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In This Issue

Regular Features

COVER SUBJECT—A tea plantation in the vicinity of Darjeeling, India. Canada purchases large quantities of tea from India and other tropical countries. Imports for January-October, 1946, were valued at $15,928,000, as compared with $7,533,000 in the same period of 1945. In the month of October 1946, tea imports were valued at $1,551,000, almost three times the 1945 total for the same month of $364,000.

Canadian Seed Potatoes Shipped To Argentina and Uruguay

Shipments to Argentina totalling 571,000 bushels are exceeded only by 1937-38 figure of 881,282 bushels—Record cargo of 183,053 bushels arrived at Montevideo, Uruguay, in December, from Canada in sound condition.

W. B. McCullough, Commercial Secretary (Agriculture), Canadian Embassy, Rio de Janeiro.

Buenos Aires, January 16, 1947.—Canada has already delivered to Argentina this season, through commercial channels, some 415,000 bushels of certified seed potatoes. Arriving in two shipments, they are being planted in the Balcarce-Mar del Plata zone in the south of the Province of Buenos Aires. In addition, the Institute para la Promoción del Intercambio, a government entity, has purchased about 156,000 bushels for the second crop planting in the Rosario zone in January.

Majority of Seed Purchased from Canada

The total of approximately 571,000 bushels this season will be Canada's second largest in the export of this commodity to Argentina, topped only by 881,282 bushels in 1937-38. Virtually all seed potatoes imported this year are from Canada. There was a trial shipment of the Up-to-Date and Macnumbonum varieties from Sweden. A quantity of the White Rose variety is en route from the United States. These are reported to be on board since early September, having been held up during the shipping strike.

Conditions Good for Planting

The two shipments of Canadian seed arrived in excellent condition and are among the finest lots ever to enter this market. The tubers were bright and sound giving a very pleasing appearance. ,

The seed for the Balcarce zone is being planted under excellent conditions. There has been ample rainfall in recent months, so moisture conditions are good, also the fine weather is favourable for sowing.

Normally, the growers in the Rosario zone do not purchase imported seed, as their production is largely for table stock. The first planting in Rosario provides a good outlet for the first and second generation seed produced in the Balcarce-Mar del Plata area. Since the second crop is planted during January in hot dry soil, small tubers are preferred. These are usually retained from the first harvest.

Market Assured for Next Season

Argentina will be in the market for seed potatoes next season for the Balcarce zone. The quantity will be dependent on the yield of the first generation from the imported seed this year as well as the 1946-47 production of table potatoes. The price the Argentine grower receives will also be a factor in determining his interest in imported seed next season.

The demand will be for the Katahdin variety which continues to be preferred in this country. This variety has been selected by the Argentine Department of Agriculture as the most adaptable to local conditions. There

A Field of Seed Potatoes in Prince Edward Island

is also a market for a comparatively small quantity of the White Rose variety, which gives better results in the northern provinces.

Record Shipment of Seed Made to Uruguay

A shipment of approximately 183,053 bushels of Canadian certified seed potatoes arrived in Montevideo on December 7. The cargo arrived in excellent condition and in plenty of time for the second crop planting. This is the largest quantity Canada has exported to this country. Further, the shipment established a record cargo of seed potatoes to leave Canada. The uncertainty of Uruguay obtaining all her requirements of Argentine certified seed next year is the principal reason for purchasing a larger quantity of Canadian seed this season. The first generation will assure seed for the first crop planting in 1947-48.

Small Size Tubers Preferred

Uruguay is an important market for Canadian seed potatoes. Normally their annual requirements, for their second crop planting in January, are from forty to sixty thousand crates. This is mid-summer in Uruguay. As the temperature is usually high with little rainfall, the soil is dry and hot, which is the reason why the growers prefer planting all "small size" tubers if they are available.

Government is Sole Importer

While the Katahdin is the popular variety and in greatest demand, some of the newer varieties as Pontiac and Sequoia have given very good results. In some field tests in certain areas these varieties outyielded the Katahdin. Since the Pontiac matures a little earlier, it is a useful early variety for this country. The Official Seed Service, a government entity, controls the import of seed potatoes and for several years has been the sole importer. Since 1941 an official of that department has visited Canada each year to purchase their requirements.

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The climatic conditions in Uruguay are not suitable for the production of seed potatoes, making the country a steady market for this commodity. In order for Canada to hold the market, a larger percentage of the "small size" grade must be supplied and a quantity of the other varieties which they require will have to be produced.

More Care Needed on Timber Shipments From Eastern Canada to South Africa

Lack of proper timber grading, inadequate marking, and insufficient documentation, among complaints which are causing difficulty and dissatisfaction among importers — Important points given to improve situation.

By J. H. English, Commercial Counsellor for Canada

Johannesburg, January 16, 1947.—Eastern Canada has been supplying substantial quantities of lumber to South Africa since 1939. This is a relatively new market, resulting mainly from difficulty experienced by South African importers in obtaining adequate supplies from previous sources such as Western Canada, the United States and Scandanavia. The newness of the trade, the general lack of grading of Eastern Canadian timber and the insufficient knowledge on the part of many Eastern Canadian shippers of the particular requirements of the South African market have resulted in a great deal of difficulty and dissatisfaction among South African importers. Now that supplies of timber are becoming more readily available from other sources, it is highly desirable that Eastern Canadian shippers should be made aware of the principal complaints being directed at them, so that steps can be taken to correct these as far as possible in the interests of the future marketing of their timber in South Africa.

Chief difficulties commonly mentioned, aside from lack of grading, fall under seven main headings. Obviously these do not apply equally to all Eastern Canadian shippers, but every shipper may find herein some useful suggestion which may assist him in improving his shipments, and thus consolidating his position in the South African market.

Clean Bill of Lading Should be Obtained

It seems to be a common practice for bills of lading to be claused with the phrase ". . . pieces less in dispute, if on board to be delivered." The fact that, on shipments out of some Eastern Canadian ports, it is seldom possible to obtain a clean bill of lading and only one containing the above phrase, would seem to indicate some difficulty with respect to the ports' stevedoring. It is obviously a great inconvenience from the South African importers' point of view not to receive a clean bill of lading from some Eastern Canadian ports and under normal conditions would certainly tend to discourage purchases through these ports.

Use of Guarantees Inconveniences Importer

Discrepancies in deliveries mean that negotiating bankers in Canada, when asked for payment for the full invoice quantity and value of the goods shipped, almost invariably call for an indemnity or guarantee from

the shipper to cover the value of goods in dispute. These guarantees have to be held until the outturn of the goods at destination is known, which sometimes takes as long as six months. This is consequently expensive and causes much additional work and difficulty which is seldom encountered except in connection with shipments from Eastern Canada.

The normal procedure is that the exporter's bankers in South Africa, at the request of the Canadian negotiating bankers, ask the importers at regular intervals for the release of such guarantees. The importer, however, is powerless to release the guarantees until the actual outturn of the shipment is known, in case an actual shortage exists. In cases where a shortfall does exist (which is not infrequent) the shipping company is then required to make inquiries at all ports of discharge to determine whether the lumber has been off-loaded at the wrong port by mistake. This naturally consumes a long period, frequently six months. Only after exhaustive inquiries and when the disputed timber cannot be traced can the guarantee be released. Claims against the shipping company are rejected by virtue of the bill-of-lading endorsement.

All the loss of time, expense and added difficulty could be avoided, in most instances, by the issuance of a clean bill of lading in the first place.

Inadequate Marking is Main Complaint

Perhaps the main subject of complaint regarding East Coast shipments, and at the same time a serious contributing factor to the difficulties encountered in guarantees, arise as a result of inadequate marking of shipments. Indeed, some Eastern Canadian shippers do not think it necessary to mark their shipments at all. This, of course, is a complete fallacy, particularly when more than one parcel of lumber is included on the vessel for discharge at one port for different consignees. Without adequate marks it is almost impossible to segregate lumber destined for different consignees. The result is that shipments become badly mixed and importers seldom receive precisely the goods originally consigned to them. As neither the shipping companies nor the South African Railways, as landing authorities, will accept responsibility for sizes, lengths, or species of timber, but instead undertake delivery only to bill-of-lading marks, it will be immediately appreciated that, where the lumber is not clearly marked, it is virtually impossible for each consignee to receive his correct merchandise.

It is true that some Eastern Canadian shippers do mark their lumber. Frequently, however, this marking is so indifferent that it is often obliterated by ordinary handling and therefore quite inadequate. Moreover, sometimes the same mark is used for several different parcels which, in practice, is almost equivalent to leaving off the marks altogether.

Use of Coloured Paint Daubs is Confusing

Another practice, which leads to a lot of confusion, is the use of paint daubs of various colours to distinguish grades of lumber. Unfortunately, this practice is also used by shipping companies or stevedores to indicate the port of discharge in this country. For example, a green paint daub on timber means discharge at Durban, while red is for discharge at another port, and so on. Under this method, all timber for Durban discharge is likely to bear a green paint daub regardless of any other shipping marks or the various consignees on whose accounts the timber has been shipped.

Paint daubs, therefore, should not be used for discharge purposes, etc. Shippers would be well advised to see that other means are provided to segregate consignments, ports of discharge, etc., on board ship such as ropes, wire, etc.

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It is considered highly desirable, if not essential, that Eastern Canadian shippers should adopt the practice followed by others, and mark each piece of timber with a distinguishing mark for each consignee. For example, a shipment to the African Lumber Co. might be marked on each piece ALC providing, of course, that no other consignee shipment on the same vessel has the same initials. In that case an additional symbol should be used. This requirement probably sounds onerous but, since it has been regularly followed by both Western Canadian and Baltic shippers for a long time, it should not be impossible.

Detailed Specifications of Shipment Should be Given

This subject is one which needs a lot more attention. Some shippers in Eastern Canada do not bother to provide buyers with specifications, although full, detailed information must be in their possession to enable them to charge out the goods. Other shippers furnish an abridged specification in the form of a "contents measurement tally", expressed in board feet measure.

This lack of detailed information concerning shipments made makes it impossible for importers in South Africa to know what is coming forward as regards sizes and lengths until the whole shipment has been received and sorted. This, obviously, is a great disadvantage to the importer. Timber, of course, is a commodity which, owing to its bulky nature, occupies a considerable amount of yard space. Advance information in the form of a detailed specification, showing the number of pieces of each size and length, is very helpful, in fact, essential to importers in making provision for storage space in their yards.

Proper Invoicing is Essential

In many cases, shippers provide only a commercial invoice containing the bare minimum of information. Such evidence of value is not acceptable by the South African Customs Authorities and the standardized conference form of invoice is required, the non-production of which at time of clearance means that deposits have to be lodged to cover any likely shortfall in duty. Later, when the proper invoice is obtained, after much delay, applications for refunds of deposits have to be submitted, coupled with correcting bills of entry. The standardized conference form of invoice must show the current domestic value in country of supply, together with particulars of all charges incurred, such as labour and material in packing (if any), cartage or other inland transport from mill to seaboard, etc., in order to place the goods f.o.b. A special appendix to the invoice makes provision for the detailing of such charges and requires a certified statement, whether or not such charges are included in the current domestic value, because they are dutiable items. A separate column on the standardized invoice form must show the selling price to the purchaser, and if this is c. & f. or c.i.f. Ocean freight and insurance premiums paid must be given as well.

The basis of value in South Africa for customs purposes is either the current domestic value plus charges to seaboard, or the f.o.b. value derived by deducting ocean freight and insurance premium, whichever is the greater.

Proper Insurance Coverage Required

Many c.i.f. sales do not indicate the class of insurance which has been included in the selling price, nor is the purchaser able to determine this for himself because, in many cases, policies of insurance certificates

are lacking. This has led to the practice, by some importers, of arranging their own marine insurance coverage. Some shippers, however, do not like to sell on c. & f. terms, leaving it to the importer to arrange his own insurance and allowing him the premium which would otherwise be included in the price.

This practice is not welcomed by some importers because the insurance coverage provided by the shippers is frequently for total loss only, whereas the importer may well consider it essential that the timber federation clauses with warehouse to warehouse protection should be provided. Shippers should be willing to fall in with the importer's wishes in a matter of this nature.

Proof of Shipment Must be Provided on C.I.F. Sales

At present, it is the invariable practice on the part of exporters to insist upon the establishment of letters of credit in their favour on which they may draw at sight by surrendering shipping documents to the negotiating bankers in their own country. Some exporters, however, do not seem to realize, in the case of c.i.f. sales, the necessity for providing proof of shipment and the inclusion of on board ocean bills of lading with their documents submitted to the paying bank, together with insurance policies or cover notes, setting out full details of the insurance protection provided.

As the bankers do, in fact, purchase legal title to the merchandise when accepting documents in exchange for payment made to beneficiaries—which are without recourse—importers are left in a very awkward position when, in due course, such papers are, in turn, presented to them by the bankers. Any deficiency, then, becomes their risk.

Eastern Canadian shippers should give careful consideration to all these important points in an endeavour to improve the situation and bring Eastern Canadian practice more nearly into line with their main competitors for the South African market.

War Assets' Stills Stir Suggestions

Interest in the announcement by War Assets Corporation that a number of war surplus "stills" are being offered for sale has resulted in several suggested uses to which the apparatus, originally designed for distillation of drinking water from sea water, might be adapted.

One firm is considering use of the equipment for recovery of alcohol from dilute solutions for use in flavouring extracts; another is investigating their use in distillation of potato alcohol; and a third, the evaporation of pure water from sea water on a West Indies island where there is no fresh water.

This new and unused evaporating and distilling machinery includes evaporators, distillers, pumps and all necessary fittings, and is located at Montreal and Vancouver. Designed for use of the Royal Canadian Navy in the South Pacific during World War II, when it was necessary to maintain ships at sea for long periods without access to fresh water supplies, the equipment comes in varying capacities from units intended for corvettes and other small vessels, capable of distilling 25 tons of pure water from the sea daily, to large units intended for maintenance ships, and with a capacity of 100 tons daily.

France Issues New Price Decree To Help Control Inflation

Immediate general reduction of five per cent ordered on cost of goods and services, effective January 2—Gas and electricity rates, however, substantially increased as subsidies reduced—Further reductions will follow.

By Yves Lamontagne, Commercial Secretary, Canadian Embassy

(One franc equals ·0084 cents)

Paris, January 10, 1947.—On New Year's Day, the President of the Interim Government of the Republic of France announced over the radio that under a decree, effective January 2, 1947, the cost of goods and services would be reduced immediately by 5 per cent and that this would be followed by another similar reduction two months later. The President added that, in his efforts to save the nation from further inflation, he was supported by the General Labour Confederation, the General Confederation of Farmers and the General Confederation of Employers. The Labour Confederation, which had been pressing for a minimum monthly living wage of Frs.7,000 ($60) per worker, agreed to refrain, for the present at least, from pressing its demands, which it justified on the grounds of a rise in the wholesale price index from 604 in June, 1946, to 802 in November last, the retail price index for Paris having increased from 577 to 856 over the same period.

During the closing days of the year 1946, with a view to balancing the national budget, the Government abolished all subsidies with the exception of those on bread, milk and imported coal, while the subsidy on steel was halved. This latter measure, together with the removal of the subsidy on local coal, was estimated to result in increases of about 50 per cent in the cost of electricity, 40 per cent for gas, 25 per cent for steel, and 20 per cent for coal. The Government, therefore, announced that, effective January 1, 1947, electricity rates would be raised by 52·5 per cent, gas by 48 per cent, and that railway freight rates would be advanced by 13 per cent. Paris underground railway fares were to be raised from 3 to 5 francs, apart from other increases in transportation costs in the Paris area. A decree published on December 27, 1946, raised minimum inland postal rates for letters from 3 to 5 francs, while charges for telephone calls were similarly raised. Inland telegram rates were increased from 2 to 3 francs per word.

Freight, Postage and Telephone Charges Reduced

The Minister of Transport, in a speech broadcast on January 1, 1947, announced that the 5 per cent reduction would be applied to freight rates on the railways, roads and inland navigation. He also announced an immediate reduction of 20 per cent in Paris underground railway fares, i.e., from 5 to 4 francs. Basic postage charges on letters will be reduced from 5 to 4·50 francs; the minimum charge on a ten-word telegram will be 28·50 francs instead of 30 francs; telephone calls will cost 4·75 instead of 5 francs, and subscriptions will be reduced from 200 francs per month in Paris to 190 francs.

Financial Problems Are Effect of Economic Difficulties

The Minister of Finance, in a broadcast on January 2, referred to the measures taken to reduce government expenditures by over 100 billion francs during the first quarter of 1947. He argued that there was, at present, really no inflation as banknote circulation had not caught up with prices, and France's financial problems were the effect, rather than the cause, of the country's economic difficulties. When the present temporary crisis is over, he added, it will be evident that the French franc is one of Europe's strongest currencies. The Government will make every effort to lower prices, to modernize and increase production. During recent months, price increases have been excessive and stocks have been accumulated with a view to securing higher prices. The Minister referred to the recent decreases in world prices for wheat and cotton. He added that the Government's aim was to secure more than a 5 per cent decrease in prices in France, and he appealed to merchants and farmers not to keep their goods off the market.

With a view to increasing production, the Government announced that, while the legal working week consists of forty hours, the normal week will be forty-eight hours, the extra eight hours being paid for at 25 per cent over the normal rates, resulting in a total remuneration corresponding to fifty hours.

Summary of the New Price Regulations

The following is a resumé of the text of the decree of January 2, immediately lowering the cost of goods and services by five per cent:

Sale prices of all products to consumers, industrial or agricultural, are decreased by 5 per cent. This decrease is applicable to goods which have been delivered before January 2, and which had been either partially or not paid for. Exceptionally, prices of certain categories of products of the iron and steel works, which had recently been raised by 20 to 25 per cent, are reduced by 16·66 per cent and other categories by 23·08 per cent. Gas and electricity rates are reduced by 10 per cent. Trade margins determined on the basis of absolute value are diminished by 5 per cent; mark-ups remain unchanged. The reduction will be shared between importers, wholesalers and retailers. As regards fruits and vegetables, subsequent regulations will determine the trade margins applicable to retail merchants, wholesalers and shippers. Price labels must show both old and new prices. Invoices must bear evidence of the 5 per cent decrease. The decrease is applicable to stocks held on January 2 at all stages, from producer to retailer. Penalties are provided and shops, offices and factories may be compelled to close for non-observance of the law.

Imports Affected Indirectly

As regards imported goods, internal prices having been subject to the 5 per cent decrease are considered as French home prices. The decrease is applicable to stocks held by importers on January 2 in respect of goods other than the following: wool, cotton, silk, jute, hemp, rice, coffee, tea, rubber, tallow, oleo margarine, margarine, oleagenous goods, oils, oil cake, secondary cereals, bran, wood, woodpulp, cement, aluminum, non-ferrous metals, iodine, benzene, toluene, citric acid, sulphur, mineral oils, gold, platinum and silver. While these commodities are not subject to the 5 per cent decrease, products manufactured from these raw materials are decreased by 5 per cent, and subsequent decrees will determine the reductions at the various stages of transformation. Consumption taxes, the milling

tax, customs duties on petroleum products and specific duties on colonial products are reduced by 5 per cent.

Eight days after the publication of the decree, the 5 per cent reduction will be applied to alcohol, tobacco and matches, and to freight rates on railways, roads and interior navigation; Paris underground railway fares will be reduced from 5 to 4 francs and postal rates will be reduced on an average by 5 per cent. A later decree will provide for a 5 per cent reduction in insurance premiums.

The reduction extends to services, to theatre and cinema tickets and to professional fees (physicians, dentists, lawyers, etc.). It does not apply, however, to rentals.

Article 11 of the decree states that a further general reduction of 5 per cent will become applicable on March 1, 1947, except in respect to Paris underground railway fares, products of the iron and steel works, gas and electricity.

Original Decree Modified

The following modifications to the above regulations were made under a decree published on January 7:

The 5 per cent decrease affects stocks held on January 2 by importers, and will be applicable in the manner to be prescribed by decree. Subsequent decrees will determine the rate of the reductions at the different stages of manufacture and distribution of imported raw materials, referred to in the decree of January 2, on the following additional commodities: flax, sisal, ramie, non-ferrous minerals, soap, precious metals, diamonds, asbestos, mica, graphite, cocoa, starch, leather, vanilla, cinchona bark and pyrites. The following products have been deleted: cement, aluminum, benzene, toluene and iodine.

The decrease is not applicable to services effected before January 2 (such as doctors' and lawyers' fees).

Canadian Allocation of Indian Jute Released

Canadian quotas of raw jute and jute goods for the second half year, ending June 25, 1947, have been announced by the Indian Government. The quotas allocated to Canada for this period are 750 long tons raw jute and 17,000 long tons jute goods, as against 1,500 long tons raw jute and 18,000 long tons jute goods for the previous six months.

The present allocation is subject to review sometime in March of this year.

Ten Stallions Imported from U.K.

To maintain its horse improvement policies, the Dominion Department of Agriculture recently imported ten stallions from the United Kingdom. The shipment, imported for breeding purposes, consists of four Clydesdale and six thoroughbred stallions which are stabled at the Central Experimental Farm, Ottawa, where they will remain until distributed to other Experimental Farms and to light horse-breeding stations in the Dominion.

Egypt to Purchase Pumps

Cairo, January 10, 1947.—(FTS)—The Egyptian Ministry of Agriculture has decided to contact British and American firms for the purchase of the pumps needed for the reclamation of desert lands.

Production of Magnesium Rises With Increasing Utilization

Raw materials obtainable in all provinces except Prince Edward Island—Foreign markets sought, as domestic requirements relatively small—Characteristics include lightness, resistance to shock and machinability.

By A. M. Tedford, Export Division, Foreign Trade Service

It is a curious fact that most of our light metals occur in the form of compounds so stable that their discovery, isolation, commercial production and use were forced to await some of the more modern advances in chemistry and engineering. In the case of magnesium, Bunsen probably can be considered the real founder of our present industry in that he prepared the metal by electrolysis of fused magnesium chloride, a process still employed by many industrial firms to-day. By 1886, an electrolytic plant was in operation in Germany, but not until 1915, when the first world war cut off imports, did other countries find sufficient incentive to develop a domestic industry of their own.

Canadian Industry Had Birth in 1916

In Canada, this industry had its birth in 1916. Production was undertaken on a very small scale, however, and although complete figures are not available, it is doubtful if more than a few hundred tons at the most were produced during the entire war. Lack of peacetime applications for the metal soon had its effects on the industry and all production ceased soon after the termination of hostilities.

With the commencement of World War II, the demand for magnesium in aircraft and pyrotechnics became particularly great, and the industry was revived with the inception of Dominion Magnesium Limited, which constructed their plant at Haley, Ontario, in 1942 under the supervision of Wartime Metals Corporation, a crown company. Prior to that year, Consolidated Mining and Smelting Company Limited were manufacturing powdered magnesium at their plant in Trail, B.C., but were dependent upon imported supplies for their raw material.

Most Modern Equipment Introduced

It is rather fortunate that the revival of the magnesium industry came when it did—almost three years after the beginning of the war—as any new developments in manufacturing technique could easily be incorporated into the operations of the plant. Thus, when military aircraft demand the best in magnesium alloys, production in Canada was started on a very high quality level, utilizing complete and the most modern equipment available from melting furnaces to X-ray inspection units.

Raw Materials Widespread in Canada

Magnesium in this country is produced entirely by the thermal reduction of calcined dolomite by ferrosilicon, and is generally known as the Pidgeon Process. This process is particularly adaptable to Canada, as numerous deposits of dolomite, magnesite and brucite exist in every province, with the exception of Prince Edward Island. In other countries, the

electrolytic treatment of sea water and brines containing magnesium chloride is widely used, particularly in the United Kingdom and the United States. Although the Pidgeon Process is slightly more costly, it is felt that with expected advancement it will readily compete with other processes as a very pure product is obtained. Actually guaranteed 99·95 per cent magnesium, low in iron, is being produced at the Haley plant.

Fourth Plant to be Erected in Vancouver

Apart from the production of primary magnesium and its alloys, three foundries are located in Toronto, Montreal and Renfrew. They are operated respectively by the Aluminum Company of Canada, Robert Mitchell Company, Limited, and Light Alloys Limited. In addition, it has recently been announced that a new plant will be constructed in Vancouver, incorporated under the British Columbia Act as the Magnesium Foundry Limited. Productive capacity of these foundries is much greater than domestic requirements and great interest is being shown in export markets for all types of castings.

Production Soared During War

In the period directly preceding the second Great War, world production was unknown. It is estimated that in 1939 output was in the neighbourhood of 33,000 tons, of which Germany accounted for one-half. Some idea of the terrific requirements for military operations may be obtained from production figures of the Allies. Great Britain in 1943 alone produced 25,800 tons, and in 1944 the United States output totalled 168,337 tons. For these two years, Canada's production attained unprecedented heights of approximately 3,800 tons and 5,250 tons, respectively.

Unquestionably the largest quantity of material in this country is consumed in non-ferrous smelters, which accounted for 31,900 pounds in 1939 and 1,298,650 pounds in 1943. (Manufacturers of white metal alloys, normally the next industry of importance, used only 774 pounds in 1939 but consumed 16,821 pounds in 1943.) The peacetime consumption of magnesium in brass and bronze foundries was almost negligible. However, in 1943, requirements rose suddenly to 132,465 pounds. The only other outlet worthy of mention is the manufacture of aluminum products, which consumed 89,523 pounds in 1943.

Substantial Shipments Made Abroad

It is obvious from these figures that domestic requirements are not extensive and that it is necessary for much of our production to be exported. At present, fairly substantial quantities are being shipped to the U.S.A., Sweden, Belgium, Holland, Mexico, South Africa and India in competition with local products. Nevertheless, strenuous efforts are being made to secure other outlets and it is expected that these markets will materialize in the near future.

Downward Price Trend Recorded

Some indication of the availability of this metal for structural material can be readily judged by the downward trend in prices over the past twenty-eight years. In 1918, magnesium was quoted at $1.81 a pound which by 1929 had decreased to 86 cents and by 1939 to 29 cents a pound. Although present quotations vary between 20 cents and 29 cents a pound, it is not too much to be expected that a further decrease in price would almost certainly accompany any production on a scale comparable with that of the other structural metals.

Poor Resistance to Corrosion

Before considering the uses of our newest structural metal, it might be advisable first to dwell briefly on some of its more important properties. It is a fairly well-known fact that this metal has rather poor resistance to corrosion, in comparison with other structural metals. It must be borne in mind, however, that the property is largely due to inclusions of flux and of metallic impurities of iron, nickel and copper. Fortunately, however, modern refining methods have eliminated this tendency to a considerable degree.

Protective Coating Required

Generally speaking, the alloys are resistant to chemical attack by most alkalies, many organic acids, chromic acid and concentrated hydrofluoric acid. It is nevertheless, attacked to a varying degree by other acids. Because of this tendency, castings, forgings, extrusions and sheet are normally supplied with a chrome pickled surface, which gives good protection against weathering. Synthetic resins, enamels or varnishes are most satisfactory for providing protective surfaces and are also being widely used in industry. Actually, the whole question of preventing corrosion is being studied, not only by industry, but also by the Physical Metallurgical Laboratory, of the Dominion Bureau of Mines. In addition, experimentation is being conducted on its appearance and resistance to wear.

In contrast to many other metals, magnesium does not dissolve gas, and consequently porosity in castings is seldom encountered. It does, however, show a tendency to micro shrinkage, the extent of which can be greatly controlled by chilling and the proper location of gates and risers.

Lightest of Structural Metals

As regards the more physical properties, magnesium is the lightest of structural metals and its alloys have greater strength than either steel or aluminum alloys on a basis of equal stiffness. On a basis of equal weight, they are almost twice as strong as aluminum and many times stronger than steel. In addition, certain alloys can be readily rolled down to ·016 inch and can also be gas, arc, or spot-welded, riveted, spun, formed and drawn. Because of the speed at which magnesium work hardens, severe work must be done at elevated temperatures, although simple bending can be done while cold.

Metal Readily and Rapidly Machined

Apart from its characteristic lightness, probably the greatest asset of magnesium alloys is its property of machinability, which is greater than other metals and may be carried out at high speeds. It is due to this highly desirable characteristic that many enthusiasts maintain these alloys can compete in price with products of other metals which require a great number of machining operations.

Manganese Alloys Important

In the production of magnesium alloys, there are three important alloying agents—aluminum, zinc and manganese. The first two are particularly useful, due to their high solubility in magnesium, forming solid solutions with increased tensile strength and improved ductibility. Manganese, on the other hand, is most beneficial for increasing the resistance to corrosion, but the addition of too much of this metal reduces appreciably

the mechanical properties of the alloy. Other metals occasionally used in alloying are cadmium and silicon for hardening, and calcium and zircon for grain refinement.

Used Extensively in Pyrotechnics

Magnesium is a metal of extremes, as far as its uses are concerned. In fact, some of them appear almost paradoxical. For example, one group of uses depends upon its chemical activity, whereas another and most important group is based upon its structural stability and engineering properties of its alloys. In the first group may be included pyrotechnics, which play such an important part in military operations. As a scavenger and deoxidizer it is valuable in the steel industry, as well as in non-ferrous smelting. Grignard's reagent, which is a compound of hydrocarbon, magnesium and a halide, is important in the synthesis of a wide variety of organic chemicals. Cathode protection is another application of its chemical activity, and is employed for protecting underground pipes of iron and steel by the creation of an electrolytic cell. In this instance, the pipe acts as the anode and the magnesium plate the cathode, which eventually is consumed and must then be replaced.

Readily Resists Shock

The second group of uses depends upon the outstanding characteristic of magnesium alloys—their lightness and good shock resistance. Obviously they find a very important application in the aircraft industry. To an increasing degree, aircraft manufacture now utilizes a large proportion of magnesium in the production of housings for instruments and crank-cases, as well as gear boxes, starting equipment, brackets and landing wheels for bombers. In the textile industry, advantage is taken of both its lightness and good machinability in making spinning bobbins, die-casting holders, and spinning and twisting equipment. Similarly, on knitting machines, spools have been made of magnesium. Increasing use also is being made in the portable tool industry to provide maximum service with a minimum of human fatigue.

Bright Future in Toy Industry Predicted

In addition to the above, a bright future is prophesied for this metal in the manufacture of parts for bicycles, scooters, toys and a variety of sporting equipment. Any number of other peacetime applications can be made of magnesium, and serious consideration of its use is being given by industries manufacturing parts for office machines, luggage cases, binoculars, garden tools, laboratory equipment, wheelbarrows, vacuum cleaner parts, the superstructure of buses, trailers and streetcars, radio receiving and transmitting sets, portable roller conveyers, cigarette-making machinery, ledger covers, air conditioning equipment and portable hand-power saws.

It is impossible to list here the tremendous number of outlets for magnesium and its alloys. However, there is little question but that an increase in consumption and their utilization by industry is dependent in no small measure on the general attitude of manufacturers and the public alike. Actually this metal is in a similar position to that of aluminum after the first Great War, when peacetime application appeared so limited. On the basis of raw material alone, this important war metal could be one of the most abundant of our structural metals.

Egypt Plans Export Campaign To Adjust Balance of Trade

Although over-all foreign trade showed increase, one-third rise in imports causes adverse trade balance—Canada fifth in importance as supplier—Many proposals made to stimulate exports.

Cairo, January 3, 1947.—Egypt's foreign trade continues to show a marked expansion, but due to the sharp increase in imports, there was an adverse balance for the first seven months of 1946 of £E.12,168,624. Imports rose to £E.46,630,496, and exports to £E.34.461,872, against £E.32,749,789 and £E.30,614,699 for the corresponding period of 1945. Two-thirds of the export trade was made up of cotton, while tobacco imports alone were valued at £E.4,056,229.

Principal trade was as follows:—

Country	Imports £E.	Exports £E.
Britain	14,212,010	5,039,792
United States	5,903,490	1,500,591
Canada	2,335,951	8,130
Chile	1,540,789	....
France	886,305	3,747,080
Greece	128,537	1,383,142
Italy	5,133,405	1,785,376
Yemen	35,474	350
China	38,090	342,075
Japan	19,363	....
Iraq	2,784,111	110,226
Palestine	552,608	1,708,780
South Africa	1,274,238	96,693

Proposals to Increase Exports

A comprehensive plan to promote economic relations with foreign countries and to improve Egypt's balance of trade is now being studied by the Ministry of Commerce and Industry. It provides for commercial attachés in all countries with which Egypt has economic ties, together with the establishment of joint Chambers of Commerce, and that Egypt join the International Chamber of Commerce. There is a strong recommendation that Egyptian products should be more closely examined before export, to ensure the highest quality and their ability to compete with foreign products. Another proposal is that luxury and subsidized imports should be more heavily taxed and that exports should be free from duties and, if necessary, subsidized. Many of these proposals were made in the course of the Egyptian Economic Conference, held in Cairo last year.

Aga Khan Celebrations Affect Business

Shortages of piecegoods continue in British East Africa, according to Barclays Bank Review, and the demand is still far from satisfied. Bazaar trade has been quiet throughout East Africa recently, due to the general migration of the Ismailia Khoja community to Dar-es-Salaam for the Diamond Jubilee celebrations for H.H. the Aga Khan.

New Australian Tinplate Factory Will Satisfy Domestic Demands

Proposed hot and cold strip mill and tinplate plant will be located at Port Kembla, New South Wales—Will supply total needs, eliminating the necessity for importing this commodity.

By F. W. Fraser, Commercial Secretary for Canada

Melbourne, January 14, 1947.—Australia is wholly dependent on outside sources for her tinplate, the demand for which is expanding rapidly for the packaging of food, such as fruits, vegetables, jams, soups, sauces and meats, as well as for other commodities, such as paints and varnishes, polishes and many household utensils.

According to a recent announcement, the directors of the Broken Hill Ptd. Co. Limited in association with Australian Iron and Steel Co. Limited, a subsidiary, propose to meet this demand by the establishment of a large hot-cold strip mill at Port Kembla, New South Wales, with which will be incorporated a tinplate plant.

War Had Delayed Project

The project is not entirely a new one as the company had explored the field on more than one occasion before the war. The establishment of a tinplate industry became the subject of a Tariff Board inquiry in 1939. At this inquiry, the company submitted a proposal for the erection of such a plant costing approximately £A2,450,000 for construction, and involving a total outlay of £A4,290,000, provided sufficient protection were given to the industry for a period of ten years from the commencement of production to enable it to produce and supply the whole of the tinplate required in Australia. The Board made no final recommendation, but expressed the opinion that the proposal was worthy of encouragement and that if required, assistance should be given to the industry. The war then intervened, and no further action was taken.

Large Quantity of Tinplate Imported

Australia's tinplate imports averaged over 70,000 tons per annum during the five-year period immediately preceding the outbreak of war, most of which came from the United Kingdom. During the war, consumption of tinplate expanded tremendously, due to defence contracts for the services in the area, and supplies came largely from the United States under lend-lease.

Australian Imports of Tinplate

	1938-39		1939-40		1944-45	
	Cwt.	£	Cwt.	£	Cwt.	£
United Kingdom ...	1,304,900	1,676,697	1,814,713	2,392,716	135,866	231,463
Japan	86,664	98,405	55,361	57,334	....	....
United States	6.715	9,397	52,215	79,495	2,499.903	3.686,363
Canada	1.355	1,667	....	....	27,256	44.298
India	....	....	501	601	....	....
New Zealand	....	....	300	86	718	573
Germany	....	....	20	18	....	....
Total	1,399,634	1,786,166	1,923,110	2,530,250	2.663,743	3.962,697

War Assets Corporation Offers Tugboats and Range Finders

Two Diesel tugboats for sale at $60,000 each—Large quantity of cable tow ropes, and five range finders also offered.

War Assets Corporation is offering two "Glen" class Diesel tugboats for export at $60,000 each. Presently located at Shelburne, N.S., they are of all steel welded construction, built in 1943 by Russel Brothers Limited of Owen Sound. The length is eighty feet, the beam twenty feet, and the draft aft is nine feet. Powered by single screw Vivian eight-cylinder Diesel engines of 320 horsepower, their maximum speed is ten and a half knots and their economical speed nine knots.

Some 1,240 new wire cable tow ropes are available at Ajax, Ontario, together with spare chain assemblies, hooks, and screw-pin shackles. The ropes are ½-inch and ⅝-inch diameter, 94⅝ inches and 98 inches long; all six strand with eyes at each end, and are offered at $3.32 each. The chain assemblies are 30 inches and 36 inches long, offered at $2.01 each. The hooks are priced at $1.00 each and screw-pin shackles are priced variously at 19 cents and 32 cents each.

Five range finders are offered at Vancouver at $1,000 for the lot. Manufactured by Barr and Stroud of Glasgow to their pattern number 10080 and still unused, each is complete in a wooden case with a lock and key. The instruments have a base length of one metre and a magnification of 14 diameters; the measuring scale is graduated in yards up to 20,000. Accurate, light, and simple to operate, they were designed for gun ranging, but could be used on topographical or coastal surveys, map plotting, highway and railroad construction, and similar projects.

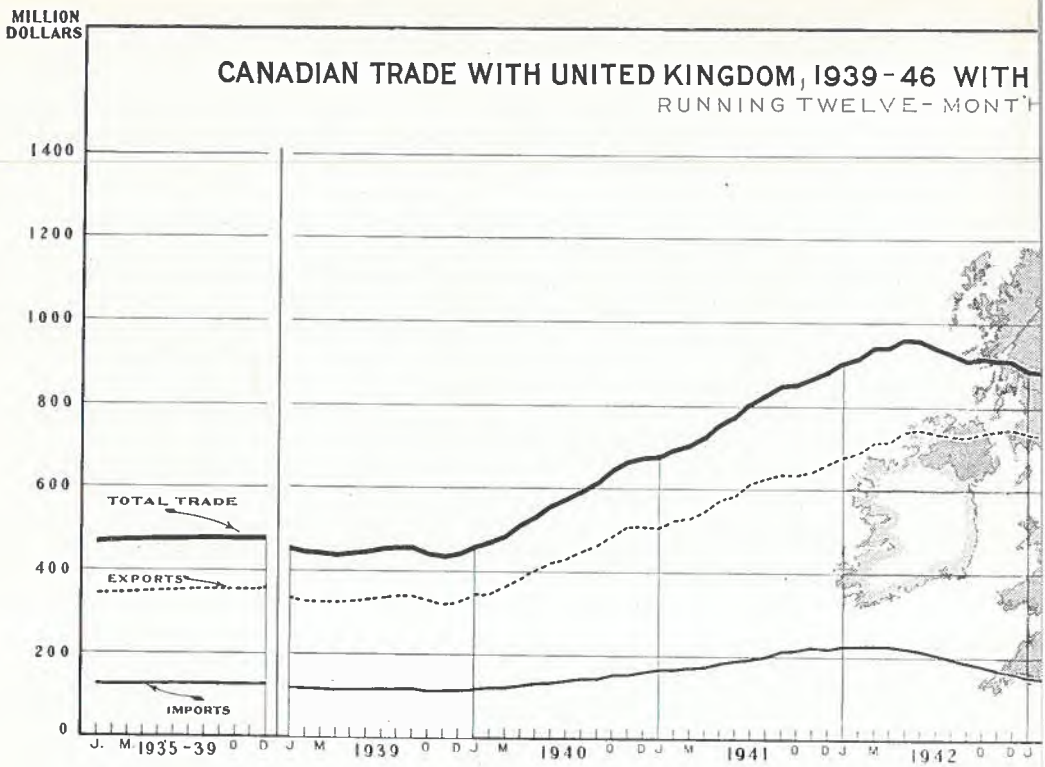
The prices quoted above are on an "as is, where is" basis. Inquiries should be addressed to the Export Sales Division, War Assets Corporation, No. 4 Temporary Building, Ottawa.

Canadian Trade With United Kingdom

The chart, overleaf, portraying Canadian imports from the United Kingdom is based on the absolute figures published in the Trade of Canada reports. The data include imports of "war materials and returned Canadian goods", the value of which is indicated in footnotes to the official monthly reports. Had data for these months been deducted from the total import figures for the postwar period, a bias would have been reflected in the overall trends since, during the war years, Canadian exports included war materials destined to the Canadian armed forces overseas and to Allied Governments.

Similarly, imports to Canada during the war years included materials for the use of the British army, navy and air force, and war-contract materials for Allied Governments. As it is not possible to adjust the charts for all these influences over the entire war period, it has been considered more satisfactory to leave the figures unadjusted than to make a partial adjustment for the postwar months. Furthermore, for the benefit of readers who study the monthly trade returns of the Dominion Bureau of Statistics, it is preferable to plot the chart from published data instead of from unpublished, adjusted figures, since the former furnish the only check.

The geographic area of the United Kingdom embraced by the chart overleaf includes: England; Wales; the Channel Islands, the Isles of Wight and Man and the Scilly Islands; Scotland, the Hebrides, Orkney and Shetland Islands; and Northern Ireland, comprising the counties of Londonderry, Antrim, Tyrone, Down, Armagh and Fermanagh.


MILLION DOLLARS
CANADIAN TRADE WITH UNITED KINGDOM, 1939-46 WITH
RUNNING TWELVE-MONTH
1400
1200
1000
800
600
400
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TOTAL TRADE
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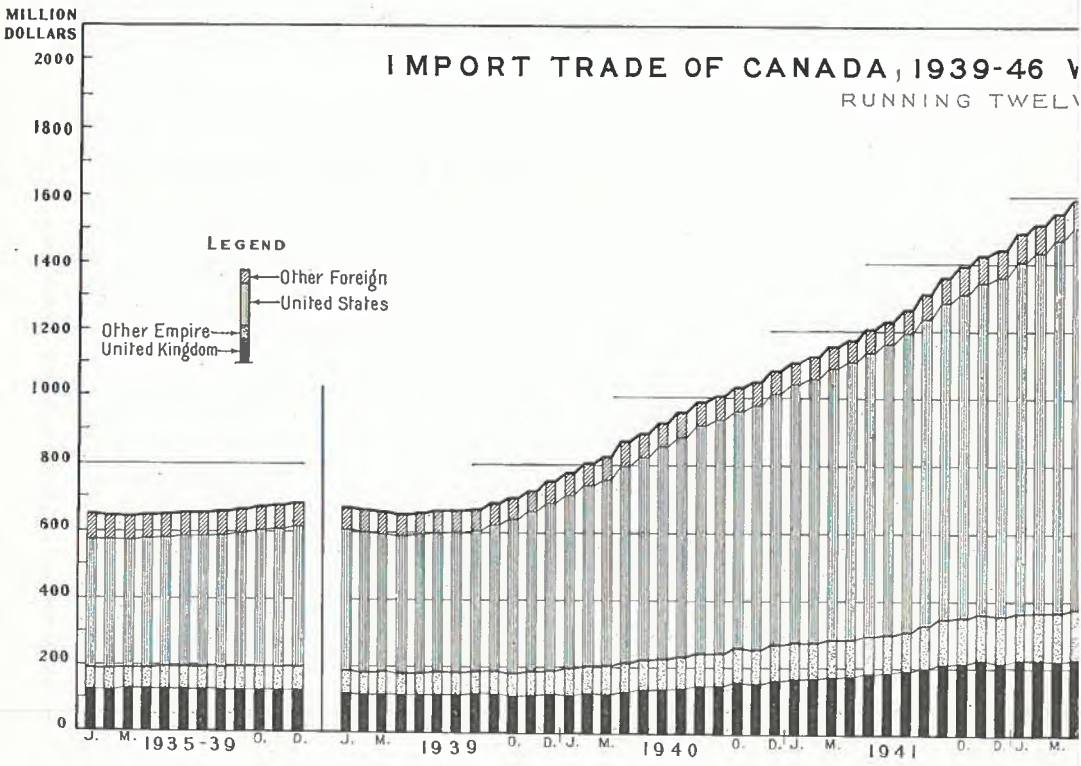
J. M. 1935-39 O D J M 1939 O D J M 1940 O D J M 1941 O D J M 1942 O D J


MILLION DOLLARS
IMPORT TRADE OF CANADA, 1939-46 W
RUNNING TWEL
2000
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1600
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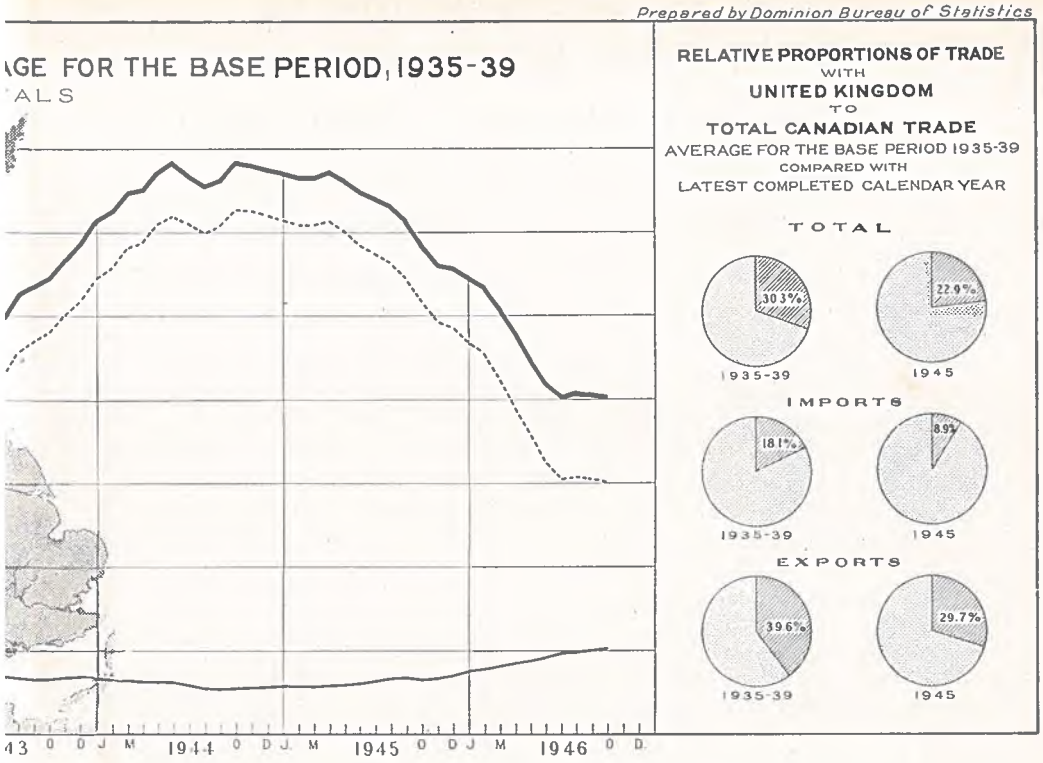
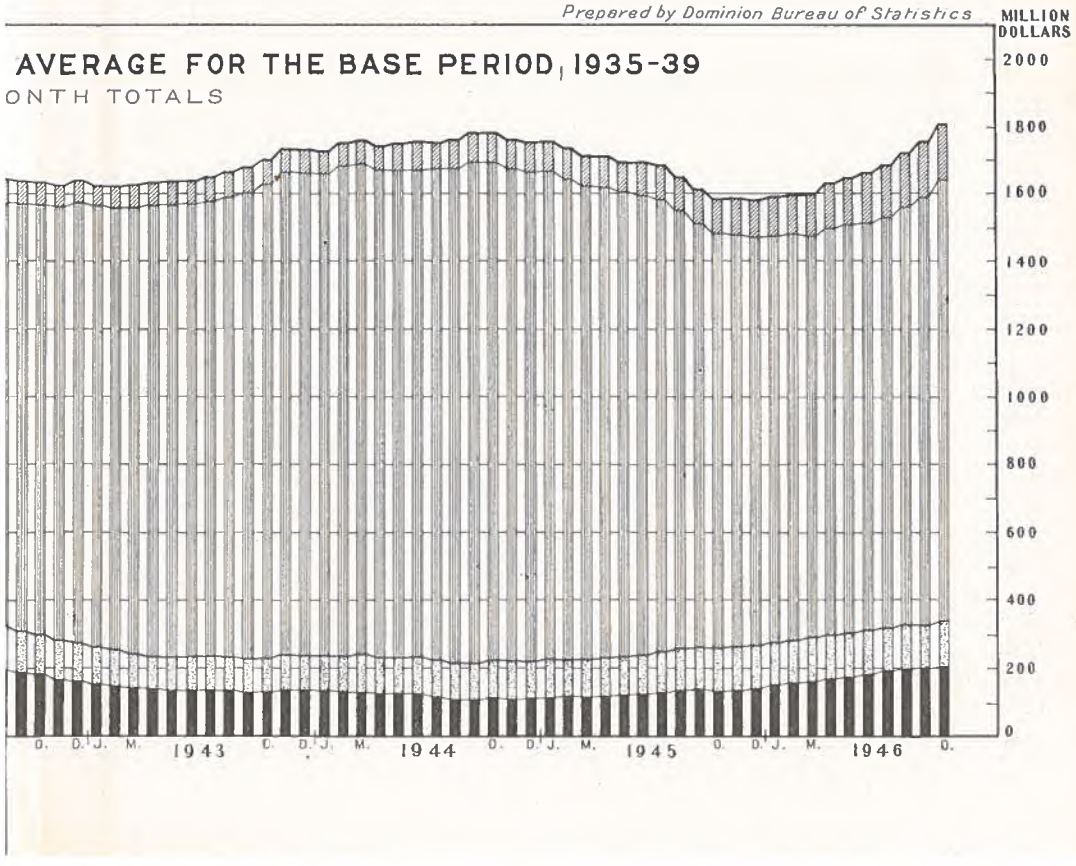
Prepared by Dominion Bureau of Statistics



Prepared by Dominion Bureau of Statistics



Expenditure on Advertising in Britain Subject of Analysis

Printing and publishing industry obtains three-quarters of total revenue received, amounting in 1935 to £89,000,000, or two per cent of national income.

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

London, January 7, 1947.—The Advertising Association of London have issued a report containing and analysing the statistics of advertising in the United Kingdom.

This office receives many inquiries from Canadian manufacturers and exporters seeking information about publicity in this country. In addition, a few Canadian advertising agents maintain offices in the United Kingdom, while the Canadian Government has also sponsored advertising campaigns to promote markets for Canadian products.

In these circumstances there is considerable interest in the findings of the Association, which are summarized below.

Total Expenditure on Advertising

Taking 1935 as the base year throughout, the total annual expenditure on advertising was then a little over £89,000,000. This, it is pointed out, represented about 2 per cent of the national income and nearly nine times the expenditure on new books.

The total expenditure in 1935 does not include any estimate for exhibitions or free samples, but does include a rough figure for window and shop display. The total also includes the whole expenditure on classified advertisements.

In 1938, the total figure was probably over £90,000,000, partly owing to the rapid growth of radio advertising.

By 1943, by comparison, total advertising expenditure was of the order of £35,000,000 to £40,000,000.

If "informative" advertising, including retailers', travel and transport, entertainment, real estate, financial, trade and technical, is distinguished broadly from "persuasive" advertising, the inquiry shows that, of the total of £90,000,000, some £40,000,000 represented primarily "informative" advertising and £50,000,000 primarily "persuasive". The whole of the £50,000,000 falls within the class of advertising directed to the final consumer, the total expenditure in this class being £65,000,000 (the remaining £25,000,000 consisting of advertising addressed to investors of trade and technical and of classified advertisements).

The printing and publishing industry as a whole, including newspapers and periodicals and general printers, accounted for approximately three-quarters of the total revenue received from advertising. Approximately 15 per cent went to advertising agents and consultants and to advertising departments.

It is pointed out that an estimate for total advertising expenditure in the United States in 1935 corresponded to 3 per cent of the net national income compared with 2·2 per cent in the case of the United Kingdom in 1935, from which it is concluded that advertising was a materially bigger element in the United States economy than it was in the British.

Analysis of Advertising by Commodities

With the help of information obtained from special questionnaires sent to selected advertisers, total advertising expenditure has been analysed between 19 main groups of goods and services. More than three-quarters of the total expenditure, apart from classified advertising, was found to be directed to the final consumer. Press advertising was found to be widely distributed between all these goods and services, whereas outdoor and radio advertising were much more concentrated on the food, drink, tobacco, entertainment and amusement groups—61 per cent of outdoor advertising being devoted to these subjects.

Special interest was attached to the proportion which manufacturers' advertising to the final consumer bore to the value of manufacturers' sales destined for the final customer. In the case of certain products such as bread, the actual amount of advertising was considerable, but it formed nevertheless a very small proportion of the value of manufacturers' sales. It was decided, therefore, to draw a line between commodities where advertising represented 3 per cent or more of sales and commodities where it was under 3 per cent. Fifty-nine commodities were examined and listed according to this distinction.

Of the groups most heavily advertised, i.e., where 80 per cent or more of advertising expenditure in the groups is on products carrying more than a 3 per cent advertising cost, tobacco, household stores, household entertainment, toilet and medical goods, vehicles and accessories predominated. At the other end of the scale are fuel, light and clothing. In the case of the toilet and medical groups, manufacturers' advertising in many cases amounted to about half the value of manufacturers' sales. It was found that beer, even after the exclusion of duty, fell well below the 3 per cent line. Advertising of bicycles and tinned foods also represented less than 3 per cent of their manufacturers' sales.

Concluding this section of the inquiry, it was shown that total advertising directed to the final consumer formed only 1·7 per cent of total consumers' expenditure on the goods and services advertised. In the special case of medical goods, advertising appeared to represent about a quarter of the value of consumers' purchases.

Press Advertising

The great importance of press advertising in the total expenditure suggested a detailed study of this medium and a large amount of information was collected. Of a total gross expenditure on newspapers and periodicals in 1935 of £105,000,000, of which the publishers received about 73 per cent, the public spent £56·7 millions on the purchase of newspapers and periodicals and advertisers spent £48·4 millions on the purchase of space. The chief significance of this total expenditure, the report states, is as a rough measure of the total volume of employment given by the press before the war. Measured in money terms, this exceeded by about 20 per cent the volume of employment created, for example, by the production and distribution of new cars, including private cars and commercial vehicles for the home and foreign markets.

It is shown that, of the total expenditure by readers on newspapers and periodicals, the publishers received rather less than 60 per cent. On the other hand, the publishers received over 90 per cent of the expenditure by advertisers, the balance being taken by advertising agents.

The report brings out a remarkable change in the structure of the revenue of newspapers between 1935 and 1943. Whereas sales revenue increased by 27½ per cent between those years, advertising revenue declined

by more than 39 per cent, the decline in total revenue being chiefly concentrated on the national newspapers. Altogether, the decline in the net revenue of all newspapers, excluding periodicals, from £47·7 millions in 1935 to £41·8 millions in 1943, was very largely due to the big reduction in the advertising revenue of the national newspapers. This was concentrated especially on display advertising, which was in 1943 less than 36 per cent of the 1935 level in the case of the national and London dailies. In contrast, the revenue of provincial newspapers from display advertising showed only a small decline, while their classified advertising increased slightly.

Portugal Amends Law Governing Preservatives and Colouring

Effective August 19, 1946, consumers are protected by revised food regulations—All foods containing preservatives or artificial colouring must be plainly marked.

By L. S. Glass, Canadian Trade Commissioner

Although for many years Portugal has enforced laws controlling the use of preservatives and colourings in foodstuffs destined for human consumption, it was considered necessary to bring these up to date, and as a result, new decrees were recently promulgated.

Effective August 19, 1946, the use of preservatives is prohibited in the following products: Milk and milk products; flours and starches and their by-products or derivatives; chemically prepared yeasts; honey; tea and coffee and their substitutes; cocoa, chocolate and chocolate paste; edible fats. In meat, fish and their by-products, preservatives are prohibited except in the case of semi-preserved fish and seafoods, wherein is permitted 0·5 gram of benzoic acid or 0·05 gram of p-oxibenzoic acid or its esters, or 0·025 gram of urotropine per 100 grams of the product. In caviar, 0·1 gram of urotropine in 100 grams is permitted. In egg preserves, the use of 0·05 gram of sulphurous anhydride is permitted in 100 grams of the finished product, while in the case of liquid yolk, 1 per cent of benzoic acid or a similar corresponding amount of benzoate of the esters of p-oxibenzoic acid. Regarding fruit and fruit products, 0·2 gram of sulphurous anhydride is permitted in 100 grams of the product, and in fruit juices destined for further preparation benzoic acid or benzoate of sodium may be used in the amount of 0·15 gram in 100. Sulphurous anhydride and the esters of p-oxibenzoic acid may be also used in the respective amounts of 0·125 and 0·09 gram per hundred c.c. of juice. Fruit juices for beverage purposes or for the preparation of non-alcoholic beverages may contain up to a maximum of 0·0125 gram per 100 c.c. Fruit pulps may contain per 100 grams of the product 0·2 gram of benzoic acid or the corresponding amount of benzoate of sodium, or 0·125 gram of sulphurous anhydride, or 0·08 gram of the esters of p-oxibenzoic acid. Green vegetables preserved other than in vinegar may contain 0·2 gram of benzoic acid or 0·08 of the esters of of p-oxibenzoic acid, while those preserved in vinegar are permitted 0·125 gram of benzoic acid, or the equivalent in benzoate of sodium in each 100 c.c. of vinegar. Sugars may not have artificial preservatives except as regards glucose and glucose syrup, where 0·001 gram of sulphurous

anhydride per 100 grams is permitted. In the case of confectionery and biscuits, only preservatives which have been legally added to the substances of which they are made, will be permitted. In non-alcoholic beverages only sulphurous anhydride to the extent of 0·0125 gram per 100 c.c. is allowed. In the preparation of spices and condiments, only table mustard may be artificially preserved, and 0·05 gram of sulphurous anhydride is allowed in 100 grams of product. Alcoholic beverages and vinegars may not be artificially preserved, except in so far as is permitted by special laws in force controlling their production.

Labelling Regulations Strict

Very strict labelling regulations have been laid down. The words "conservado quimicamente" (chemically preserved) must appear on the containers or wrappers as well as in any literature, signs, announcements or advertisements which refer to them in the case of the following products: semi-preserved seafoods, caviar, egg preserves, liquid egg yolk, fruit juices of whatever nature and fruit pulps, jellies, jams, etc., and green vegetables not preserved in vinegar. This phrase must appear in characters clearly and easily read and of a size greater than one third of the largest type used in other phrases or words in the printing. The use of nitrogen as a preservative is free, providing the amount does not exceed one per cent when expressed in terms of potassium nitrate.

Colouring and Preservative Laws Similar.

The regulations governing the use of artificial colouring follow very closely those controlling the use of preservatives. In the following products the use of artificial colouring of any sort is prohibited: flours and starches, their by-products and derivatives; yeasts; sugars; honey; coffee and its substitutes; tea and its substitutes; cocoa, chocolate and chocolate paste; spices, condiments and vinegar. Colouring matters permissible are divided into two classes, natural organic colours and synthetic organic colours, and may be employed in the following products: Dairy produce, generally prohibited, except in the case of butter and cheese where natural organic colours may be employed and red colouring may be used for the crust of the cheese; in eggs, artificial colouring is prohibited except on the shell; meat and fish may not have artificial colouring except in the case of preserved meat, meat in casings and sausage products wherein only paprika may be used. Casings used for containing spiced pork sausage and tongues may be coloured with natural organic colours; in the case of fruits, only preserved fruits may be coloured by the addition of natural organic colours; confectionery products, candies and biscuits may be freely coloured except that the use of yellow is prohibited; in non-alcoholic drinks colouring is permitted except in the case of charged waters, where only caramel is permitted; edible fats may not be artificially coloured except in the case of margarine, where the addition of only natural organic colours is permitted; in the case of vegetables and vegetable products, artificial colouring is prohibited except in the case of greens and green vegetables, wherein the use of copper sulphate is permitted, providing there does not remain in the product after draining more than 100 milligrams of metallic copper per kilogram of the product. As in the case of artificial preservatives, the phrase "corado artificialmente" (artificially coloured) must be clearly indicated on any preserves of fruit, greens and green vegetables, and margarine.

Windward Islands Hold Conference To Check Rising Cost of Living

Representatives met in Grenada to find solution to Islands' postwar economic difficulties—Reliance on imports aggravates situation—Control of price mark-ups, but no subsidies recommended.

By T. G. Major, Canadian Trade Commissioner

Port-of-Spain, January 7, 1947.—In the latter part of 1946, a conference of the Comptrollers of Supplies of the various islands in the Windward group was held in Grenada. It met to study the price situation and make recommendations for reducing the cost of living, or checking further increases. The effects of the general postwar world situation has been aggravated in these islands, because of their dependence upon imports for a wide range of essential commodities; by the recent revaluation of the Canadian dollar; and the indirect effect of the removal of price ceilings in the United States. In addition, there has been a greatly increased circulation of liquid cash as a result of higher prices for local produce, increased government spending and additional moneys introduced into the islands' economy by the large expenditure on military bases. High percentage mark-ups in price control measures in a period of rapidly rising prime costs, combined with high consumption levels and a lack of saving habits among the people, have further forced up prices.

Control of Percentage Mark-ups Recommended

The conference recommended to the various governments that an attempt should be made to establish uniform price control orders, particularly in respect to percentage mark-ups. In co-operation with importers, these percentages should be reduced from existing levels to prevent further sharp increases in retail costs. In general, it was agreed that maximum percentage mark-ups above landed cost, which determine the price to the actual consumer, should be within the range of 20 to 40 per cent.

The existing cost of living indices were examined and the conference drew attention to the fact that they are unsound statistically. As they are used in many instances as the basis of labour agreements and general policy, it was felt that their continued use is dangerous. Steps should be taken to establish new indices, giving a picture of export, import and retail prices of selected commodities.

No Subsidies Planned

With respect to subsidization, it was felt that public funds were insufficient to warrant continuation on a scale great enough to have any measurable effect on the price level. Even in the case of wheat flour, it was recommended that other possible solutions to the problem of reducing the burden on the poorer classes should be sought. In general, short-term measures to lower living costs were the only ones thought to be of value. Such long-term schemes as organized savings campaigns were felt to be impracticable under conditions existing in the Windward Islands.

Reports on German Scientific and Technical Activities Available

Seventh list of reports on industry and developments in the Reich, obtainable on loan from the National Research Council—Teams of specialists, including Canadians, toured Germany after conclusion of hostilities.

Canadian, British and American teams of specialists have toured Germany since the conclusion of hostilities in an effort to uncover scientific and technical information formerly withheld from other countries. These groups of investigators have visited Germany under the auspices of the Combined Intelligence Objectives Subcommittee (CIOS), the British Intelligence Objectives Subcommittee (BIOS), and the Field Information Agency, Technical (FIAT).

Copies of their reports on German technical developments and controlled industry may be secured on loan from the Liaison Office, National Research Council, Ottawa. The "targets", or subjects under investigation, are so numerous that it would not be practicable to list them in a single issue of *Foreign Trade*. However, as a service to readers who may be interested in obtaining reports that might possibly furnish them with information concerning their own activities, a limited number will be listed each week. The seventh list appears in this issue.

In order to facilitate the location and provision of these reports, reference numbers should be quoted when application is submitted to the National Research Council for any particular report or document. In view of the limited number of copies available, it has been requested that these should be read and returned to the National Research Council with a minimum of delay. It will be noted that the reports are classified, though this does not necessarily indicate there are no others on the subjects noted. Additional reports are being prepared, and will be listed from time to time as they become available.

Kindly mention *Foreign Trade* in submitting applications for reports, in order that it may be determined whether this service is of material value to readers.

Radar—	Title	Reference No.
	German infra-red equipment in the Kiel Area	XXX–3
	Report on the Carl Bosch Laboratory of Berlin. (Infra-red telescopes)	XXX–35
	A sonic altimeter for aircraft	XXXII–76
	The production of intense audio sounds by an intermittent flame	XXXII–77
	Manufacture of hard rubber parts for storage batteries and battery ventilating equipment for German submarines	XXXII–81
Physical and Optical Instruments and Devices—		
	Binoculars for night-seeing	XXXI–14
	German watch and clock company	XXXI–67
	Optical glass manufacturing at Schott & Gen., Jena	XXXII–22
	Variable displacement hydraulic transmissions for power tracking. Boehringer, G.m.b.H., Goppingen, Ger.	XXXII–53
Vehicles—		
	Internal combustion engines. (Use of a chemical as ignition agent)	XXXI–78
	German and French radiators and oil coolers for aeronautical and automotive purposes	XXXII–25
	Axial flow compressor development at the Stuttgart Research Institute	XXXII–31
	Laboratory for the study of tracked vehicles located at M.A.N. factory in Nuremberg	XXXII–32
	Combination air-oil-cooled engine development for 3-ton Opel-Blitz truck	XXXII–60
	History of general automotive development at the Stuttgart Research Institute	XXXII–61
Metallurgy—		
	Centrifugal castings (German facilities for the production of centrifugally cast gun tubes)	XXIX–39
	Welding of German armoured vehicles	XXIX–44
	Report on cyclotron investigation, Heidelberg, Germany	XXIX–47
	Klochner Werke, A.G., Hagen-Haspe. (Production of iron and steel)	XXIX–61
	Metallwerke Plansee (formerly Titanit G.m.b.H.), Reutte, Tyrol. (Powder metallurgy factory)	XXX–8
	Wrought copper alloy industry of Southern Germany	XXX–51
	Ferro-alloy production at the Badische Wolframerz G.m.b.H., Sollingen bei Karlsruhe	XXX–55

Trade and Tariff Regulations

India Discontinues Tea Block Purchase Scheme

In a recent announcement, the Government of India advised that they were discontinuing the tea block purchase scheme as of January 1, 1947. This scheme of control and allocation of tea for export prohibited private trading and has been in operation since 1942. Consideration was given to the maintenance of a system of destinational quotas, but the Government of India has decided that this would not be in the interests of the producers or the consuming countries. It is reported, however, that due to the necessity of assuring an adequate supply for domestic consumption, all exports will be controlled by a licence system until the marketing of the 1947 crop. The monthly exportable allocation is reported to be four million pounds each for north and south India. The estimated exportable surplus for 1946 is four hundred and twelve million pounds for India, two hundred and fifty million pounds for Ceylon and twenty-three million pounds for East Africa.

Prior to the war, India and Ceylon produced approximately two-thirds of the world's tea supply. Due to the destruction and neglect of plantations in other producing areas in the Far East during the war, India and Ceylon are now producing a greater proportion. With the elimination of destinational quotas, the consuming countries will probably have to adopt some scheme of control, such as restricting imports in line with their I.E.F.C. allocations, otherwise the equitable distribution of available supplies might be disrupted. The Canadian supply of tea is bulk-purchased by the Commodity Prices Stabilization Corporation who, in turn, distributes to the trade.

New Zealand Amends Import Licensing Regulations

Wellington, January 10, 1947.—(FTS)—Amendments to the Import Licensing Schedule for the 1947 period have been announced by the New Zealand Customs Department.

The allocation for imports of parts for the manufacture or services of radio receiving sets from Canada and from the United States during 1947 has been increased from 100 to 150 per cent of the amounts of 1945 licences issued for similar goods from the same source. Certain types of radio valves, which were excluded from importation under 1946 licences, will be permitted import under 1947 licences issued for radio receiving set parts.

Consideration will be given to applications for licences to import matrices for use in advertising illustration services.

Golf bags, formerly prohibited entry into New Zealand, may now be imported. Application to import should be supported by definite evidence of availability, and the number of bags should be shown on the application.

Import licences for textile piece-goods of cotton, artificial silk and of other materials (except wool) from Canada and the United States will be granted to the extent of 1946 licences issued for imports of similar goods from the same source.

A New Zealand licensing order of September 13, 1946, fixed an additional allocation equal to 25 per cent of the original allocation (100 per cent of 1945 imports from British countries) for imports of hardware. The order also listed the goods which could be imported under licences so issued. This list of goods has now been extended to include kitchen hardware.

Applications from regular importers for licences to import shotgun cartridges, 10-24 bore, will be considered, provided that definite evidence of availability is produced.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should 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 with 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.
Galt—Board of Trade.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Quebec City—Board of Trade.
Saint John—Board of Trade.
Stratford—Board of Trade.
Toronto—Can. Manufacturers' Association.
Vancouver—Can. Manufacturers' Association.
Victoria—Dept. of Trade and Industry.
Winnipeg—Can. Manufacturers' Association.

H. L. Brown, who has been appointed Commercial Secretary at Buenos Aires, resumed his Canadian tour in Edmonton on January 8. He was formerly trade commissioner at Johannesburg, where his territory included Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

H. L. Brown

(Appointed Commercial Secretary at Buenos Aires)

Ottawa—January 25. Montreal—Jan. 27-Feb. 6.

Foreign Trade Inquiries

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

5. **India**—The Directorate General of Industries and Supplies (Co-ordination), Department of Industries and Supplies, Government of India, New Delhi, India, is receiving a large number of inquiries for chemical processing equipment of a wide variety and would like to obtain catalogues and prices, etc., of any kind of Canadian-made equipment which might be used in processing chemicals. Interested firms should send information directly to the Directorate General with a copy of their covering letter to Industrial Machinery Section, Export Division, Department of Trade and Commerce, Ottawa. File: 29015.

6. **Mexico**—Agencias Generales, S.A., V. Carranza No. 944, Mexico, D.F., an old established and highly esteemed firm, are interested in obtaining an agency for the following products: aluminum wares, stamped; asbestos; bicycles and tricycles; toys, wholesale; canned goods and cereals; sulphite pulp and sulphate pulp; newsprint; rayon cellanese; wool yarn; printing, lithographic inks; rye whisky; canned and powdered milk; tobacco, cigarettes; linoleum; lithophone; ginger; paints; and oils. File: C.E. 269.

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 Halifax

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires	February 20	*Fort Colombia*	Furness Withy
Brazil—			
Rio de Janeiro, Santos	February 20	*Fort Colombia*	Furness Withy
Mediterranean—			
Central and Western Areas	February 10	*Digby County*	Montreal Shipping
Newfoundland—			
St. John's	January 28	*Baccalieu*	Montreal Shipping
St. John's	January 28-31	*Fort Amherst*	Furness Withy
St. John's	February 5	*Blue Peter II*	Montreal Shipping
St. John's	February 20	*Blue Peter II*	Montreal Shipping
New Zealand—			
Auckland, Wellington, Lyttelton, Dunedin	January 20-28	*Samleven*	Montreal Australia New Zealand Line
Scandinavia—			
Baltic Ports	January 29	*Braheholm*	Swedish American Line
Baltic Ports	February 15	*Tunaholm*	Swedish American Line
United Kingdom—			
Avonmouth	January 30	*Lambrook*	Furness Withy
Avonmouth	February 3-7	*Montreal City*	Furness Withy
Bristol	January 30	*Lambrook*	Furness Withy
Cardiff	January 30	*Lambrook*	Furness Withy
Liverpool	January 24-31	*Jessmore*	Furness Withy
Liverpool	February 16-22	*Valacia*	Cunard White Star
Liverpool	February 19	*Pacific Enterprise*	Furness Withy
Newcastle	February 27	*Cairnesk*	Furness Withy

Departures from Halifax—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—Con.			
Southampton	February 10	*Aquitania*	Cunard White Star
Southampton	March 1	*Aquitania*	Cunard White Star
Swansea	January 30	*Lambrook*	Furness Withy
Uruguay—			
Montevideo	February 20	*Fort Colombia*	Furness Withy
West Indies—			
Antigua	Jan. 23-Feb. 3	*Alcoa Pennant*	Alcoa Steamships
Antigua	February 7-17	*Alcoa Partner*	Alcoa Steamships
Antigua	Feb. 21-Mar. 4	*A Ship*	Alcoa Steamships
Bahamas	January 28	*Cartier Park*	Canadian National
Bahamas	February 8	*Lorne Park*	Canadian National
Bahamas	February 22	*Canadian Observer*	Canadian National
Barbados	Jan. 23-Feb. 3	*Alcoa Partner*	Alcoa Steamships
Barbados	February 7-17	*Alcoa Pennant*	Alcoa Steamships
Barbados	Feb. 21-Mar. 4	*A Ship*	Alcoa Steamships
Bermuda	Jan. 23-Feb. 3	*Alcoa Pennant*	Alcoa Steamships
Bermuda	February 7-17	*Alcoa Partner*	Alcoa Steamships
Bermuda	February 8	*Lorne Park*	Canadian National
Bermuda	Feb. 21-Mar. 4	*A Ship*	Alcoa Steamships
Bermuda	February 22	*Canadian Observer*	Canadian National
British Guiana	Jan. 23-Feb. 3	*Alcoa Pennant*	Alcoa Steamships
British Guiana	February 7-17	*Alcoa Partner*	Alcoa Steamships
British Guiana	Feb. 21-Mar. 4	*A Ship*	Alcoa Steamships
Grenada	Jan. 23-Feb. 3	*Alcoa Pennant*	Alcoa Steamships
Grenada	February 7-17	*Alcoa Partner*	Alcoa Steamships
Grenada	Feb. 21-Mar. 4	*A Ship*	Alcoa Steamships
Jamaica	January 28	*Cartier Park*	Canadian National
Jamaica	February 7-11	*Oakmount Park*	Pickford and Black
Jamaica	February 8	*Lorne Park*	Canadian National
Jamaica	February 22	*Canadian Observer*	Canadian National
Jamaica	March 9-13	*Dufferin Park*	Pickford and Black
St. Kitts	Jan. 23-Feb. 3	*Alcoa Pennant*	Alcoa Steamships
St. Kitts	February 7-17	*Alcoa Partner*	Alcoa Steamships
St. Kitts	Feb. 21-Mar. 4	*A Ship*	Alcoa Steamships
St. Lucia	Jan. 23-Feb. 3	*Alcoa Pennant*	Alcoa Steamships
St. Lucia	February 7-17	*Alcoa Partner*	Alcoa Steamships
St. Lucia	Feb. 21-Mar. 4	*A Ship*	Alcoa Steamships
St. Vincent	Jan. 23-Feb. 3	*Alcoa Pennant*	Alcoa Steamships
St. Vincent	February 7-17	*Alcoa Partner*	Alcoa Steamships
St. Vincent	Feb. 21-Mar. 4	*A Ship*	Alcoa Steamships
Trinidad	Jan. 23-Feb. 3	*Alcoa Pennant*	Alcoa Steamships
Trinidad	February 7-17	*Alcoa Partner*	Alcoa Steamships
Trinidad	Feb. 21-Mar. 4	*A Ship*	Alcoa Steamships

Departures from Saint John

*Calls at Halifax two days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques	January 18-28	*Cargill*	Elder Dempster
Lourenco Marques	January 28	**Halifax County*	Montreal Shipping
Lourenco Marques	February 1-10	*Fort Connolly*	Elder Dempster
Lourenco Marques	February 13-23	*Cottrell*	Elder Dempster

Departures from Saint John—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town	January 18-28	*Cargill*	Elder Dempster
Port Elizabeth	January 28	**Halifax County*	Montreal Shipping
East London	February 1-10	*Fort Connolly*	Elder Dempster
Durban	February 13-23	*Cottrell*	Elder Dempster
	March 5	*A Ship*	Montreal Shipping
Anglo-Egyptian Sudan—			
Port Sudan	February 10	*Ivy G.*	March Shipping
Australia—			
Brisbane	February 13-21	*Port Lincoln*	Montreal Australia New Zealand Line
Sydney			
Melbourne			
Sydney	March 8	*Kaikoura*	Montreal Australia New Zealand Line
Melbourne			
Adelaide			
Belgium—			
Antwerp	February 6	*Marchcape*	March Shipping
Antwerp	February 20-25	**Beckenham*	Cunard White Star
Antwerp	March 10	*Marchport*	March Shipping
China—			
Shanghai	February 25	*City of Lucknow*	McLean Kennedy
Shanghai	February 10	*Ivy G.*	March Shipping
Taku Bar			
Egypt—			
Port Said	January 31	*Empire Spartan*	McLean Kennedy
Germany—			
Hamburg	February 6	*Marchcape*	March Shipping
Hamburg	March 10	*Marchport*	March Shipping
Hong Kong	February 10	*Ivy G.*	March Shipping
	February 25	*City of Lucknow*	McLean Kennedy
India—			
Bombay	January 31	*Empire Spartan*	McLean Kennedy
Madras			
Calcutta			
Bombay	February 20	*A Ship*	March Shipping
Calcutta			
Madras			
Karachi			
Iraq—			
Basra	February 10	*Ivy G.*	March Shipping
Mediterranean—			
Central and Western Areas	January 30	*Mont Alta*	Montreal Shipping
	February 15	*Mont Rolland*	Montreal Shipping
	March 1	*Mont Sandra*	Montreal Shipping
Mexico—			
Vera Cruz	February 25	*Lansdowne Park*	McLean Kennedy
Morocco—			
Casablanca	March 1	*Mont Sandra*	Montreal Shipping
Netherlands—			
Rotterdam	February 6	*Marchcape*	March Shipping
Rotterdam	March 10	*Marchport*	March Shipping
Rotterdam	February 20-25	**Beckenham*	Cunard White Star
Amsterdam			
Northern Ireland—			
Belfast	February 20	*Lord O'Neill*	McLean Kennedy

Departures from Saint John—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Philippines—			
Manila	February 10	*Ivy G.*	March Shipping
Manila	February 25	*City of Lucknow*	McLean Kennedy
Poland—			
Gdansk	February 6	*Marchcape*	March Shipping
Gdansk	March 10	*Marchport*	March Shipping
Portugal—			
Lisbon	January 30	*Mont Alta*	Montreal Shipping
Lisbon	March 1	*Mont Sandra*	Montreal Shipping
Singapore	February 10	*Ivy G.*	March Shipping
United Kingdom—			
Glasgow	January 18-25	*Salacia*	Donaldson Atlantic
Glasgow	January 12-28	*Norwegian*	Donaldson Atlantic
Hull	February 1-5	*Consuelo*	McLean Kennedy
Liverpool	Jan. 29-Feb. 4	*Beaverburn*	Canadian Pacific
Liverpool	February 3-10	*Ocean Angel*	Cunard White Star
Liverpool	February 20	*Lord O'Neill*	McLean Kennedy
Liverpool	February 24	*Beaverford*	Canadian Pacific
Liverpool	March 14	*Beaverburn*	Canadian Pacific
London	January 19-27	*Empire Morley*	Cunard White Star
London	January 21-27	*Beaverlake*	Canadian Pacific
London	February 6-12	*Beaverdell*	Canadian Pacific
London	February 13	*Empire Trail*	Cunard White Star
London	February 16-22	**Fort Spokane*	Cunard White Star
London	February 18	*Beaverglen*	Canadian Pacific
London	March 9	*Beaverlake*	Canadian Pacific
Manchester	January 27-30	*Manchester City*	Furness Withy
Manchester	February 20	*Manchester Commerce*	Furness Withy
Manchester	February 27	*Manchester Port*	Furness Withy
Manchester	March 6	*Manchester Trader*	Furness Withy
Newcastle	Jan. 25-Feb. 3	*Cairnvalona*	Furness Withy

Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires	Mid-February	*Ravnanger*	Empire Shipping
Australia—			
Sydney / Melbourne	January 31	*Parramatta*	Empire Shipping
China—			
Shanghai	Early February	*Vilja*	Empire Shipping
Colombia—			
Buenaventura	Early February	*Don Alberto*	Empire Shipping
Egypt—			
Alexandria	February 10	*A Ship*	Empire Shipping

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
France— North Coast	February 5-10	*Pont L'Eveque*	Empire Shipping
Guatemala— San Jose	Early February	*Don Alberto*	Empire Shipping
Greece— Piraeus	February 10	*A Ship*	Empire Shipping
Italy— Genoa	February 10	*A Ship*	Empire Shipping
Palestine— Haifa	February 10	*A Ship*	Empire Shipping
Salvador— La Libertad	Early February	*Don Alberto*	Empire Shipping
United Kingdom— Liverpool	Jan.-Feb.	*A Ship*	Furness Pacific

Surcharge Levied on Cargo for Rio de Janeiro

Due to the serious congestion and subsequent lengthy delays and heavy expenses to vessels loading and discharging at the Brazilian port of Rio de Janeiro, shipping interests have decided to impose a surcharge of 25 per cent on all cargo moving in and out of Rio de Janeiro on vessels sailing on or after March 1st.

The announcement states that the surcharge will apply to all rates and charges except on port taxes and Brazilian Mercantile Marine Commission tax. This surcharge will remain in effect until further notice and is similar to that presently in effect on cargo moving to and from Santos, which had been incurred for similar reasons.

Price Index Rises Rapidly in Japan

Tokio, January 3, 1947.—(FTS)—The price index in Japan last July stood at 735, as against 100 in the same month last year. In addition to another raise in postal rates and electric light charges, railway fares are expected to increase substantially in the near future. Since commodity prices are seven-fold those of July, 1945, it would be natural for all working classes to demand an increase in wages. According to an investigation made by the Japan Iron and Steel Industry Managements' League, incomes during August were on an average fifty per cent lower than living cost. To overcome this deficit, according to a Japanese language newspaper, it will be necessary to increase incomes by fifty per cent. The average income throughout the country is 861 yen, whereas the average living costs amount to 1,325 yen. These figures are based on male factory workers over 30 years of age in the iron and steel industries.

DIRECTORY INFORMATION

The directories of the Foreign Trade Service, head office and abroad, as well as the directory of Foreign Commercial Representatives in Canada will in future appear only in the last issue of each month, commencing with the issue of February 22.

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 Jan.13	Nominal Quotations Jan. 20
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
China	Dollar	....	·0003	·0003
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	....	....	....
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	....	·2325	·2325
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