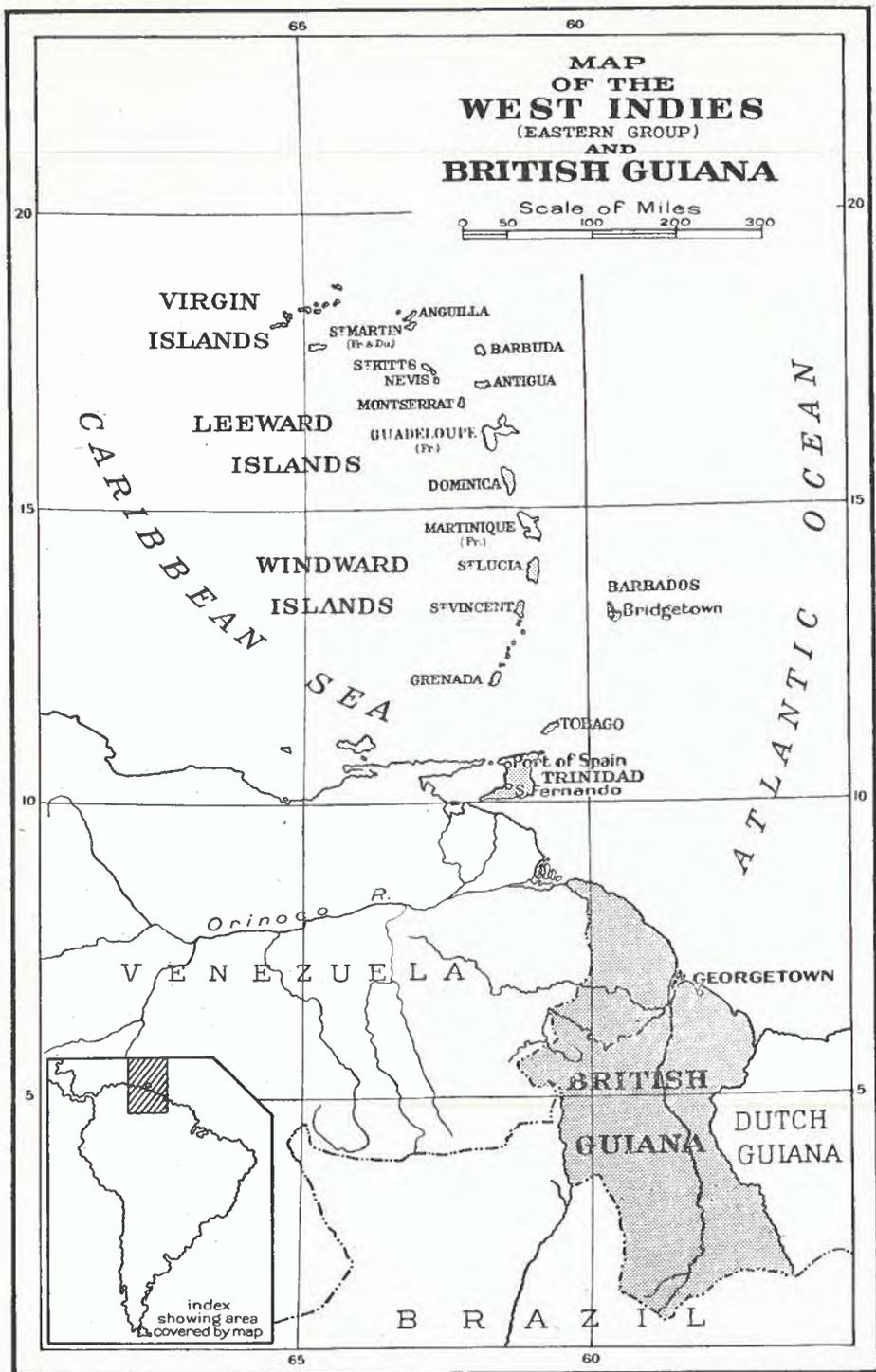
### **Air Transport Facilities Increased**

There also have been a number of improvements in air transport. Linea Aeropostale Venezolana (L.A.V.) are now offering regular services to New York from Trinidad via Caracas, and there have been a number of improvements and rate reductions in the Pan American Airways services. Royal Dutch Airlines (K.L.M.) are operating planes to Amsterdam from Curaçao. British West Indian Airways (B.W.I.A.) have inaugurated an express service between Trinidad and Jamaica and increased their services in other parts of the Eastern Caribbean. B.G. Airways have enlarged their services in the interior of the colony.

St. Vincent, Dominica, Montserrat, Martinique and Guadeloupe remain the most inaccessible parts of the territory. However, motor vessel connections now have been established between the Windwards and Barbados and Trinidad, which will improve the position in so far as St. Vincent and Dominica are concerned. Connection with the French islands still is dependent on infrequent and irregular steamers, due to the lack of airports.

### **General Labour Unrest Prevalent**

The prevalent unrest in labour everywhere is in evidence in the Eastern Caribbean. The basic economic causes are complicated by the fact that local authorities have little control over such factors as the rising cost of living and the prices being paid for the commodities upon



which labour is dependent for its wages. Most food and goods have to be imported from abroad from countries where costs of production are rising. The principal export products are being sold at controlled prices, in some cases below world levels. As a further complicating factor, discontinuation of employment on the wartime bases has thrown thousands out of work and insufficient facilities in the form of local peacetime industry are at present unable to absorb them.

These conditions are particularly true in Trinidad and British Guiana, where there was a relatively heavy immigration from the other colonies during the war to work on the United States army and navy bases. It is true to a lesser degree in St. Thomas, Antigua, St. Lucia and Dutch Guiana. In Barbados this factor did not operate, but the natural growth of population has been too great to be absorbed into the basic industry of the colony, namely, sugar production.

#### **Wages and Union Rivalry Contributing to Unrest**

Another factor contributing to labour unrest has been the contrast offered by the high wartime wages and the lower ones available in the peacetime industries. In addition, there is the rivalry between the different unions, few of which appear to be soundly organized, but which are struggling for recognition. There seems to be a lack of teamwork among the various labour leaders, most of them apparently being engaged in jockeying for position in the developing political life of the community.

#### **Series of Strikes Have Resulted**

As a result of these factors, there has been a series of strikes. Among these was an abortive attempt at a general walkout in the Trinidad oilfields which, early in the year, led to rioting and spread into Port of Spain, necessitating a declaration of a state of emergency on the part of the government. In April, the same union started a strike in the sugar industry, which is still in progress. A strike in Dutch Guiana bauxite mines spread into British Guiana, and again a measure of rioting developed. The British Guiana bauxite workers strike also is unsettled and is likely to result in a lowered production at a time when there is a keen demand for the commodity. There was a troublesome strike in the British Guiana gold fields. In the smaller colonies there have been a number of small strikes and considerable evidence of slow-down tactics on the part of the labour unions. This is particularly true among the stevedoring, lighterage and dock workers.

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#### **Indications of Decline in Mexico Building Boom**

Mexico City, May 28, 1947.—(FTS)—New construction in the Federal District of Mexico totalled \$208,000,000 during the eight years ended December, 1946. The building boom which started in 1939 passed the \$20,000,000 mark in 1943. From 1943 to 1946, the value of new construction was \$146,000,000. There are indications that there will be fewer buildings erected this year than the all-time high of \$54,000,000 in 1946. The 1946 expenditure exceeded the 1945 figure by \$14,000,000. Contractors reported that the prices of materials were still high and they estimate that the number of new buildings in the Federal District probably would return this year to the 1944 level of \$30,000,000.

# Industrial Expansion in Sweden Remained at High Level in 1946

*Production between 15 and 20 per cent higher than in 1939—Fuel shortage seriously affected the iron and steel industry—Change in production from ingots to high-quality steel—Output of foodstuffs stable but that of textiles increased—Building construction active.*

By F. H. Palmer, Commercial Counsellor, Canadian Legation

(Editor's Note—This is the fourth in a series of articles on economic conditions in Sweden during 1946. The first three appeared in the April 12th, April 26th and May 31st issues of *Foreign Trade*.)

STOCKHOLM, March 28, 1947.—Towards the end of 1945 the volume of Sweden's industrial production reached record high levels, and the expansion continued into 1946. Production in August, 1945, was estimated to be 8 per cent above the 1939 average, and by 1946 it was between 15 and 20 per cent higher. In November, 1945, the general index of production of the Swedish Industrial Association stood at 125 as compared with 124 in 1939. The average index for January, 1946, was 125.

During the early months of 1946 the general index maintained its high level, and consideration was being given not only to planning expansion of industry but also to decentralization, the latter with a view to simplifying the increasing labour problem. In this connection housing presented considerable difficulty, particularly as labour and materials were in short supply.

## Labour, Fuel and Raw Materials in Short Supply

Notwithstanding great efforts to expand production, by mid-1946 progress was being seriously impeded by a severe shortage of labour, fuels and raw materials. As mentioned above, the shortages of materials were affecting house-building plans early in 1946. It was the general opinion that a new approach to wage policies was essential, if price advances were to be avoided, as these would neutralize any nominal increase in money wages and undoubtedly create serious difficulties in the event of a business depression.

Swedish domestic industry was showing signs of the effect of smaller imports of foreign building materials than before the war, as larger orders than usual were being placed with Swedish manufacturers, resulting in a still greater demand for labour.

During 1946 the index of production of the Swedish Industrial Association for important industries fluctuated as follows:

### Index of Industrial Production

	General	Iron and Steel	Machinery	Foodstuffs	Textiles
1939 .....	124	124	139	120	115
1945: December .....	125	143	178	114	109
1946: March .....	128	150	181	111	112
June .....	128	142	175	113	111
September .....	127	130	175	115	106
October .....	129	136	177	114	107
November .....	130	138	180	113	109



**Emaus factory, of the General Swedish Electric Company.**

#### **Fuel Shortage Seriously Affected Iron and Steel Output**

Towards the middle of 1946 the continuing shortage of imported fuels was most serious in connection with the production of iron and steel. The output of pig iron was greatly reduced by the lack of blast-furnace coal. From October, 1944, to August, 1945, hardly any coal or coke was imported into Sweden, and during the first five months of 1946 the total aggregated only 1·18 million tons as compared with 2·79 million and 3·20 million tons in the same periods of 1938 and 1939 respectively.

With respect to foodstuffs, there was no great change in the rate of production by the middle of 1946, while there was an increase of some 6 per cent in the output of the textile and clothing industries.

#### **Lack of Steel Imports Necessitated Higher Domestic Output**

The index of industrial production compiled by Sweden's Association of Industries for the early months of 1946 reached a peak of 129 during April and May (1935=100) but declined during July (126) and August, attributable to the labour shortage. This labour shortage seriously affected the production of iron, for which product the output index declined from 152 in February to 139 in July. This shrinkage in production only aggravated the iron and steel supply position in Sweden, where steel producers were confronted with a new problem, that of trying to fill the gap ordinarily filled by imports from Germany. Steps taken to meet these deficiencies included plant extensions and greater efficiency in production.

For the first five months of 1946 the production of iron was 21 per cent below that for the same period in 1945. Offsetting this decline were the 20 per cent increase in the output of high-quality ingots and moderate increases in rolled and forged products.

### More High-grade Steel Produced

The output of pig iron in Sweden rose in October, 1946, to about 58,000 tons as compared with 53,000 tons in October, 1945, while the production of steel ingots declined to 107,000 tons as against 113,000 tons, and rolling-mill products to 76,000 tons from 83,000 tons in October, 1945. Comparative figures of production for the first ten months of 1946 and 1945 are shown in the following table:

#### Comparative Figures of Production

	January-October	
	1945	1946
	Tons	Tons
Pig iron .....	642,000	556,000
Steel ingots, high-grade .....	343,000	402,000
Steel ingots, ordinary .....	653,000	583,000

The change in production from ingots of ordinary quality to high-grade steel is noteworthy. This change is apparently due to the practical cessation of Swedish exports of merchant bars to neighbouring countries, an improvement in imports of iron and to the Swedish steel mills grasping an opportunity to revert to the production of quality material. As might be expected, all Swedish iron and steel works are fully booked for a long period, and individual orders were never so large.

### Building Construction Active

During the summer of 1946 there was evidence of a weakening tendency in the rate of industrial production, still due to the shortage of labour for the more important industries and an increasing lack of raw materials. In addition, of course, there were the inevitable losses in production owing to the incidence of the annual holiday period. However, building construction continued active during the summer months, and the investment interest in housing revealed no indication of any slowing up. The lack of materials almost compelled the government to restrict the granting of building permits, and the Building Committee decided that the 1947 building program for the more densely populated areas should be the same as amended for 1946, that is, 45,000 tenement flats. It was expected that this program would go far to relieve Sweden's housing problem. However, towards the end of 1946 the supply of builders' hardware was becoming so unsatisfactory that consideration was given the necessity for further restricting building permits.

Production of electricity in Sweden in 1939 amounted to 7,408 million kwh. and to 11,678 million kwh. in 1945. For the first nine months of 1946 the output aggregated 8,754 million kwh. compared with 7,492 million kwh. in the same period of 1945.

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### Australia Has a Favourable Trade Balance

Canberra, May 6, 1947.—(F.T.S.)—Australia had a favourable trade balance of £69,416,000 for the nine months ended March 31, compared with an adverse balance of £13,064,000 a year ago. In the nine months, exports rose by 68 per cent to £A227,723,000, and imports rose by 6.5 per cent to £158,307,000. Imports from Canada totalled £9,822,000 sterling, compared with £5,938,000 for the corresponding period in 1939. Total exports from Australia to Canada, in the period under review, were valued at £A3,824,000 compared with £A1,373,000 for the corresponding period in 1939.

# Canadian Imports by Areas

## Canadian Imports, by Geographic Areas

Geographic Areas	April			January—April		
	1938	1946	1947	1938	1946	1947
	(Millions of Dollars)					
<b>BRITISH COUNTRIES</b>						
United Kingdom and Europe.....	9.2	21.2	12.8	38.3	68.8	51.4
America.....	1.1	3.0	1.0	3.1	10.0	5.1
Africa.....	0.5	1.5	1.9	1.4	7.1	6.0
Asia.....	1.4	4.3	7.0	6.8	13.2	22.2
Oceania.....	0.9	1.9	2.0	5.2	9.9	9.6
<b>Total British Countries.....</b>	<b>13.1</b>	<b>31.9</b>	<b>24.7</b>	<b>54.7</b>	<b>108.9</b>	<b>94.3</b>
<b>FOREIGN COUNTRIES</b>						
United States and Possessions.....	31.4	114.9	182.2	137.8	398.6	623.5
Latin America.....	0.9	10.1	12.5	3.3	35.8	43.3
Europe.....	2.8	2.9	4.2	11.6	10.1	15.6
Other Foreign.....	0.7	1.0	2.0	3.2	4.6	8.7
<b>Total Foreign Countries.....</b>	<b>35.8</b>	<b>128.9</b>	<b>200.9</b>	<b>155.9</b>	<b>449.1</b>	<b>691.1</b>
<b>TOTAL IMPORTS FOR CONSUMPTION.....</b>	<b>48.9</b>	<b>160.8</b>	<b>225.6</b>	<b>210.6</b>	<b>558.0</b>	<b>785.4</b>

## Canadian Imports, by Countries

Country	April			January—April		
	1938	1946	1947	1938	1946	1947
	(Thousands of Dollars)					
<b>BRITISH COUNTRIES</b>						
<b>Europe:</b>						
United Kingdom.....	9,187	21,224	12,750	38,338	68,720	51,348
Eire.....			12	8	7	16
Gibraltar.....						
Malta.....			8		26	10
<b>Total Europe.....</b>	<b>9,187</b>	<b>21,224</b>	<b>112,770</b>	<b>38,346</b>	<b>68,753</b>	<b>51,374</b>
<b>America:</b>						
Newfoundland.....	22	544	155	241	1,930	660
Bermuda.....	5	4	2	11	9	8
Barbados.....	26	517	375	129	675	1,101
Jamaica.....	366	915	117	931	3,834	946
Trinidad and Tobago.....	149	146	159	291	791	801
Bahamas.....	123	37	51	406	244	217
Leeward and Windward Islands.....			4			56
British Honduras.....	3	262	84	8	487	402
British Guiana.....	399	553	82	1,072	2,048	891
Falkland Islands.....						
<b>Total America.....</b>	<b>1,093</b>	<b>2,978</b>	<b>1,029</b>	<b>3,089</b>	<b>10,018</b>	<b>5,091</b>
<b>Africa:</b>						
Northern Rhodesia.....			1			2
Union of South Africa.....	23	777	156	298	3,372	776
Other British South Africa.....						
Southern Rhodesia.....		5	6	1	28	25
Gambia.....						
Gold Coast.....		470	1,178	7	1,307	2,947
Nigeria.....	298	54	13	352	1,180	544
Sierra Leone.....	4			6		4
Other British West Africa.....						
British Sudan.....		4	1	4	15	6
British East Africa.....	149	183	588	685	1,183	1,688
<b>Total Africa.....</b>	<b>474</b>	<b>1,493</b>	<b>1,943</b>	<b>1,353</b>	<b>7,085</b>	<b>5,992</b>

Canadian Imports, by Countries—Continued

Country	April			January—April		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
<b>BRITISH COUNTRIES—concluded</b>						
<b>Asia:</b>						
India.....	473	3,553	3,700	2,606	10,779	13,894
Burma.....	12	.....	.....	28	.....	2
Ceylon.....	290	351	1,104	1,024	1,160	2,494
Aden.....	.....	.....	.....	4	.....	.....
British Malaya.....	563	311	1,998	2,621	974	5,471
Other British East Indies.....	3	.....	.....	22	.....	.....
Hong Kong.....	96	1	189	329	13	34
Palestine.....	12	107	1	117	238	10
Total Asia.....	1,449	4,323	6,992	6,751	13,164	22,213
<b>Oceania:</b>						
Australia.....	376	1,007	679	2,061	4,995	4,037
New Zealand.....	410	879	824	2,400	3,212	4,433
Fiji.....	69	.....	507	733	1,237	1,161
Other Oceania.....	.....	.....	.....	16	420	.....
Total Oceania.....	855	1,886	2,010	5,210	9,864	9,631
TOTAL BRITISH COUNTRIES.....	13,058	31,904	24,742	54,749	108,885	94,303
<b>FOREIGN COUNTRIES</b>						
<b>United States and Possessions:</b>						
United States.....	31,377	114,760	182,139	137,781	398,342	623,000
Alaska.....	1	9	11	32	21	165
American Virgin Islands.....	.....	.....	.....	.....	.....	3
Guam.....	.....	.....	.....	.....	.....	.....
Hawaii.....	9	56	6	34	94	247
Puerto Rico.....	.....	47	19	.....	109	47
Total United States and Possessions.....	31,387	114,872	182,175	137,847	398,566	623,462
<b>Latin America:</b>						
Argentina.....	191	359	2,370	854	1,709	9,006
Bolivia.....	3	.....	.....	6	15	1
Brazil.....	23	1,136	1,448	197	4,155	4,347
Chile.....	64	36	52	70	132	136
Colombia.....	279	654	939	458	3,181	4,337
Costa Rica.....	12	89	125	21	220	127
Cuba.....	17	726	1,269	85	2,885	4,029
Ecuador.....	3	20	27	9	45	66
Guatemala.....	9	295	1,286	31	1,097	2,074
Haiti.....	.....	323	4	.....	609	70
Honduras.....	2	1,669	714	6	4,731	4,142
Mexico.....	106	2,282	1,038	317	7,526	3,999
Nicaragua.....	.....	3	13	.....	4	13
Panama.....	1	.....	231	1	1	231
Paraguay.....	4	.....	71	39	6	151
Peru.....	145	7	53	876	197	270
Salvador.....	.....	680	367	.....	1,430	968
San Domingo.....	.....	34	2	.....	1,857	171
Uruguay.....	8	23	27	12	37	158
Venezuela.....	80	1,787	2,436	276	5,973	8,985
Total Latin America.....	947	10,123	12,472	3,258	35,810	43,281
<b>Europe:</b>						
Albania.....	.....	.....	.....	.....	.....	2
Austria.....	.....	.....	.....	83	.....	.....
Belgium.....	465	433	843	1,791	1,028	2,507
Bulgaria.....	.....	.....	.....	.....	.....	.....
Czechoslovakia.....	242	17	210	1,011	42	1,188
Denmark.....	26	7	10	56	11	50
Estonia.....	1	.....	.....	9	.....	.....
Finland.....	7	.....	.....	21	1	13
France.....	414	101	747	1,666	392	2,642
Germany.....	559	1	.....	2,457	7	45
Greece.....	1	2	19	12	6	44
Hungary.....	10	.....	.....	64	.....	7
Iceland.....	.....	.....	1	.....	1	1

**Canadian Imports, by Countries—Concluded**

Country	April			January—April		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
<b>FOREIGN COUNTRIES—Concluded</b>						
<b>Europe—Concluded</b>						
Italy.....	173	94	247	741	100	1,236
Latvia.....				2		
Lithuania.....						
Netherlands.....	147	303	268	877	582	1,004
Norway.....	28	10	88	149	33	673
Poland.....	23		1	89		1
Portugal.....	17	215	140	50	725	460
Azores and Madeira.....	11	12	60	47	50	193
Roumania.....	1			6		1
Soviet Union.....	57	222		91	1,125	45
Spain.....	65	452	327	272	1,889	913
Sweden.....	183	285	192	704	1,368	772
Switzerland.....	335	732	1,088	1,391	2,762	3,850
Yugoslavia.....				5		
<b>Total Europe.....</b>	<b>2,765</b>	<b>2,886</b>	<b>4,241</b>	<b>11,594</b>	<b>10,122</b>	<b>15,647</b>
<b>Other Foreign Countries:</b>						
Abyssinia.....				2	1	9
Afghanistan.....		128			941	
Belgian Congo.....		274	12		344	176
China.....	239	273	112	817	650	796
Greenland.....					7	
Egypt.....	53	8	72	181	124	103
French Africa.....	1	51		12	244	247
French East Indies.....				89		
French Guiana.....						
French Oceania.....					14	
French West Indies.....	1			1	3	19
Madagascar.....	3	34		9	65	7
St. Pierre and Miquelon.....	1			6		
Iraq.....	4	2	22	51	1,155	797
Tripoli.....						
Other Italian Africa.....					4	
Japan.....	351		5	1,560		14
Korea.....						
Liberia.....			14			14
Morocco.....			28	5	18	30
Netherlands East Indies.....	44	1	20	175	4	57
Netherlands Guiana.....						
Netherlands West Indies.....		62	343		270	996
Iran.....	3	42	16	15	187	83
Philippine Islands.....	29		1,306	199		2,980
Portuguese Africa.....		73	9		398	74
Portuguese Asia.....						
Siam.....				1		10
Canary Islands.....	1			3		
Spanish Africa.....						
Syria.....	1		2	7	5	8
Turkey.....	8	30	20	42	202	2,263
<b>Total Other Foreign Countries.....</b>	<b>739</b>	<b>978</b>	<b>1,981</b>	<b>3,175</b>	<b>4,636</b>	<b>8,683</b>
<b>TOTAL FOREIGN COUNTRIES.....</b>	<b>35,837</b>	<b>128,861</b>	<b>200,869</b>	<b>155,873</b>	<b>449,135</b>	<b>691,072</b>
<b>TOTAL IMPORTS.....</b>	<b>48,895</b>	<b>160,765</b>	<b>225,611</b>	<b>210,622</b>	<b>558,020</b>	<b>785,375</b>

**DIRECTORY INFORMATION**

The Foreign Trade Service head office directory, as well as the directory of Foreign Commercial Representatives in Canada appears in the last issue of *Foreign Trade* each month.

# Long List of Items Available For Import from Germany

*Transactions must be in accordance with rules and regulations as laid down by the Joint Export-Import Agency—  
Goods currently available.*

By European Section, Foreign Trade Service

For the general information of Canadian importers, a list of goods which are currently available for export from Germany is published herewith. Transactions must be in accordance with the conditions and regulations laid down by the Joint Export-Import Agency, which were set forth in the June 14th, May 17th, May 10th and May 3rd issues of *Foreign Trade*.

## **Agricultural Machinery, Implements and Parts**

Tractors and other farm machinery

## **Automobiles, Trucks and other Vehicles, Parts, Accessories and Service Equipment**

Rudder mainpiece  
Bicycle cranks  
Train hooks  
Pivoting sleeve dashpots with disc. comp. with evolution  
Brake shoes  
Locomotive wheels  
Line arco  
Ship chains

## **Chemicals and Dyestuffs**

Bronze dye

## **Clay, Clay Products and Porcelain Ware**

Porcelain  
Fireproof stones

## **Drugs and Manufactured Pharmaceuticals**

Gelonida  
Camphor  
TAB vaccine  
Itch remedy (with sulphur base)  
Nitro tablets  
Tecesal  
Atebrin musonate  
Atebrin tablets  
Chinoplasmin tablets  
Fuadin  
Luminal tablets  
Flasmochin (solvent)  
Neo-stibosan  
Solu stibosan

## **Electrical Equipment, Machinery and Apparatus**

Electro-technical products, especially telephonic types  
Electrodes  
Siemens cleaner

## **Engines, Turbines and Parts**

Turbines and generators  
Electromotors

## **Glass and Glass Products**

Pressed glass  
Beverage bottles

## **Industrial, Metalworking and Mining Machinery**

Traction springs with cams  
Spare parts for mine railways  
Eccentrics  
Free wheels for pumps  
Worm gears  
Roll straightening machine  
Canting devices for block rolling field  
Beet clipping knives  
Barrel swivelling machine  
Steaming plant for barrels  
Winding rope preserving plant  
Plate straightening machine parts

## **Iron and Steel Manufactures**

Needles  
Radiators  
Pocket knives  
Work knives  
Manicure equipment  
Razor blades and sets  
Knives, forks and spoons  
Hair cutting machinery  
Fine scissors and rough scissors  
Umbrella ribs  
Cable tools  
Hinges  
Screwing valves  
Flywheel shaft  
Shaft  
Rim of toothbed  
Free wheel for pumps  
Seamless rings  
Rolls  
Attaching wedges for brake shoes  
Forged brake shoes  
Brackets swaged  
Delta brakes  
Screw coupling

## **Musical Instruments**

Musical instruments

## **Non-ferrous Metals and Manufactures**

Aluminum foil and tubes

## **Non-metallic Minerals and Manufactures**

Salt  
Asphalt  
Graphite

## **Office Equipment, Appliances and Supplies**

Pencils, lead—copying, coloured and slate pencils  
Drawing sets  
Typewriters

## **Photographic Equipment**

Exposure metres  
Paper and cards

## Precious Metals and Plated Ware

Silverware  
Leaf gold

## Scientific and Professional Supplies

Dental equipment  
Opera glasses  
Microscopes  
Binoculars  
Fluid glasses  
Medical glasses

## Stone, Cement and Sand

Slates, school, with frames of hardwood, different sizes  
Stone slabs  
Gravel  
Quartz, powdered

## Textiles

Embroideries, hand  
Gloves

## Toys

Toys

## Miscellaneous

Basket wares  
Candles and wicks  
Brushes  
Glue

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## Trade Fair to be Held in Hanover

The Commander-in-Chief, British Zone, with bipartite agreement, has decided an Export Trade Fair should be held in Hanover from August 18 to September 7, 1947. Primarily, the object of this fair is to stimulate export trade from the combined British-United States zones. There will be a display of products produced in the joint U.S.-U.K. zones which will comprise those goods which are immediately available for export, or the manufacture of which can be undertaken within a reasonable time.

It is estimated that there will be some 2,000 exhibitors from the two zones, as well as the British and U.S. sectors of Berlin, and that the exhibits will include the following:

Electrical machinery and equipment and electrical domestic appliances;  
Fine mechanical and optical instruments and equipment;  
Medical, surgical and dental apparatus and instruments;  
Light metal products and hardware;  
General machinery;  
Agricultural machinery;  
Building machinery;  
Printing machinery and graphical products;  
Food processing machinery;  
Textiles and clothing;  
Ceramics, glass and woodenware;  
Leather goods;  
Plastics and rubber products; and  
Pharmaceuticals, dyestuffs and chemicals.

The fair will be housed in Vereinigte Leichtmetall Werke, Laatzen, approximately three miles from the centre of the city of Hanover. There are four main buildings with a total covered area of about 24,000 square

metres. A bureau of the Joint Export-Import Agency will be established on the site.

Military Government will be responsible for inviting buyers and visitors from the United States, Great Britain, British Commonwealth and foreign countries, and for their transport, accommodation and feeding. The numbers will only be limited by the accommodation for foreign visitors which will be in the neighbourhood of 1,000 beds per night. If the normal visit lasts four nights, it should be possible to accommodate four to five thousand foreign visitors throughout the three weeks' duration of the fair.

Any prospective Canadian visitor is invited to communicate directly for full details with:—Co-ordinating Officer, Hanover Trade Fair, H.Q. Military Government for Land Niedersachsen, 229 H.Q., C.C.G., Hanover, B.A.O.R., Germany.

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## Production of Steel in the United Kingdom Affected by Lack of Fuel and Transport

*Output in 1946 of 12,750,000 ingot tons would have been higher had full requirements of fuel and transport been available—Production declines in first quarter of 1947 due to low coal supplies—Little hope of increasing imports—Efforts are being made to increase domestic production.*

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

LONDON, April 29, 1947.—Production of steel in the United Kingdom in 1946 was 12,750,000 ingot tons and would have been higher had the full requirements of fuel and transport been available, according to a review made by the Iron and Steel Board. The demand, so far as it could be assessed, was for nearly 15,000,000 ingot tons. It had been hoped to make good the difference by imports, mainly from the United States, but it proved impossible to secure deliveries from oversea sources of more than about 400,000 tons of steel of all descriptions.

But for the unfortunate shortage of coal, the Board had confidently anticipated in 1947 a production of over 13,000,000 ingot tons. As it is, for the first quarter, the output was 2,800,000 tons, equivalent to a rate of less than 11,500,000 tons a year. The situation is now improving, but coal supplies are still below full needs and, until more is known about the level of supply for the rest of the year, production estimates for 1947 have little value.

### Import Prospects Not Promising

Every effort is being made to obtain further steel supplies by imports, but the activity of the overseas demand operates to curtail the quantity available for purchase by the United Kingdom. In the first quarter of this year, imports were under 120,000 tons from all sources, and there does not seem much prospect of the rate being increased at least until the latter part of the year.

### Efforts to Develop Home Production

Constant endeavours have been made to increase domestic production by converting steel furnaces from coal to oil burning, the fullest practicable use of electric furnaces for the manufacture of carbon steel and the introduction of continuous working of steel furnaces.

It has been suggested that to use a higher proportion of scrap would increase output and save coal. The fact is, however, that the present overall average consumption of scrap is just over 60 per cent and there is no possibility of increasing it with the current supply of scrap. The scrap situation is a source of concern and is under serious examination.

The Board reported that the £168,000,000 plan for the modernization and development of the iron and steel industry will involve spending about \$60,000,000 on equipment from the United States.

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## Australian Demand for Vehicle Bodies Satisfied by Domestic Production

*High rates of duty exclude foreign-built bodies from competing—  
Five companies produce over three-quarters of total annual production  
—No complete chassis imported—Three-quarters of vehicle assembly  
performed by three companies.*

By T. R. Fletcher, Assistant Canadian Trade Commissioner

(Editor's Note—This is the second of four articles on the Australian automobile industry. The first appeared in the June 7th issue of *Foreign Trade*.)

MELBOURNE, February 21, 1947.—High rates of duty exclude foreign-built bodies from competing with Australian-built vehicle bodies, and at present the local industry satisfies the entire demand for vehicle bodies, and supplies a body for each imported chassis. There are five main companies whose combined output exceeds three-quarters of the total annual production:

General Motors-Holden's Limited, Woodville, South Australia, who make bodies for Buick, Cadillac, Chevrolet, La Salle, Oldsmobile, Pontiac and Vauxhall cars, and Bedford, G.M.C., Maple Leaf and Oldsmobile trucks.

Ford Manufacturing Co. of Australia Pty. Limited, Geelong, Victoria, which produces bodies for Ford and Mercury cars and Ford trucks.

Richard's Industries Limited, Keswick, South Australia, who manufacture bodies under contract for Chrysler-Dodge Distributors (Australia) Pty. Limited (Chrysler, De Soto, Dodge and Plymouth cars, and Dodge and Fargo trucks), and also for Nuffield (Australia) Pty. Limited, (Morris cars), Standard Cars Limited (Flying Standard car), and International Harvester Company of Australia Pty. Limited (International trucks).

Ruskin Motor Bodies Pty. Limited, Melbourne, Victoria, who manufacture bodies under contract for Austin Motor Car Company, and the Hudson Motor Car Company.

Rootes (Australia) Pty. Limited, Melbourne, Victoria, who had previously dealt with Ruskin Motor Bodies Pty. Limited, but who set up their own organization in 1946 to make bodies for their Hillman, Humber, Sunbeam and Talbot cars, and Commer and Karrier trucks.

In addition to these firms there were, in 1945, 190 other concerns engaged in body manufacture. Total investment in land, buildings, plant and machinery was just over £A3 million; total employment exceeded 13,000 persons, and the value of output (wholesale selling value at factory) was £A10.6 million.

### Number of Motor Bodies Imported and Made

Year ending June 30	Motor bodies		Year ending June 30	Motor bodies	
	Imported	Made		Imported	Made
1932-33 .....	108	13,532	1939-40 .....	345	71,487
1933-34 .....	1,116	26,302	1940-41 .....	50	49,130
1934-35 .....	2,215	45,445	1941-42 .....	16	61,515
1935-36 .....	1,699	67,337	1942-43 .....	270	44,283
1936-37 .....	786	77,198	1943-44 .....	694	29,440
1937-38 .....	646	92,245	1944-45 .....	6	22,609
1938-39 .....	532	79,436			

A review of the above figures indicates that even under the tremendous wartime demands, the local industry has supplied nearly all the bodies for all the chassis imported. The number of bodies imported annually is very small, and on a quantity basis has not exceeded two per cent of the number of bodies made locally.

#### Wartime Production Decline Due to Diversion of Output

The decline in production in the war years was due to concentration on manufacture of trucks and the curtailment of passenger car body output, due to government prohibition on production of passenger cars. The sudden increase in imports of motor bodies in the years 1942-44 is attributable to government purchases under lease-lend from the United States of America.

It is estimated that this body-manufacturing industry provides work for some thousands of other persons because of annual purchases of £A2 million worth of Australian materials. These materials are principally timber, leather, fabric and hood material, hardware, die castings, duco, paint and undercoatings, plate glass, steel sheet and other materials such as woollen cloth, wire and padding.

#### No Complete Chassis Imported

The existence of the body-manufacturing industry has caused vehicle imports to be confined to chassis and/or vehicle parts. No complete chassis are made in Australia, but the government tariff rates have ensured that all chassis imported will be unassembled ones, and so provide more employment and industry for Australians.

#### Concentration of Motor Vehicle Assembly in Three Firms

In 1945 there were 70 factories engaged in the construction and assembly of motor vehicles, but three-quarters of the assembly was performed by three organizations.

General Motors-Holden's Limited, have assembly plants in every state but Tasmania, bodies being supplied from the company's own factory at Woodville, South Australia. This company uses American chassis for Buick, Cadillac, La Salle, Oldsmobile, Pontiac cars and utilities, and G.M.C. and Oldsmobile trucks; Canadian chassis for Chevrolet cars and utilities, and Maple Leaf trucks; and United Kingdom chassis for Vauxhall cars and utilities, and Bedford trucks.

Ford Motor Company of Australia Pty. Limited has its main assembly works and body-building plant at Geelong, Victoria, but has subsidiary assembly plants in New South Wales, Queensland and Western Australia. This company uses Canadian chassis for Ford V-8 and Mercury cars and utilities and Ford trucks; United Kingdom chassis for its Ford Prefect and Ford Anglia cars and utilities.

Chrysler-Dodge Distributors (Australia) Pty. Limited, purchase bodies from their affiliated company, Richards Industries Limited, Keswick,

South Australia, and import Canadian chassis for Dodge and Fargo trucks, and Chrysler, De Soto, Dodge and Plymouth cars. The company has eight assembly plants throughout the Commonwealth.

#### **Some Sixty-seven Other Companies Assemble Vehicles**

Vehicle assembly by firms other than the above is divided among some 67 companies, and is confined to the use of United Kingdom chassis, and American chassis. Firms using United Kingdom chassis are in the majority in this group and are headed by Austin Distributors Limited, Rootes (Australia) Limited, Nuffield (Australia) Pty. Limited, and Standard Cars Limited. Firms using American chassis are headed by International Harvester Company of Australia Pty. Limited.

In 1945, the 70 firms comprising the assembly industry employed 5,494 persons, represented a capital investment of £A1.3 million, and had an output valued at £A5 million.

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## **Exchange Regulations in Uruguay Govern Exports and Imports**

*System of controlled and free rate in operation—Any operation of export and import nature can only be effected with permission of Export and Import Control Authority under permit system.*

By E. H. Maguire, Assistant Commercial Secretary, Canadian Embassy

**B**UENOS AIRES, April 24, 1947.—There are two exchange quotation rates in Uruguay. One is the controlled rate fixed by the Banco de la Republica, which is applied to export and import operations and to certain financial remittances of a special nature, such as government remittances for payment of interests on its foreign debts, etc. The other is the free rate, which is applied to all other operations. Actually the only active free market is in United States dollars, though a number of transactions are effected in free Argentine pesos. Sterling operations come under the Uruguay-Great Britain area agreement and are fully controlled by the Banco de la Republica.

Any operation of an export or import nature can only be effected with the authority of the Export and Import Control Authority, which issues the necessary permit granting the right to sell or buy exchange at any of the banks authorized to operate in foreign exchange. The necessary exchange for payment for imports is granted once the goods have arrived in the country. This, generally speaking, takes only a matter of a few days and therefore there should be no unwarranted delay in the settlement of bills received for collection once the carrying steamer has arrived.

#### **Failure to Follow Import Regulations May Cause Delay**

When delays do occur, they may be the fault of the importer who has omitted to comply with some of the import regulations, such as to apply for a prior import permit in regard to goods catalogued by the Authority as luxuries or has imported more than he is entitled to. In this latter respect, each importer is allotted a quota based on his average imports over a number of years, and it is left to him to keep control of

the amount of orders placed abroad. If necessary, he can apply for a special import permit.

The various sight rates of exchange for Uruguayan pesos in the controlled market, as at April 9, 1947, are as follows: (rates in the controlled market are pegged. The buying rates are for exports and the selling rates are for imports.)

#### Controlled Rates of Exchange

	Buying Pesos		Selling Pesos
London .....	6.10 per £1		7.64 per £1
New York .....	151.40 per \$100		189.68 per \$100
France .....	1.271 per 100 francs		1.594 per 100 francs
Belgium .....	3.455 per 100 francs		4.330 per 100 francs
Buenos Aires .....	36.60 per 100 pesos		46.85 per 100 pesos

#### Payment for Imported Goods Negotiated Through Controlled Market

Payment for all imported goods must be negotiated through the controlled market. The Authority recognizes three categories of imports according to degree of necessity, which implies that first category has priority over second and so forth. Rates do not change for the various categories; it is all a matter of whether the Export and Import Control Authority grants the permit or does not. First and second categories do not require a prior import permit, but for third category (which covers luxury items) it is essential that an application for an import permit be made before placing the order. There is an export permit control on certain goods, which is modified from time to time in accordance with the supply position within the country.

There are no published lists of first and second category goods, nor are these two categories defined in any way. Only a third category list is published. The important point to remember is that, if an item does not appear on the third category list, it is either in the first or second category and does not require a prior import permit. For instance, an automobile is not in the third category, but, as it is not a prime necessity, it is classified as second category. Copies of the third category list are on file with the Commercial Relations Division, Department of Trade and Commerce, Ottawa.

Free rates which are applied to exchange transactions other than those connected with merchandise imports and exports, as of April 9, were as follows:

#### Free Rates of Exchange

	Buying Pesos		Selling Pesos
London .....	7.15 per £1		7.20 per £1
New York .....	178.00 per \$100		178.15 per \$100
France .....	1.489 per 100 francs		1.50 per 100 francs
Belgium .....	4.0425 per 100 francs		4.0725 per 100 francs
Buenos Aires .....	43.30 per 100 pesos		43.50 per 100 pesos

Rates with France and Belgium are based on payment agreements dated September 26, 1946, and November 6, 1946, respectively.

#### Norway Concludes Barter Agreements With Several Countries

Oslo, May 22, 1947.—(FTS)—Barter agreements have been concluded between Norway and Austria, Belgium-Luxembourg, France and the Netherlands. The types of merchandise involved in these agreements conform to traditional trade between Norway and the various countries concerned, and do not, therefore, change the outlook as far as normal Canadian trade with Norway is concerned.

# Sugar Main Factor Governing Economic Conditions in Cuba

*Commodity is key to conditions in Republic—Sugar and allied products are responsible for from 78-80 per cent of value of total exports—In 1947, it is estimated that Cuba will produce one sixth of total world production—Agreement with United States guarantees 1947 market at a good price—Government attempts to control “differential” revenue from exports.*

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

(Editor's Note.—This is the first in a series of articles on economic conditions in Cuba during 1946. All values shown refer to United States dollars.)

**H**AVANA, May 23, 1947.—In looking for factors governing economic conditions in Cuba, it is only necessary to examine the condition of the world's sugar market—for Cuba is a one-crop country to an extraordinary degree, and, as the marketing of sugar prospers, so will Cuba. There are, of course, other crops that are important, notably tobacco, but the economy of Cuba is a sugar economy, and this commodity is the key to conditions in the Republic. As an indication of the importance of Cuba in the world's sugar markets, in 1947 it is estimated that Cuba will produce about one-sixth of the total world production. That sugar is the all-important factor in Cuba's economy is shown by the fact that it and its allied products are responsible for from 75-80 per cent of the value of total exports.

Although sugar is king on the island, it is the slave of international markets. Whereas Cuba can do much to organize the growing of cane and production of sugar, such a relatively small proportion of the crop is consumed locally, that the conditions of world markets are subject to influences, many of which are beyond Cuba's control.

## **Sugar Contract Guarantees 1947 Market**

After much delay, Cuba and the United States signed the 1946 sugar contract that established the price, or method of arriving at the price, and distribution of both the 1946 and 1947 sugar crops. This contract, since it governed the sale of the total crops, was of the greatest importance to the economic life of Cuba, and it was not surprising that the negotiations were long and difficult.

The difficulty lay not so much in the price of the crop as in the size of the future market in the United States for Cuban sugars. The Cuban argument was based on the fact that, although, under the Chadbourne plan for allocating shares of the United States market to different supplying countries, Cuba had been given 29 per cent, from 1904-1945, Cuba had supplied more than 43 per cent of total United States consumption. Further, in both world wars it was Cuba that had filled the gap in United States requirements by greatly increasing production. Consequently, it was desired that a share greater than the prewar 29 per cent should be guaranteed to Cuba for the future.

## **Agreement Provides Good Increase in Price**

Although no long-term commitment was accepted by the United States, the agreement did provide for Cuba a good increase in the price of sugar, and established the means for a guaranteed prosperity for 1946 and 1947.

The basic minimum price for 1946 was set at 3.675 cents per pound f.o.b. port of loading, which compares with a set price of 3.10 cents for 1945 and an average of about 2.24 cents for the war years. Moreover, provision was made for a number of escalator clauses for raising the price over the minimum, chief of which was the provision for increases on a level with rises in the general cost-of-living index in the United States. It was further provided that the highest price in 1946 would become the basic minimum price for 1947, and that the escalator clauses would also apply for 1947. By the agreement, the United States also undertook to take all of the two crops, less 350,000 long tons for domestic consumption in both years, and 250,000 tons for export to other countries in 1946 and 300,000 tons in 1947.

The production of sugar in 1946 was 3,941,000 long tons, which compares with 3,455,000 tons in 1945 and 4,971,000 tons in 1944. Since the cost-of-living index in the United States rose sharply during the year, the bulk of the crop was sold at prices well above the basic minimum, so that the final average price will work out at about 4.11 cents per pound. It has been estimated that the total value of the crop will reach something like \$490,000,000, or the highest figure reached in Cuba's history except for the boom years 1919 and 1920, and compared with some \$250,000,000 in 1945, a war average of about \$187,000,000, and a prewar (1935-39) average of \$112,000,000.

#### **Government Interested in Revenue from Sugar Sales to Other Countries**

Early in the year, the Government announced that the 250,000 tons allotted to Cuba for sale to countries other than the United States would be bought by the Government at the official price of sugar sold to the United States and sold at world prices, the difference being claimed by the Government to be used for the payment of subsidies, public works and a school building program. This measure met with considerable opposition, and suits were brought to the Supreme Court on grounds of unconstitutionality.

In September it was announced that the Government, requiring funds to finance subsidies on imports of essential foods, whose prices were rapidly rising, would similarly seize the difference between the basic price of 3.625 cents per pound and the actual sales price to the United States. This measure met with such a storm of opposition that a compromise was finally worked out whereby the mill owners voluntarily surrendered the differential on sales to "other countries", but the Government surrendered any claim to funds from the sales of sugar to the United States.

It is of interest that shortly after agreement was reached between the sugar industry and the Government on this thorny problem, the Supreme Court declared the seizure plan as unconstitutional.

#### **Question of Differential Revenue of Great Importance**

That this whole question of the "differential" was of the greatest importance, is shown by the fact that the revenue going to the Government from the 1946 "differential" (since voluntarily surrendered by the sugar industry) actually amounted to over 18 million dollars. In September, when the second differential (on sales to the United States) seizure was proposed, it was estimated that it would bring in about 25 million dollars, and that the 1947 differential on the "other countries" quota would amount to some 30 millions. These three sums would have about equalled the total value of the two sugar crops of 1932 and 1933. Under these circumstances it is of small wonder that the proposals ran into such bitter opposition.

# Commodity Comments

By Export Division, Foreign Trade Service

## Food and Related Commodities

### *Principal Crop Acreages, 1947*

Intended acreages of principal crops at April 30, as reported by the Bureau of Statistics on May 9, were as follows:

**Wheat**—Estimated at 25.1 million acres, the area sown to wheat will be three per cent less than in 1946, the decrease being confined to the Prairie Provinces, whose proposed planting amounts to 24.3 million acres, as against a 1933-39 average of 24.6, and a 1940-46 average of 22.3 million acres. The largest wheat acreage in these provinces' history was recorded in 1940, when it amounted to 27.7 million acres.

**Oats and Barley**—A proposed 1947 oat acreage of 12.6 million acres represents a four per cent decline from that for 1946, while barley at 7.8 million acres is 16 per cent above last year. These changes are ascribed almost entirely to the Prairie Provinces.

**Rye**—Rye plantings of 600,000 acres constitute a 12 per cent increase over 1946.

**Flaxseed**—An intended 1.7 million acres represents a 67 per cent increase over last year. The Prairie Provinces account for nearly all the added acreage.

**Potatoes**—Down three per cent from 1946, intended acreage stands at 504,000 acres. The Maritimes show a 10 per cent decrease.

## Manufactured Products

### *Fountain Pens*

Fountain pens, generally speaking, are in free supply, and are moving in substantial quantities to export markets without export permits.

### *Fishing Tackle*

The Department knows of some 60 Canadian firms, a number of them interested in export, now producing fishing tackle of one kind or another.

### *Tennis Balls*

In good supply. Canada now produces balls of prewar quality with natural rubber centres.

### *Tennis, Badminton and Squash Rackets*

In good supply.

### *Badminton Shuttlecocks*

In fair supply.

### *Hockey Sticks*

In very short supply.

### *Toilet Articles and Cosmetics*

In free supply, these are largely free of export permit control. Some manufacturers have cited as a problem their inability to secure packaging materials, particularly cardboard and metal containers.

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## Postal Information

### **Direct Parcel Post to France Resumed**

Direct parcel post service from Canada to France has been resumed and parcels up to a weight limit of 20 pounds may now be sent. Parcels may be despatched via direct steamship, as well as via the United Kingdom, subject to the conditions at present in effect for parcels to France.

## 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.

Gananogue—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)

Toronto—June 20-30.

Hamilton—July 2.

St. Catharines—July 3.

Brantford—July 4.

London—July 5-7.

Windsor—July 8.

Guelph—July 9.

Winnipeg—July 14.

Calgary—July 18.

Vancouver—July 22-26.

New Westminster.

Victoria—July 28.

Ottawa—August 15-18.

Montreal—August 19-31.

### Second-Hand Mining Machinery Required in Mexico

An enquiry has been received by D. S. Cole, Commercial Counsellor, Canadian Embassy, Apartado Num. 126-Bis., Mexico D.F., for the following rebuilt or second-hand equipment: a 3,000-ton flotation plant for copper ores; mining equipment for 300-ton daily capacity including compressors, hoists, rail cars and electric motors. For the mill, one or two mills of a total capacity of three to four tons, flotation cells or compressors, electric motors, vacuum filters, pumps and all other machinery pertaining to this kind of a mill.

Any interested Canadian firm should supply full particulars to Mr. Cole, referring to file No. 645, with a copy to the Machinery and Tools Section, Export Division, Department of Trade and Commerce, Ottawa.

# Trade and Tariff Regulations

## **Australia Changes Import Procedure for Canadian Canned Fish**

Sydney, May 30, 1947.—(FTS)—To permit Australian importers to make whatever arrangements are necessary for the importation of canned fish from Canada from the 1947-48 pack, it has been decided that as from June 2, 1947, licences may be issued on a quantitative basis in accordance with base-year imports, as follows: canned salmon, canned herrings, canned pilchards and/or sardines, 25 per cent. Licences, which are not to be issued before June 2, will be valid to June 30, 1948. In the case of canned salmon the 25 per cent quota will be increased from time to time, on evidence of availability of supplies, to a quantity not to exceed 100 per cent of base-year imports, and in the case of herrings, pilchards and/or sardines the quota will be similarly raised to 50 per cent.

The following goods of non-sterling origin which were previously on the prohibited import list now come under the administrative control of the Import Licensing Branch: skis; diaphragms for marine lighting equipment; anthracite coal; beaded and sequined evening bags, the f.o.b. value of which does not exceed £1 10s. each; printing and stencilling inks under tariff item 343.

Cameras of a type the c.i.f. and e. cost of which does not exceed £2 have been given a quota of 25 per cent of base-year imports when of non-sterling origin.

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## **Australia Permits Importation of Additional Items**

Sydney, May 10, 1947.—(FTS)—Imports of the following commodities, previously prohibited entry from non-sterling countries, now come under the administrative control of the Import Licensing Branch, Department of Trade and Customs; butchers' and cooks' knives; cutlery, spoons and forks other than those wholly or partly of gold or silver, knife sharpeners; mowers under tariff item 171(C); motor vehicle parts under tariff item 359(F); points, brooch pins, catches and clasps under tariff item 312 (A) and (B); prune wine for manufacturing purposes; maize; scales and balances for scientific purposes not exceeding 28 pounds capacity.

With effect from January 1, 1947, artificial sausage casings of non-sterling origin have been given a quota of 150 per cent of base-year imports, as against the previous quota of 100 per cent.

Imports of non-sterling pocket watches, the c.i.f. and e. value of which does not exceed twelve shillings each, have now been transferred to administrative control from a quota basis, also shells in their natural state.

Import licences will now be issued for all vegetable seeds of non-sterling origin on production of evidence of a firm offer for early shipment and a permit or certificate issued by the Division of Agricultural Production, Department of Commerce and Agriculture, specifying types and varieties, quantities and country of origin.

Licences for the importation of tung oil for the manufacture of paint oils, weather-board oils and varnishes will be issued to quota holders on production of evidence of firm offer for early delivery, without qualification by base-year import quantities.

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## **New Brazilian Exchange Regulations Announced**

Rio de Janeiro, June 5, 1947.—(FTS)—New exchange regulations affecting imports into Brazil have just been announced. Details are lacking

but the intent seems to be to grant exchange for imports on the basis of the essentiality of the merchandise and to restrict imports of consumer goods. It is also reported that payment by letter of credit will only be authorized for capital goods and essential raw materials. All other payments against documents face the possibility of delay in obtaining exchange if not previously authorized. The new regulations do not apply to shipments made prior to June 10.

In view of the new regulations, shipments of unessential goods to Brazil should not be made after June 10 without assurance that import authorization has been obtained and that exchange will be available without delay.

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### India Revises Import Control Policy

The Government of India, on May 16, announced a revised import control policy to come into force as from July 1, 1947. A brief notice to this effect based on cabled advice from the Canadian Trade Commissioner at Bombay appeared in *Foreign Trade* of May 24, page 929. Subsequent cablegrams from the Trade Commissioner and information received through other channels have amplified the position with regard to (1) Canadian goods admissible under Open General Licence No. 8, which was cancelled on March 14, and (2) Canadian goods for which individual licences had been issued for the January-June period and which were due to expire June 30, 1947.

Goods admissible up to March 14 under Open General Licence No. 8 will be admitted without licence if shipped on or before June 30, 1947. For goods which cannot be shipped by that date but for which firm orders have been placed under the Open General Licence, licences will be issued, provided applications are made on or before June 15, in the following circumstances:

- (a) Where irrevocable letters of credit have been opened, licences will be granted for value of letters of credit and will be valid for shipment up to date of validity of credit;
- (b) Where business is not generally done on letter of credit system, licences will be granted on documentary evidence that firm orders were placed and accepted before March 14, 1947. These licences will be valid for shipments up to September 30, 1947.

With regard to individual licences which are due to expire June 30, 1947, it is announced that revalidation (for which application must have been made by June 15) will be allowed only in the following cases:

- (a) Where irrevocable letters of credit have been opened valid beyond June 30, 1947, licences will be revalidated up to the date and amount of the letter of credit;
- (b) In the case of business transacted on other than letter of credit basis, licences will be revalidated for shipment on or before September 30, 1947, on production of documentary evidence that firm orders were placed and accepted before May 16, 1947.

Earlier advices from the Trade Commissioner have indicated that individual licences for capital goods (defined as meaning plant valued at more than 25,000 rupees) and heavy electrical plant, that is, licences suffixed or prefixed CG, CGPW, or HEP, will be valid to cover shipments up to the period specified in the licence.

Applications for licences for the shipping period beginning July 1 have been accepted from May 25.



## Ocean-Going Sailing Schedules

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

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

### Departures from Montreal

\*Calls at Halifax about five days later

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques...	June 15-25	* <i>Artemisia</i> <i>Chandler</i> <i>Cottrell</i> <i>Cabano</i>	Elder Dempster
Lourenço Marques...	June 24-30		Elder Dempster
Lourenço Marques...	July 5-15		Elder Dempster
Lourenço Marques...	July 20-30		Elder Dempster
Beira.....	{ June 15-25 July 20-30	* <i>Artemisia</i> <i>Cabano</i>	Elder Dempster Elder Dempster
Dar-es-Salaam.....	June 24-30	<i>Chandler</i>	Elder Dempster
<b>Africa-South—</b>			
Cape Town.....	} June 15-25 June 24-30 July 5-15 July 20-30	* <i>Artemisia</i> <i>Chandler</i> <i>Cottrell</i> <i>Cabano</i>	Elder Dempster
Port Elizabeth.....			Elder Dempster
East London.....			Elder Dempster
Durban.....			Elder Dempster
<b>Argentina—</b>			
Buenos Aires.....	July 22	<i>George B. McLellan</i>	Montreal Shipping
<b>Australia—</b>			
Sydney.....	} July 29-Aug. 2	<i>City of Poona</i>	Montreal Australia New Zealand Line
Melbourne.....			
Adelaide.....			
Brisbane.....	} July 19-23	<i>Orestes</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Sydney.....	} July 16-19	<i>Glenogle</i>	Montreal Australia New Zealand Line
Melbourne.....			
<b>Belgium—</b>			
Antwerp.....	June 14-23	<i>Mont Rolland</i> <i>Marchcape</i> <i>Brant County</i> <i>Prins Willem IV</i> <i>Bayside</i> <i>Sein</i> <i>Hedel</i>	Montreal Shipping
Antwerp.....	June 23-July 2		March Shipping
Antwerp.....	June 24-29		Canada Steamships
Antwerp.....	June 25		Shipping Limited
Antwerp.....	June 25-July 5		Montreal Shipping
Antwerp.....	July 1-4		Furness Withy
Antwerp.....	July 2		Shipping Limited

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Belgium—Con.</b>			
Antwerp.....	July 5-10	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	July 10-15	<i>Harald Torsvik</i>	Canada Steamships
Antwerp.....	July 11-15	<i>Blijdendijk</i>	Furness Withy
Antwerp.....	July 15-22	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	July 20	<i>Prins Maurits</i>	Shipping Limited
<b>Ceylon—</b>			
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
<b>China—</b>			
Shanghai.....	July 20-25	<i>City of Carlisle</i>	McLean Kennedy
Shanghai.....	July 20	<i>Rockside</i>	March Shipping
<b>Colombia—</b>			
Barranquilla.....	June 27-July 2	<i>Benny</i>	Saguenay Terminals
<b>Curaçao—</b>			
.....	June 27-July 2	<i>Benny</i>	Saguenay Terminals
<b>Denmark—</b>			
Copenhagen.....	June 25	<i>Ragnhildsholm</i>	Swedish American Line
<b>Egypt—</b>			
Port Said.....	June 25-28	<i>Alcinous</i>	Cunard Donaldson
Suez.....	July 19-24	<i>Limburg</i>	Cunard Donaldson
<b>Eire—</b>			
Dublin.....	June 26-30	<i>Lord O'Neil</i>	McLean Kennedy
Dublin.....	June 23	<i>Irish Hazel</i>	Shipping Limited
Cork.....	July 1	<i>Irish Larch</i>	Shipping Limited
<b>Finland—</b>			
Helsinki.....	June 25	<i>Ragnhildsholm</i>	Swedish American Line
<b>France—</b>			
Le Havre.....	June 14-23	<i>Mont Rolland</i>	Montreal Shipping
Le Havre.....	June 23-July 2	<i>Marchcape</i>	Montreal Shipping
Le Havre.....	June 24-29	<i>Brant County</i>	Canada Steamships
Le Havre.....	July 1-4	<i>Sein</i>	Furness Withy
Le Havre.....	July 5	<i>Bayside</i>	Montreal Shipping
Le Havre.....	July 10-15	<i>Harald Torsvik</i>	Canada Steamships
<b>Germany—</b>			
Hamburg.....	June 23-July 2	<i>Marchcape</i>	March Shipping
<b>Hong Kong.....</b>			
.....	July 20-25	<i>City of Carlisle</i>	McLean Kennedy
.....	July 20	<i>Rockside</i>	March Shipping
<b>India—</b>			
Karachi.....	July 5-10	<i>Dalton Hall</i>	McLean Kennedy
Madras.....	July 20-25	<i>Empire Sparton</i>	McLean Kennedy
Bombay.....	June 20-25	<i>City of Windsor</i>	McLean Kennedy
Madras.....	July 15-20	<i>A Ship</i>	McLean Kennedy
Calcutta.....	July 25-30	<i>City of Norwich</i>	McLean Kennedy
Bombay.....	July 20	<i>Rockside</i>	March Shipping
Calcutta.....	.....	.....	.....
<b>Italy—</b>			
Genoa.....	June 20-30	<i>Mont Gaspe</i>	Montreal Shipping
Naples.....	.....	.....	.....
<b>Malayan Union—</b>			
Penang.....	June 25-28	<i>Alcinous</i>	Cunard Donaldson
Port Swettenham..	July 19-24	<i>Limburg</i>	Cunard Donaldson
<b>Mediterranean—</b>			
Central and	June 20-30	<i>Mont Gaspe</i>	Montreal Shipping
Western Areas...	July 10-20	<i>A Ship</i>	Montreal Shipping
.....	July 30	<i>Mont Sandra</i>	Montreal Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Mexico—</b> Vera Cruz.....	June 23-26	<i>Federal Trader</i>	McLean Kennedy
<b>Morocco—</b> Casablanca.....	June 20-30	<i>Mont Gaspe</i>	Montreal Shipping
<b>Netherlands—</b> Rotterdam.....	June 24-29	<i>Brant County</i>	Canada Steamships
Rotterdam.....	June 25	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	June 25-July 5	<i>Bayside</i>	Montreal Shipping
Rotterdam.....	July 2	<i>Heidel</i>	Shipping Limited
Rotterdam.....	July 10-15	<i>Harald Torsvik</i>	Canada Steamships
Rotterdam.....	July 11-15	<i>Blijdendijk</i>	Furness Withy
Rotterdam.....	July 20	<i>Prins Mauritz</i>	Shipping Limited
Rotterdam.....	July 5-10	<i>Twickenham</i>	Cunard Donaldson
Amsterdam.....	July 15-22	<i>Beckenham</i>	Cunard Donaldson
<b>Netherlands East Indies—</b> Batavia.....	June 25-28	<i>Alcinous</i>	Cunard Donaldson
Samarang.....	July 19-24	<i>Limburg</i>	Cunard Donaldson
Soerabaya.....			
<b>Newfoundland—</b> St. John's.....	June 18-21	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	June 20-24	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	July 1	<i>Elgin</i>	Furness Withy
St. John's.....	July 5-8	<i>A Ship</i>	Montreal Shipping
<b>New Zealand</b> Auckland.....			
Wellington.....			
Lyttelton.....	July 24-31	<i>Fort Chambly</i>	Montreal Australia
Dunedin.....			New Zealand Line
Napier.....			
<b>Northern Ireland—</b> Belfast.....	June 18-24	<i>Fanad Head</i>	McLean Kennedy
Belfast.....	July 23	<i>Inishowen Head</i>	McLean Kennedy
<b>Norwegian Ports....</b>	June 25	<i>Ragnildsholm</i>	Swedish American Line
	July 25	<i>Rutenfjell</i>	Brock Shipping
<b>Philippines—</b> Manila.....	July 20-25	<i>City of Carlisle</i>	McLean Kennedy
<b>Poland—</b> Gdansk.....	June 25	<i>Ragnildsholm</i>	Swedish American Line
Gdynia.....			
Gdansk.....	Late June	<i>A Ship</i>	March Shipping
<b>Portugal—</b> Lisbon.....	June 20-30	<i>Mont Gaspe</i>	Montreal Shipping
<b>Singapore.....</b>	June 25-28	<i>Alcinous</i>	Cunard Donaldson
	July 19-24	<i>Limburg</i>	Cunard Donaldson
	July 20	<i>Rockside</i>	March Shipping
<b>Sweden.....</b>	June 25	<i>Ragnildsholm</i>	Swedish American Line
<b>United Kingdom—</b> Avonmouth.....	June 19-26	<i>Delilian</i>	Cunard Donaldson
Avonmouth.....	July 24	<i>Montreal City</i>	Furness Withy
Bristol.....	July 24	<i>Montreal City</i>	Furness Withy
Cardiff.....	July 24	<i>Montreal City</i>	Furness Withy
Glasgow.....	June 23-30	<i>Dorelian</i>	Cunard Donaldson
Hull.....	June 20-24	<i>Consuelo</i>	McLean Kennedy
Leith.....	June 24-27	<i>Cairnavon</i>	Furness Withy
Leith.....	July 31	<i>Cairnesk</i>	Furness Withy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
<i>Con.</i>			
Liverpool.....	June 17-23	<i>Vardulia</i>	Cunard Donaldson
Liverpool.....	June 23-27	<i>Cavina</i>	Cunard Donaldson
Liverpool.....	June 25-30	<i>Lord O' Neill</i>	McLean Kennedy
Liverpool.....	June 27—July 4	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	July 19	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	July 23	<i>Inishowen Head</i>	McLean Kennedy
Liverpool.....	August 11	<i>Beaverford</i>	Canadian Pacific
London.....	June 17-23	<i>Sibley Park</i>	Cunard Donaldson
London.....	July 2-7	<i>Fort Spokane</i>	Cunard Donaldson
London.....	July 4-9	<i>Beaverdell</i>	Canadian Pacific
London.....	July 20	<i>Beaverlake</i>	Canadian Pacific
London.....	July 27	<i>Beaverqlen</i>	Canadian Pacific
London.....	August 7	<i>Beavercove</i>	Canadian Pacific
Manchester.....	June 16-21	<i>Manchester City</i>	Furness Withy
Manchester.....	June 23-28	<i>Manchester Regiment</i>	Furness Withy
Manchester.....	June 30-July 5	<i>Manchester Trader</i>	Furness Withy
Manchester.....	July 7-12	<i>Manchester Port</i>	Furness Withy
Newcastle.....	June 24-27	<i>Cairnavon</i>	Furness Withy
Newcastle.....	July 31	<i>Cairnesk</i>	Furness Withy
Swansea.....	July 24	<i>Montreal City</i>	Furness Withy
<b>Uruguay—</b>			
Montevideo.....	July 22	<i>George B. McLellan</i>	Montreal Shipping
<b>Venezuela—</b>			
La Guaira.....	June 27-July 2	<i>Benny</i>	Saguenay Terminals
Maracaibo.....			
<b>West Indies—</b>			
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 5-10	* <i>Canadian Challenger</i>	Canadian National
Barbados.....	July 5-15	* <i>A Ship</i>	Alcoa Steamships
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 Pioneer</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
British Guiana.....	June 14-24	* <i>Alcoa Partner</i>	Alcoa Steamships
British Guiana.....	June 25-July 4	<i>Alcoa Pioneer</i>	Alcoa Steamships
British Guiana.....	July 5-10	* <i>Canadian Challenger</i>	Canadian National
British Guiana.....	July 5-15	* <i>A Ship</i>	Alcoa Steamships
British Guiana.....	July 7-12	* <i>Canadian Constructor</i>	Canadian National
British Guiana.....	July 16-25	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
British Guiana.....	July 26-Aug. 5	* <i>A Ship</i>	Alcoa Steamships
Dominica.....	July 7-12	* <i>Canadian Constructor</i>	Canadian National
Dominica.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
Grenada.....	June 14-24	* <i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	June 25-July 4	<i>Alcoa Pioneer</i>	Alcoa Steamships

## Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Conc.</b>			
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
Gundeloupe .....	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 14-24	*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
<b>Belgium—</b>			
Antwerp .....	June 20-30	Mont Alla	Montreal Shipping
<b>Netherlands—</b>			
Rotterdam .....	June 20-30	Mont Alla	Montreal Shipping
<b>Newfoundland—</b>			
St. John's .....	June 19-21	Keltic	Furness Withy
St. John's .....	June 24-27	Fort Amherst	Furness Withy
St. John's .....	July 1-4	Fort Townshend	Furness Withy
St. John's .....	July 4-7	Jessmore	Furness Withy
<b>United Kingdom—</b>			
Liverpool .....	July 4-7	Jessmore	Furness Withy
Southampton .....	July 2	Aquitania	Cunard Donaldson
<b>West Indies—</b>			
Bermuda .....	July 1-5	Fort Amherst	Furness Withy
Jamaica .....	July 8-11	Oakmount	Pickford and Black

## Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
<b>Dominican Republic—</b> Ciudad Trujillo.....	June 23-25	<i>Bloomfield Park</i>	Saguenay Terminals
<b>Haiti—</b> Port au Prince.....	June 19-21	<i>Wentworth Park</i>	Saguenay Terminals
<b>United Kingdom—</b> London.....	June 23-27	<i>Vandalia</i>	Cunard Donaldson
<b>West Indies—</b> 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 information concerning loading dates, berths, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b> Lourenço Marques..	June 25-27	<i>Glenwood</i>	Dingwall Cotts
Lourenço Marques..	July 12-13	<i>Antar</i>	Dingwall Cotts
Lourenço Marques..	August 12-15	<i>Overijsel</i>	Dingwall Cotts
<b>Africa-South—</b> Cape Town.....	June 22-July 14	<i>Lake Kootenay</i>	North Pacific Shipping
East London.....	June 25-27	<i>Glenwood</i>	Dingwall Cotts
Durban.....	July 12-13	<i>Antar</i>	Dingwall Cotts
	August 12-15	<i>Overijsel</i>	Dingwall Cotts
<b>Argentina—</b> Buenos Aires.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie
Buenos Aires.....	Early July	<i>Falkanger</i>	Empire Shipping
<b>Australia—</b> Melbourne.....	July 6	<i>Wairata</i>	Canadian Australasian
Sydney.....	July 12	<i>Waikawa</i>	Canadian Australasian
Sydney.....	June 29	<i>Barranduna</i>	Empire Shipping
Melbourne.....	July 5	<i>Mangarella</i>	Empire Shipping
Adelaide.....			
<b>Chile—</b> 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.....			
<b>China—</b> 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
<b>Colombia—</b> 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
<b>Costa Rica—</b> Puntarenas.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
Puntarenas.....	July 8	<i>Timber Hitch</i>	C. Gardner Johnson

**Departures from Vancouver—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>Cuba—</b>			
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
<b>Ecuador—</b>			
Guayaquil.....	June 24-25	<i>Santa Juana</i>	C. Gardner Johnson
Guayaquil.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
<b>Guatemala—</b>			
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
<b>Honduras—</b>			
Amapala.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
Amapala.....	July 8	<i>Timber Hitch</i>	C. Gardner Johnson
<b>Hong Kong.....</b>	{ June 27-28 July 8 July 11-12 July 25-26	<i>China Mail</i> <i>Castleville</i> <i>India Mail</i> <i>Oregon Mail</i>	American Mail Line Balfour Guthrie American Mail Line American Mail Line
<b>India—</b>			
Madras.....	August 2-7	<i>Silvercedar</i>	Dingwall Cotts
Bombay.....			
Karachi.....			
<b>Java—</b>			
Batavia.....	July 8	<i>Castleville</i>	Balfour Guthrie
<b>Mexico—</b>			
Acapulco.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
<b>New Zealand—</b>			
Auckland.....	July 12	<i>Waikawa</i>	Canadian Australasian
Wellington.....			
Auckland.....	July 6	<i>Wairata</i>	Canadian Australasian
<b>Nicaragua—</b>			
Corinto.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
Corinto.....	July 8	<i>Timber Hitch</i>	C. Gardner Johnson
<b>Panama—</b>			
Balboa.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
Cristobal.....			
Balboa.....	June 24-25	<i>Santa Juana</i>	C. Gardner Johnson
Balboa.....			
Balboa.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
<b>Peru—</b>			
Callao.....	June 24-25	<i>Santa Juana</i>	C. Gardner Johnson
Mollendo.....			
Mollendo.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
<b>Philippines—</b>			
Manila.....	July 5	<i>Vilja</i>	Empire Shipping
Manila.....	July 7-12	<i>India Mail</i>	American Mail Line
Manila.....	June 27-28	<i>China Mail</i>	American Mail Line
Iloilo.....			
Cebu.....			
Iloilo.....	July 8	<i>Castleville</i>	Balfour Guthrie
Cebu.....	July 25-26	<i>Oregon Mail</i>	American Mail Line
<b>Salvador—</b>			
La Libertad.....	June 24	<i>Coastal Nomad</i>	C. Gardner Johnson
La Union.....	July 8	<i>Timber Hitch</i>	C. Gardner Johnson
La Union.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
<b>Singapore.....</b>	July 8	<i>Castleville</i>	Balfour Guthrie
<b>South Sea Islands—</b>			
Papeete.....	July 6	<i>Wairata</i>	Canadian Australasian
Papeete.....			
Papeete.....	July 12	<i>Waikawa</i>	Canadian Australasian

## Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Liverpool.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
London.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
Manchester.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
<b>Uruguay—</b>			
Montevideo.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie
<b>West Indies—</b>			
Trinidad.....	June 26	<i>Fisk Victory</i>	Balfour Guthrie

### United States Food, Drug and Cosmetic Act

The Food and Drug Administration of the Federal Security Agency, Washington, has published a guide for foreign manufacturers and shippers entitled "Import Requirements of the United States Food, Drug and Cosmetic Act". Its purpose is to convey information about the Act that will be helpful to foreign manufacturers and exporters to the United States who may not be fully familiar with the requirements of the law. While lack of full understanding of its provisions by foreign exporters may make import control at times appear burdensome, the object and effect of the import provisions of the law, it is stated, are to facilitate, not to obstruct, legitimate trade.

Copies of the pamphlet may be obtained from the Superintendent of Documents, United States Government Printing Office, Washington 25, D.C., at a price of 15 cents. It is suggested that Canadian exporters interested in shipping foods, drugs or cosmetics to the United States avail themselves of the opportunity of securing a copy of this very useful guide.

### Guide to Tonnage of a Ship

**Tonnage is used as a measure both of weight and capacity**

#### **Weight—**

*Net Displacement*—Actual weight of the ship itself, empty.

*Gross Displacement*—Weight of the ship, loaded down to her marks.

*Deadweight Tonnage*—Difference between the gross and net displacement, or the weight that can be placed aboard a ship to load it down to its marks.

#### **Capacity—**

*Gross Registered*—Total volume of the enclosed spaces in a ship, expressed as 100 cubic feet equal to one ton.

*Net Registered*—Volume of the enclosed spaces available for the carriage of cargo and other pay load, expressed as 100 cubic feet equal to one ton. The net registered tonnage is the gross registered tonnage, less the space required for machinery, stores, bunkers, crew quarters, etc. The net registered tonnage is a direct measure of a ship's earning capacity, and is generally used for assessing harbour and canal dues, etc.

The gross registered tonnage of the average cargo ship is approximately seventy per cent of the deadweight tonnage. The comparison of the net registered tonnage and the deadweight tonnage is more variable, however, as it depends on the type of machinery and the general design.

# Foreign Trade Service Abroad

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

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

## Argentina

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

Territory includes Uruguay and Paraguay.

## Australia

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

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

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

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

## Belgian Congo

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

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

## Belgium

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

## Brazil

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

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

## Chile

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

Territory includes Bolivia.

## China

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

## Colombia

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

Territory includes Republic of Panama and the Canal Zone.

## Cuba

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

Territory includes Haiti, Dominican Republic and Puerto Rico.

## Egypt

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

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

## France

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

Territory includes Switzerland, Algeria, Morocco and Tunisia.

## Greece

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

Territory includes Turkey.

## Guatemala

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

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

## Hong Kong

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

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

## India

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

Territory includes Burma and Ceylon.

## Ireland

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

*Belfast*—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 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.

# Foreign Trade Service Abroad

## Mexico

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

## Netherlands

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

## Newfoundland

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

## New Zealand

*Wellington*—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660. Territory includes Fiji and Western Samoa.

## Norway

*Oslo*—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5. Territory includes Denmark.

## Peru

*Lima*—C. J. VAN TIGHEM, Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212. Territory includes Ecuador.

## Portugal

*Lisbon*—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish, Morocco, the Canary Islands and Gibraltar.

## South Africa

*Johannesburg*—J. H. ENGLISH, Commercial Counsellor for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

*Cable address, Cantracom.*

*Cape Town*—S. V. ALLEN, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683. Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

*Cable address, Cantracom.*

## Sweden

*Stockholm*—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

## Trinidad

*Port-of-Spain*—T. G. MAJOR, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

## United Kingdom

*London*—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Sleighing, London.*

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

Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).

*Cable address, Sleighing, London.*

*London*—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Canfrucum.*

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

*Cable address, Agrilson.*

*London*—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Timcom, London.*

*Liverpool*—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

*Glasgow*—C. F. G. HUGHES, Acting Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

*Cable address, Cantracom.*

## United States

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

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

*Cable address, Cantracom.*

*Chicago*—Acting Canadian Government Trade Commissioner, Suite 1607, 188 West Randolph Street.

*Los Angeles*—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

## Venezuela

*Caracas*—C. S. BISSERT, Canadian Government Trade Commissioner, Canadian Consulate General, Edificio America. Address for letters: 8° Piso. Esq. Veroes.

Territory includes Netherlands West Indies.

## Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations June 9	Nominal Quotations June 16
Argentina.....	Peso	Off.	2977	2977
		Free	2440	2440
Australia.....	Pound	....	3-2240	3-2240
Belgium and Belgian Empire.....	Franc	....	0228	0228
Bolivia.....	Boliviano	....	0238	0238
British West Indies (except Jamaica).....	Dollar	....	8396	8396
Brazil.....	Cruzeiro	....	0544	0544
Chile.....	Peso	Off.	0517	0517
		Export	0322	0322
Colombia.....	Peso	....	5714	5714
Cuba.....	Peso	....	1-0000	1-0000
Czechoslovakia.....	Koruna	....	0200	0200
Denmark.....	Krone	....	2083	2083
Ecuador.....	Sucre	....	0740	0740
Egypt.....	Pound	....	4-1330	4-1330
Eire.....	Pound	....	4-0300	4-0300
Fiji.....	Pound	....	3-6306	3-6306
Finland.....	Markka	....	0073	0073
France and French North Africa.....	Franc	....	0084	0084
French Empire—African.....	Franc	....	0142	0142
French Pacific Possessions.....	Franc	....	0201	0201
Haiti.....	Gourde	....	2000	2000
Hong Kong.....	Dollar	....	2518	2518
Iceland.....	Krona	....	1541	1541
India.....	Rupee	....	3022	3022
Iraq.....	Dinar	....	4-0300	4-0300
Italy.....	Lira	....	0044	0044
Jamaica.....	Pound	....	4-0300	4-0300
Mexico.....	Peso	....	2059	2059
Netherlands.....	Florin	....	3769	3769
Netherlands East Indies.....	Florin	....	3769	3769
Netherlands West Indies.....	Florin	....	5302	5302
New Zealand.....	Pound	....	3-2402	3-2402
Norway.....	Krone	....	2015	2015
Palestine.....	Pound	....	4-0300	4-0300
Peru.....	Sol	....	1538	1538
Philippines.....	Peso	....	5000	5000
Portugal.....	Escudo	....	0403	0403
Siam.....	Baht	....	1000	1000
Spain.....	Peseta	....	0916	0916
Straits Settlements.....	Dollar	....	4701	4701
Sweden.....	Krona	....	2783	2783
Switzerland.....	Franc	....	2336	2336
Turkey.....	Piastre	....	0035	0035
Union of South Africa.....	Pound	....	4-0300	4-0300
United Kingdom.....	Pound	....	4-0300	4-0300
United States.....	Dollar	....	1-0000	1-0000
Uruguay.....	Peso	Controlled	6583	6583
		Uncontrolled	5629	5629
Venezuela.....	Bolivar	....	2985	2985