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COVER SUBJECT—Panel of the display designed by the Canadian Government Exhibition Commission for the Royal Easter Show, opening in Sydney, Australia, on March 31. This is devoted to hydropower and its contribution to the development of industry throughout the Dominion. Animation, as explained in an article on Page 298 of this issue, is provided by flowing water, which pours down the spillway of a miniature storage dam. Many other activities are portrayed in this exhibit.

National Film Board Photo

Australian Fish Oil Industry Approaches Self-Sufficiency

Wartime shortages give impetus to domestic industry—Fish Liver Oil Committee set up to control production and distribution—Medicinal and pharmaceutical demands met by extract from schnapper shark, but fortifying oils for stockfeed imported—Canada traditional exporter to Australia.

By T. R. G. Fletcher, Assistant Canadian Trade Commissioner

MELBOURNE, Australia, January 24, 1947.— The Australian fish oil industry has never been large, and prior to the recent war there was only limited production of vitamin oils. This vitamin oil industry received a definite impetus during the war, however, and it is now estimated that the local industry can supply the total domestic demand for high potency concentrates used in medicines, pharmaceuticals and human food fortification. There is also a tendency to take an increasingly larger share of the domestic market for poultry and stock feed fortification oils, though imports of oils for these purposes have been substantial up to the present.

Large supplies of fish oils have always been imported for industrial and commercial uses, however. Although Australia is very close to the Antarctic whaling fields, the local industry is not developed, and the country remains dependent on imports of low-grade marine oils used in lubricants, paints, varnishes and the tanning industry. Currently, there are discussions about the revival of the whaling industry, which at one time flourished in Australia, but no decision has yet been reached.

The production of vitamin oils in Australia prior to 1941 was very small indeed, and historically the country has been dependent on large imports of cod liver oil on the one hand, and equally substantial imports of a composite group of vitamin fish oils on the other.

U.K. Chief Source of Cod Liver Oil

Canada is not a traditional supplier of cod liver oil and in the past Australian imports have come from the United Kingdom in the main. Supplies from Britain were supplemented from time to time by shipments from Newfoundland and Norway, and consisted of oil obtained from the cod fish *Gadus morrhuae* of the Atlantic and North Sea fishing grounds. This cod liver oil was chiefly B.P. cod liver oil, containing 1000 I.U. Vitamin A and 100 I.U. Vitamin D per gram, and practically all of it was absorbed by the Australian pharmaceutical manufacturing houses producing cod liver oil emulsions.

Canada Supplies Pilchard Oil

Since 1937, Canada has been a steady supplier of other types of vitamin fish oils, however, and the table below gives an indication of the extent of this trade. Up to 1944, there were no Canadian exports of seal oil or whale oil, and the traffic was divided between pilchard oils and "other fish oils". In this latter category are included halibut liver oil, soupfin oil, black cod liver oil, ling cod liver oil, tuna liver oil and dogfish liver oil. These were used as vitamin supplements in some pharmaceuticals, but the great portion was used for stock feed fortification, and particularly for poultry feeds.

Canadian Exports of Fish Oils to Australia*

	Pilchard oil	Cod liver oil	Other fish oils
1937	1,209 gals.		1,935 gals.
	\$ 663		\$ 620
1938	21,204 gals.		13,632 gals.
	\$ 6,732		\$ 2,421
1939	11,158 gals.		37,850 gals.
	\$ 6,372		\$ 10,526
1940	16,423 gals.		114,682 gals.
	\$ 13,659		\$ 55,291
1941	41,218 gals.		55,698 gals.
	\$ 35,697		\$ 28,542
1942	47,045 gals.		13,409 gals.
	\$ 39,630		\$ 21,206
1943	43,506 gals.		34,017 gals.
	\$ 39,607		\$ 28,674
1944	161,553 gals.	1,250 gals.	21,391 gals.
	\$173,490	\$3,875	\$ 53,328

*Calendar year figures.

Fish Liver Oil Committee Assists U.K.

Early in 1941, the Commonwealth decided to make every effort to assist the United Kingdom in its tremendous requirements of vitamin oils to be used to fortify the restricted wartime diet of the people of Britain. To this end there was set up the Fish Liver Oil Committee of the Department of Supply and Shipping, and this body was charged with control of all vitamin fish oils used for medicinal purposes, food fortification and stock feed strengthening. The Committee's purpose was twofold: to reduce normal Australian imports of vitamin oils where possible, thus making more available to the United Kingdom, and to foster the domestic industry as much as possible to make up for the curtailment of imports.

The Fish Liver Oil Committee operated from 1942 until 1946. Throughout its existence it worked closely with the Medical Equipment Control Committee, whose province it was to determine the end use of all the vitamin oils, whether imported or domestic, with a view to their potency and the priority of demand. The oils were used discriminately in medicines, in fortifying margarine and chocolate for the armed forces, and in strengthening the feeding values of poultry feed.

Schnapper Sharks a Delicacy and Source of Oil

The principal sources of supply of oils to the domestic industry are the almost unlimited quantities of schnapper sharks (*Notogaleus Australis*) off the east coast of the continent and in Bass Strait, between the mainland and Tasmania. While the livers of these sharks are not of particularly high potency, the Vitamin A content is sufficient to make oil extraction commercially attractive, especially since sharks are taken any way in these waters for table eating. Actually, the economics of the industry are such that it is not profitable to catch the sharks merely for their livers, and in light of this it is fortunate that the one Australian fish with the greatest potency of oil is at the same time one whose flesh is eagerly sought for food. Prior to 1939, no great attention had been paid to the potentialities of the livers, but late in that year the first extraction plant was established by private interests. With the outbreak of war the industry gained Commonwealth support, and with a combination of private enterprise, government interest, and guidance from the Fisheries Division of the Council of Scientific and Industrial Research, centred at the Marine Laboratory at Cronulla, N.S.W., the industry began to expand its capacity to catch the sharks and process the livers.

The livers represent 10 per cent of the weight of the fish and the industry obtains a 50 per cent extraction, so that the vitamin A oil repre-

sents about 5 per cent of the total weight of the shark. The oil is further fortified by addition of synthetic vitamin D imported from the United Kingdom, and in later war years from the United States.

The industry is not yet the subject of a separate statistical report by the Commonwealth statistician, but the following figures are given by the Fish Liver Oil Committee:

Shark Oil Production

	Weight of livers	*Estimated oil yield
1943	304,485 lbs.	14,165 gals.
1944	346,556 lbs.	16,110 gals.
1945	381,100 lbs.	17,700 gals.

*Based on an average potency of 1500 I.U. of Vitamin A per gram of oil.

Six Companies Process Sharks

Six companies are now engaged in the extraction process, and the principal firms are Australian Fish Derivatives Pty. Ltd. (Melbourne), (a division of Nicholas Pty. Ltd.); Australian Packers Corporation Ltd. (Melbourne), an American subsidiary company; F. H. Faulding Co. Ltd. (Adelaide); Southern Marine Products (Tasmania); and Casimaty Bros. (Hobart). The domestic oil is produced with a carrier base, varying as supplies permit, made of linseed oil, cotton seed oil, peanut oil and even molasses.

The Fish Liver Oil Committee established a price ceiling of 9d. per pound on the shark livers, and with the synthetic vitamin D added, the wholesale selling price of 1000 A 100 D oil became 13s. 6d. per gallon.

Domestic Production Short of Requirements

Australian shark oil was designed to be a substitute for the traditional imports of BP cod liver oil and vitamin oil imports generally. In point of fact, however, the original purpose of the Fish Liver Oil Committee was not achieved. Domestic production of vitamin fish oils was not large enough to make the country independent of imports. Eventually, the Australian production was used solely for fortifying human foods, and for medicinal purposes where high potency oils were required, and imported oils were used to fortify poultry feed and pharmaceutical products where low potency oils were all that was necessary.

A range of high potency concentrates was developed, however, the potencies ranging from 2000 I.U. to 150,000 I.U. Vitamin A per gram. It is now estimated that Australia's total requirements of such concentrates can be supplied by the local industry, and the upper limits of these potencies are constantly being extended. On occasion, there have even been quantities offered for export.

Imports of cod liver oil from Britain, Newfoundland and Norway were greatly curtailed in 1942-43 and 1943-44, but in 1945, the British Ministry of Food was asked to allocate 40,000 gallons which were eventually made available from Newfoundland. Another but smaller allocation was made in 1946.

The figures for Australian imports of "fish, seal and penguin" oils show the results of the effort to reduce imports of other types of vitamin oils. Unfortunately, the Commonwealth statistics do not permit clear distinction (apart from BP cod liver oil) between fish oils brought in for vitamin purposes in pharmaceuticals, for vitamin purposes in fortifying poultry feeds, and fish oils whose end use is simply industrial (such as in the tanning industry, as a lubrication base, or in the paint and varnish trade).

Results of the efforts of the Australian committee can be followed in the trend of imports as illustrated in the table which follows, detailing Australian imports of all fish oils:

Australian Imports of Fish Oils

("British currency values"; year ends June 30)

	Cod liver oil (refined)	Fish (unrefined), seal and penguin	Whale
1936-37	62,787 gals. £12,677	283,232 gals. £ 25,264	72,585 gals. £ 533
1937-38	79,535 gals. £16,541	329,648 gals. £ 32,922 Canada 5,750/£603	60,641 gals. £ 6,840
1938-39	76,846 gals. £16,085	265,731 gals. £ 26,938 Canada 34,552/£2,979	63,468 gals. £ 6,322
1939-40	94,817 gals. £30,123	256,113 gals. £ 40,016 Canada 59,174/£7,789	148,678 gals. £16,698
1940-41	55,638 gals. £35,764	142,093 gals. £ 25,533 Canada 81,667/£12,297	142,767 gals. £18,967
1941-42	30,282 gals. £11,483	118,371 gals. £ 25,320 Canada 91,394/£16,289	258,066 gals. £35,888
1942-43	1,800 gals. £ 1,759	43,555 gals. £ 17,397 Canada 43,480/£12,875	178,273 gals. £163,838
1943-44	2,125 gals. £ 2,085	89,314 gals. £ 34,135 Canada 89,101/£30,746	45,188 gals. £ 7,128
1944-45	42,368 gals. £32,831	147,073 gals. £ 90,351 Canada 141,335/£57,614	146,178 gals. £26,530

Fish Oil Imports Decrease

However, the statistics do reveal an overall reduction of "fish, seal and penguin oil" imports during the war years, and particularly during the life of the Fish Liver Oil Committee. By comparison with the more explicit Canadian statistical groupings in the table of Canadian exports of fish oils to Australia, it will be noted that the pilchard oils (used in poultry feeds) retained a fairly steady market, while the "other fish oils" (including halibut liver oil, soupfin oil, black cod oil, ling cod oil, tuna oil) all of which are used in pharmaceuticals, showed a definite decrease.

A slight recovery was made in 1943 and 1944, but due to import restrictions and the shortage of dollar exchange, the sterling bloc countries received the greatest benefit. A very large proportion of the continued Canadian exports of fish oils to Australia during the war were made under Mutual Aid. The explanation was that the purchases were needed to maintain egg production, through the fortification of poultry feed, and therefore were essential as a war measure.

Industry Aims at Self-sufficiency

The local industry can handle the medicinal and pharmaceutical market and is making efforts to move into the market for poultry and stock feeds. With the cessation of war-created demand for food fortification of margarine and chocolate for the armed forces, including the American troops based in Australia, the local industry may make substantial gains in the stock feed market. The outlook for Canadian sales is cloudy by the presence of import restrictions (fish oils are not prohibited entirely, but are under administrative control) and the desire of the Commonwealth to conserve

dollar exchange. To this must be added the avowed determination to expand the domestic industry. But imports will come in, and Canada is fortunate to have an historical pattern of trade. Tariff duties remain as before the war, and under the terms of the trade agreement in force between Canada and Australia, imports of fish oils from Canada are subject to the British Preferential Tariff rates.

Decrease in French Coal Imports Reduces Industrial Production

Imports necessary to meet total requirements—Only 5,100,000 tons imported in 1945 as compared with prewar average of 24,500,000 tons—Domestic production of over 49,000,000 tons in 1946 exceeds that in 1938 of 46,500,000 tons—Reconstruction and industrial recovery retarded by shortage—Most coal companies nationalized—Subsidy removal causes price rises.

By Yves Lamontagne, Commercial Secretary, Canadian Embassy

(Quantities in metric tons)

Paris, January 13, 1947.—France is relatively poor in coal resources. The deposits are mediocre, sparsely located, of small thickness, irregular and often inclined. Mining is difficult, and it is not often possible to utilize machinery capable of a high yield similar to the American type. With the machinery at present in use, the daily output per miner in the bottom of the French pits is about one-quarter that of the miner in the United States. The war has had an adverse effect on coal mining in France, the yield having fallen considerably as a result of the aging of equipment, which must be modernized.

Daily Output Per Miner Exceeds Prewar Average

Since the liberation of the country, considerable efforts have been made to increase output, and, thanks to the utilization of German prisoners of war, output at the beginning of 1946 exceeded that of 1938. At the end of November, 1946, the daily output was 2,138 pounds per miner in the bottom of the pits, compared with 2,466 pounds in 1938. The number of workers in the pits was 219,160 at the end of November last, as against 196,500 in November, 1945, and 162,000 in 1938. About 43,800 prisoners of war were employed at the end of November, 1946. France is likely to repatriate most of the war prisoners during 1947, and their replacement will be difficult.

Necessary to Import Large Quantities to Meet Demand

Domestic production will always remain considerably below domestic consumption as France imported from 30 to 40 per cent of its total consumption of coal before the war, the main suppliers being Great Britain, Belgium and Luxemburg, Holland and Poland. During the war, the stoppage of imports brought about a material reduction in France's industrial production. During 1946, imports from Great Britain fell gradually from 124,661 tons in January to 3,597 tons in November. This compares with a monthly average of 539,000 tons in 1938. Fortunately, the United States has come to France's help since the liberation. Imports of American coal,

after rising to a peak of 679,992 tons in August, fell below 400,000 tons monthly during the last quarter of the year. Before the war, the United States made no shipments of coal to France. France is very dependent upon Germany for supplies at the present time.

In 1929, French production totalled 55 million tons. Imports reached 36.3 million tons and exports amounted to 4.2 million tons. From 1935 to 1938, local output averaged 46.5 million, imports 24.5 million, and exports 1.2 million tons respectively. In 1944, local production totalled 26.6 million tons, and imports only 3.6 million tons. In 1945, the figures were respectively 35.1 and 5.1 million tons. During 1946, local output totalled over 49 million tons, an increase of 4 per cent over 1938.

Consumption in 1938 and 1945

France's consumption of coal during 1938 and 1945 was distributed as follows, in million tons (1945 in parentheses): industry, 29.1 (9.9); domestic heating, 13.7 (3.4); railways, 9.8 (7.7); central electric power stations, including mine centrals, 4.7 (3.8); gas plants, 3.7 (3); consumption at the mines, including miners' use, 5.9 (5.9); navigation, 0.9 (0.3).

Reduce Allocations in December

The allocation of 5,561,000 tons, planned for the month of December, 1946, which totalled 110,000 tons less than in November, was based on the following estimated supply situation: local output of merchantable coal (in thousand tons), 4,176; from stocks, 50; gas coke, 160; imports, 1,175. After deducting sales to coke producers and utilization of lower grades (208), and consumption at the mines (655), this left 4,698 to be allocated as follows: production of power (electricity 720, gas 370, fuels 12); production of raw materials (siderurgy 750, miscellaneous 342, building materials 228, iron mines 3); transportation (national railways 800, other 71); manufactures (textile 207, machinery 145, paper 69, miscellaneous 21, armaments 16, leather 12); consumption (heating 465, miscellaneous 500); exports 50.

Consumption of coal in industry was distributed approximately as follows in 1938 and 1945, in million tons (1945 in parentheses): total, 29.1 (9.9); siderurgy and metallurgy, 10.8 (2.7); manufactures of machinery, 1.1 (0.9), of chemicals 2.6 (1.3), of textiles 3.7 (0.8), of leather 0.5 (0.1) and of polygraphy 2.3 (0.3); building materials, 3 (1.1); foodstuffs industries, 3.1 (1.4); miscellaneous industries, 2 (1.3).

Industry is Hard Hit by Coal Shortage

A number of industries are still very parsimoniously supplied with coal. In 1945 siderurgy, a key industry, received less than one-fourth of the 1938 allotments. The shortage of coal is keenly felt in French industry, and this retards reconstruction and industrial recovery. During the last quarter of 1946, imports were short of expectations by over 1,000,000 tons, and measures had to be taken to reduce consumption by the closing of certain non-priority factories at the end of the year, by reducing electrical and gas consumption as from December 15, while a reduction of 21 per cent in the passenger train mileage was to be put into effect on January 6, 1947.

Under a general five-year plan of national production, made public on November 26 last, the following goals have been set for domestic coal production (in million tons): 50 for 1946; 55.5 for 1947; 59 for 1948; 62 for 1949, and 65 for 1950.

Large Coal Concerns Nationalized

The decrees of December 13, 1944, and October 12, 1945, provided for state administration of the coal mines in the departments of the Nord and Pas-de-Calais, which produce two-thirds of all the French coal. The properties of all the coal companies in France, with the exception of a number of very small concerns, were nationalized by a law of April 26, 1946, under an organization called the "Charbonnages de France".

Prices Rise as Subsidy on Domestic Coal Removed

The coal mines have been operated at a loss, and production has been subsidized. As a result of the general increase in wages granted during the summer of 1946, the price of coal at the mines was raised by 50 to 130 francs per ton in August, the schedule of prices for various grades of screened coal, ranging from 1,440 to 1,650 francs per ton (\$11 to \$12.50 per short ton), retail prices in Paris, delivered to consumer, being about 100 per cent higher. At the beginning of November last, retail prices in Paris for the better grades ranged from 2,709 to 3,445 francs per ton for coal in less than two-ton lots (\$21.60 to \$26.10 per short ton); coke, 2,544 to 2,874 francs; briquettes, 2,917 francs, and ungraded, 2,438 francs. Subsidies on local and imported coal totalled 15.5 billion francs in 1945. It was estimated, in September last, that subsidies for 1946 would be about the same, including 5.7 billion francs (\$47,500,000) for domestic coal.

The Interim Government decided, during the second half of December last, to remove the subsidy on French coal, but to keep it on imports. It was estimated that this would increase the price of coal at the mines by 20 to 25 per cent.

Letters May Now Be Sent to Japan

Effective immediately, letters not exceeding one ounce in weight will be accepted for transmission to Japan. Business communications of a non-transactional nature, limited to the ascertainment of facts and exchange of information may also be mailed. The transmission of documents such as birth, death or marriage certificates, wills, legal notices, etc., is permitted. Letters and postcards may be written in English, Chinese, Japanese, French, Korean, Russian, Spanish and Portuguese. The enclosure of checks, drafts, securities, currency or other financial instruments is prohibited.

(Editor's Note—The substance of this release is that Canadian importers interested in obtaining Japanese goods will now be enabled to ascertain facts by preliminary negotiations pertaining to the products they wish to import from Japanese manufacturers or individuals. The resumption of private trade is not yet permitted and the actual closing of any transaction must still be confined to the Canadian Commercial Corporation, No. 2 Temporary Building, 70 Lyon Street, Ottawa. Private transactions cannot be completed through any other medium. This is the same procedure that also pertains to Germany.)

White Leghorn Cockerels Shipped to Southern Rhodesia

Twelve white leghorn cockerels from Winnipeg were shipped from Saint John last month aboard the Elder Dempster cargo liner *Cargill*, en route to Southern Rhodesia.

Wheat Flour Ranks High Among Principal Canadian Exports

Ratio of wheat to flour shipments now two to one, as against seven to one in 1939—Primary products still predominate in foreign trade figures—Survey shows price of exported goods 90 per cent higher than in 1939.

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

WHEAT flour now ranks high among the products exported by Canada to other countries, being exceeded in value during the past year only by newsprint paper and wheat. The ratio of wheat to flour shipments in 1939 was seven to one. By 1945, the figures were five to one. Statistics recently compiled indicate that the ratio for 1946 was two to one, or that one-half as much wheat left Canada in the form of flour as in the form of grain. This situation has contributed materially to the expansion of the Canadian flour-milling industry.

There are in this Dominion a total of 178 mills capable of producing wheat flour, of which 83 are in Ontario, 35 in Alberta, 30 in Saskatchewan, 23 in Manitoba, four in Quebec, two in British Columbia and one in Prince Edward Island. Many of these mills estimate they could maintain their rated daily capacity for 300 days or more each year. The average is in the vicinity of 285 days, which represents an output of 27,675,000 barrels of 196 pounds per annum. Production during the twelve months of last year totalled 27,375,000 barrels, which approaches closely the average capacity of the Canadian mills. Figures for 1945 and 1944 were 25,059,218 barrels and 24,265,594 barrels respectively. The output in each of these years is approximately double that of 1938. Total exports of 14,984,287 barrels in 1946 exceeded 50 per cent of the production.

Canadian wheat flour was shipped to no less than seventy-four countries during 1946, providing nourishment for a larger number of people. Exports during the year were valued at \$126.7 million, of which the following countries secured flour valued at more than one million dollars: United Kingdom, \$53.2; South Africa, \$4.0; British Guiana, \$1.4; Jamaica, \$5.2; Trinidad, \$4.4; B.W.I. (other), \$2.1; Hong Kong, \$1.8; Newfoundland, \$4.0; Brazil, \$5.6; China, \$9.1; Egypt, \$4.2; Germany, \$2.6; Greece, \$1.4; Italy, \$4.1; Norway, \$3.1; Philippine Islands, \$5.9; and Venezuela, \$2.7.

Aggregate Value of Wheat and Flour Exports Down

While wheat and wheat flour continued to occupy a leading role in the export trade of Canada, the aggregate value of shipments during the year under review was lower than in 1945. This decrease was due in large measure to the abnormally low inventory position during the early part of the year. In fact, relatively little wheat was available for shipment last summer and until grain harvested last autumn reached the seaboard. In previous years, wheat exports were normally sustained during the summer and early autumn by accumulated inventories.

Primary Products Still Predominate

Products of Canadian farms, forests, fisheries and the mining and metallurgical industries continued last year to dominate the export field,



Canadian wheat flour, purchased by UNRRA for distribution to the Italian people, being unloaded in Naples. Shipments to Italy during the first eleven months of 1946 were valued at \$3,990,919, and the quantity amounted to 502,318 barrels.

UNRRA Photo

as before the war. Of the first ten principal commodities listed below, nine are classed among products of the great primary industries, upon which Canadian export trade has traditionally been based. This continued preponderance of primary products has been maintained despite the expansion of industrial facilities during the period of hostilities.

Newsprint paper was the largest single item in export value, reflecting the enormous world demand for this product. Much of the increase can be attributed to higher prices. Although the dollar value was more than $2\frac{1}{2}$ times that of 1939, actual shipments of newsprint were only 50 per cent greater than in 1939.

Price Changes Should be Considered

Price increases should be taken into consideration when comparing the values of exports during 1946 with those of previous years. With few exceptions, the prices of the principal export commodities have shown substantial advances. Dollar value is not, therefore, an entirely satisfactory method of making comparisons and determining the difference in volume

of commodity trade. A survey of the principal export items, which covers 65 per cent of the total value of Canada's exports in 1946, reveals that a general price increase of approximately 90 per cent over corresponding items in 1939 was recorded. Two important exceptions are aluminum and nickel, the price of which has fallen during the seven-year period.

Rolling Stock and Ships Among Leading Items

Several items appear in the following list of important export items that left Canada in negligible volume before the war. Exports of locomotives and railway cars were valued at \$53.3 million last year, as compared with only \$400,000 in 1939. This condition can be attributed in part to the destruction of foreign rolling stock during the war and the heavy demand for replacements. The shipbuilding industry was materially expanded during the period of hostilities, and exports of ships valued at \$18.8 million last year, compared with only \$500,000 before the war. The combined value of three food products was: eggs, canned meat and fresh beef and veal, rose from \$1.6 million in 1939 to \$81.1 million in 1946. The new demand for these products has contributed substantially to the development of Canadian agriculture and industry.

Principal Canadian Domestic Exports

	1946	1945	1939
	(Millions of Dollars)		
1. Newsprint paper	265.8	179.5	115.7
2. Wheat	250.3	475.8	109.1
3. Wheat flour	126.7	97.9	16.4
4. Planks and boards	125.4	98.9	48.8
5. Wood pulp	114.0	106.1	31.0
6. Fish	86.5	80.2	27.7
7. Automobiles, trucks and parts	78.3	300.6	25.5
8. Bacon and ham	66.4	96.5	32.7
9. Aluminum	56.0	133.6	25.7
10. Nickel	55.2	54.8	57.9
11. Locomotives and railway cars	53.3	45.9	0.4
12. Copper	37.0	40.9	40.2
13. Fertilizers	32.1	30.4	9.2
14. Raw furs	30.9	28.5	14.1
15. Whisky	29.7	23.0	7.9
16. Farm implements and machinery	28.9	20.2	7.0
17. Pulpwood	28.7	23.9	11.9
18. Zinc	27.8	20.4	9.9
19. Fresh beef and veal	27.2	37.8	0.5
20. Canned meats	27.1	21.8	0.8
21. Eggs	26.8	44.1	0.3
22. Asbestos	24.5	22.2	14.4
23. Cheese	21.9	27.9	12.2
24. Electrical apparatus	20.9	61.0	3.2
25. Ships and vessels	18.8	15.6	0.5

Canadian Exports, by Commodities

	December 1945	December 1946	January-December 1945	January-December 1946
	(Thousands of Dollars)			
AGRICULTURAL AND VEGETABLE PRODUCTS..	83,937	57,023	819,445	578,488
Fruits	518	2,964	13,905	15,124
Fruits, fresh	398	2,588	10,060	12,707
Apples, fresh	348	2,567	3,457	9,282
Fruits, dried	10	23	1,172	59
Apples, dried .....	....	23	1,160	35
Fruits, canned	92	214	1,566	1,910
Fruit juices and fruit syrups	18	138	1,107	450
Nuts	5	3	229	46
Vegetables	1,070	1,228	17,596	13,754
Vegetables, fresh	427	416	8,829	4,370
Potatoes (except seed)	90	144	5,710	1,672
Vegetables, dried	334	4	5,507	3,350
Vegetables, canned	149	784	2,118	5,434
Pickles, sauces and catsups	161	24	1,143	601

Canadian Exports, by Commodities—Continued

	December 1945	December 1946	January-December 1945	1946
AGRICULTURAL AND VEGETABLE PRODUCTS—Con.				
(Thousands of Dollars)				
Grains	63,724	33,685	556,995	295,030
Barley	68	2,369	24,101	9,688
Wheat	58,798	24,231	475,787	250,306
Milled products	7,888	7,961	106,666	135,294
Flour of wheat	7,404	7,250	97,855	126,733
Prepared foods and bakery products...	159	237	2,442	3,009
Biscuits and bread	16	28	973	286
Cereal foods, prepared	77	104	774	919
Farinaceous products, other	606	394	5,010	7,402
Vegetable fats, edible	142	143	1,519	1,872
Sugar and products	282	464	11,040	4,120
Sugar (refined)	3	.....	2,631	127
Vegetable products, other, mainly food.	129	273	2,498	3,623
Beverages, alcoholic	2,883	2,767	29,405	36,296
Ale, beer and porter	394	314	4,971	4,502
Beverages, distilled	2,471	2,450	24,317	31,745
Whisky	2,241	2,412	22,977	29,650
Wines	17	3	118	49
Balsam	3	3	44	53
Oil cake and oil cake meal	19	.....	55	58
Oils, vegetable, not edible	474	308	2,836	3,475
Linseed and flaxseed oil	474	298	2,762	3,197
Plants, shrubs, trees and vines	11	11	116	235
Rubber	1,593	2,407	31,328	22,477
Pneumatic tire casings	273	386	11,568	5,222
Inner tubes	35	66	1,108	745
Seeds	2,740	1,937	17,338	13,228
Seed potatoes	897	1,093	5,465	5,260
Tobacco	318	1,159	8,085	6,446
Tobacco, unmanufactured	187	1,029	6,723	5,892
Vegetable products, other, not food....	1,372	1,081	12,337	16,946
Hay	557	317	2,620	3,318
ANIMALS AND ANIMAL PRODUCTS.....	42,038	30,531	398,063	358,473
Animals, living	1,066	1,380	15,845	23,198
Cattle (except for stock)	572	756	7,096	10,998
Bones, horns and hoofs	53	35	363	383
Fish and fishery products, n.o.p	6,171	5,665	80,226	86,486
Fish, fresh and frozen	2,954	2,451	44,232	41,463
Fish, dried, salted, pickled, smoked ..	1,088	1,161	11,791	13,808
Fish, canned or preserved	2,103	2,022	23,865	30,428
Furs	6,330	2,266	29,572	32,291
Undressed furs	6,279	2,196	28,521	30,928
Hair and bristles	89	99	989	1,251
Hides and skins, raw	190	37	558	1,647
Leather, unmanufactured	400	648	4,004	7,656
Leather, manufactured	455	473	3,748	9,282
Meats	19,771	16,091	166,974	128,936
Bacon, hams, shoulders, sides	8,963	8,208	96,493	66,389
Milk and products	5,076	2,049	43,257	34,923
Butter	224	192	2,236	2,003
Cheese	2,710	1,302	27,909	21,948
Animal oils, fats, greases and wax ..	136	181	5,201	2,402
Animal products, other	2,301	1,606	47,326	30,018
Eggs in the shell	773	1,192	16,823	15,963
Eggs, processed	1,191	69	27,297	10,809
FIBRES, TEXTILES AND TEXTILE PRODUCTS.	4,659	3,916	56,881	53,760
Cotton	754	1,140	10,141	10,551
Cotton fabrics	315	806	5,066	5,564
Flax, hemp and jute	85	67	1,682	2,449
Fibre and tow	72	17	1,371	1,573
Wool	2,765	486	19,559	18,945
Raw wool	297	121	3,743	1,466
Artificial silk	409	973	8,961	8,293
Fabrics, artificial silk	252	463	1,644	2,940
Fibres and textiles, other	646	1,250	16,538	13,522
WOOD, WOOD PRODUCTS AND PAPER.....	41,607	61,808	488,040	625,591
Wood, unmanufactured	14,394	22,116	168,696	209,885
Logs	135	109	2,213	2,480
Planks and boards	8,642	14,924	98,935	125,391
Timber, square	203	16	1,060	802
Shingles	523	1,465	8,001	11,211
Pulpwood	1,201	1,343	23,882	28,731

Canadian Exports, by Commodities—Continued

	December 1945	December 1946	January-December 1945	January-December 1946
WOOD, WOOD PRODUCTS AND PAPER—Con.				
Wood, manufactured	9,029	10,984	111,209	121,992
Wood pulp	8,620	10,224	106,055	114,021
Paper	17,699	28,221	203,012	287,438
Newsprint paper	15,840	25,697	179,451	265,792
Books and printed matter	484	487	5,124	6,276
IRON AND ITS PRODUCTS.				
Iron ore	17,340	16,728	555,090	227,473
Ferro-alloys	433	1,119	14,925	9,485
Pigs, ingots, blooms, billets	134	181	4,506	3,328
Scrap iron	25	14	387	166
Castings and forgings	86	215	6,389	2,005
Rolling mill products	270	861	10,189	7,528
Pipes, tubes and fittings	171	63	3,096	1,082
Wire	145	51	2,661	725
Chains	17	7	230	158
Engines and boilers	2,559	3,273	22,654	28,764
Farm implements and machinery	1,971	1,787	20,196	28,662
Hardware and cutlery	285	300	4,077	4,176
Machinery (except agricultural)	1,035	1,859	19,869	15,535
Stamped and coated products	16	9	272	331
Tools	110	137	2,042	1,145
Vehicles, chiefly of iron	9,590	6,414	351,880	112,077
Automobiles, freight	2,086	2,517	206,730	43,201
Automobiles, passenger	3	1,715	66	13,993
Automobile parts	837	1,463	93,852	21,110
Iron products, other	492	347	89,156	7,953
NON-FERROUS METALS & THEIR PRODUCTS				
Aluminium	19,105	24,182	352,546	247,810
Bars, blocks, ingots, blooms	2,202	4,068	133,567	56,030
Brass	1,659	3,264	121,779	49,147
Bars, ingots, rods, strips, sheets, etc.	251	207	4,363	3,373
Copper	38	22	2,430	615
Ingots, bars, cakes, slabs, billets....	5,794	5,447	40,860	37,005
Rods, strips, sheets, plates, tubing....	5,299	4,028	32,098	27,463
Lead	41	839	1,956	4,826
Nickel	596	1,525	9,177	16,846
Precious metals (except gold)	3,357	4,639	54,778	55,205
Zinc	1,173	1,809	17,200	21,469
Clocks and watches	3,183	4,177	20,373	27,769
Electrical apparatus	86	112	912	1,261
Radio and wireless apparatus	1,288	1,477	60,957	20,939
Printing materials	885	105	35,949	9,218
Non-ferrous metals, other	1	8	24	41
Cobalt alloys	1,175	714	10,335	7,873
Cadmium	22	25	1,247	345
Selenium and salts	50	67	385	694
Cobalt alloys	130	96	843	1,261
NON-METALLIC MINERALS AND PRODUCTS.				
Asbestos	3,899	5,661	59,555	57,361
Asbestos milled fibres	1,418	2,338	22,184	24,473
Clay and products	1,016	1,471	15,858	16,216
Porcelain insulators	60	76	627	1,052
Coal and products	30	27	286	443
Coal	624	885	7,033	7,365
Coke	377	755	5,304	5,946
Glass and glassware	72	100	808	783
Graphite	42	69	546	1,158
Mica and products	11	8	124	143
Petroleum products	14	7	305	207
Gasoline	622	495	11,252	4,622
Stone and products	203	16	8,255	1,275
Abrasives, artificial, crude	1,007	1,576	14,509	15,586
Non-metallic minerals, other	760	1,191	11,741	11,727
Carbon and graphite electrodes.....	100	207	2,974	2,755
Carbon and graphite electrodes.....	16	27	840	498
CHEMICALS AND ALLIED PRODUCTS				
Acids	5,866	5,620	111,318	67,589
Alcohols, industrial	140	213	2,830	2,060
Cellulose products	11	1	5,375	108
Toilet preparations	6	19	133	253
Medicinal and proprietary preparations	107	130	1,745	805
Explosives	216	387	5,740	5,343
Fertilizers	55	...	29,247	264
Paints and varnishes	3,259	2,383	30,428	32,108
Soap	290	458	3,973	4,407
Soap	317	122	3,974	2,103

Canadian Exports, by Commodities—Concluded

	December 1945	December 1946	January-December 1945	January-December 1946
	(Thousands of Dollars)			
CHEMICALS AND ALLIED PRODUCTS—Con.				
Inorganic chemicals, n.o.p.	719	661	12,685	8,570
Calcium compounds, n.o.p.	246	137	4,027	2,813
Soda and sodium compounds.....	366	409	5,420	4,414
Chemical products, other	747	1,244	15,187	11,567
MISCELLANEOUS COMMODITIES				
Amusement and sporting goods	16,375	6,433	377,391	95,672
Brushes	74	191	1,086	1,802
Containers, n.o.p.	80	140	890	1,143
Household & personal equipment, n.o.p.	73	229	1,534	2,620
Pens, pencils and parts	442	1,028	4,189	7,485
Refrigerators, electric	155	536	1,472	2,853
Mineral and aerated waters	1	33	15	83
Musical instruments .....	.....	.....	2	42
Scientific and educational equipment .	8	44	141	286
Films	332	185	9,658	3,105
Ships and vessels	290	148	2,309	2,510
Vehicles, n.o.p., chiefly aircraft.....	2,780	675	15,591	18,822
Paintings	821	1,387	108,171	9,885
Miscellaneous commodities, other	1	16	37	63
Cartridges	11,762	2,540	236,092	50,418
Electrical energy	46	25	174,772	694
	558	415	7,574	7,070
*Total domestic exports	\$ 234,826	\$ 211,903	\$3,218,330	\$2,312,215

*December totals include exports of items mainly for war purposes such as tanks, military vehicles, shells, guns, metals, explosives, aircraft. Red Cross supplies and Canadian army stores valued at \$42,000 in December, 1946, and \$42,472,000 in December, 1945. The percentage of war materials in other items cannot be ascertained.

New Zealand Issues Regulations Governing Disposition of Pelts

First auction of current crop of pickled sheep and lamb skins to be held on February 19 in Wellington—Sales effected by New Zealand Wool Brokers' Association.

By P. V. McLane, Commercial Secretary for Canada

Wellington, January 30, 1947.—Sheep and lamb skins will be sold by auction on February 19, the pelts being offered for sale by the New Zealand Wool Brokers' Association, acting as agent for the New Zealand Pelt Controller. Proposed regulations governing the disposition of the current crop of pickled pelts are as follows:

(a) Disposition will be under the direction and control of the New Zealand Pelt Controller, who shall be the general manager of the New Zealand Producers' Board.

(b) All pelts, other than those reserved by agreement with the United Kingdom, must be sold at auction.

(c) All sales will be held in Wellington.

(d) Sales made to the United Kingdom Government, under agreement with the New Zealand Government, may be made through the normal channels of trade. Pelt brokers, acting as agents for United Kingdom purchasers, shall pay to the vendors the ceiling prices ruling at June 30, 1946, and the balance of the proceeds to the New Zealand Government Marketing Department for the credit of the meat industry stabilization account.

(e) Pelts are to be offered for sale f.o.b. port presently used for shipment.

(f) Goods will be received at prices per dozen for each complete parcel, and minimum rises on bids shall be one penny per dozen.

(g) The proportion of pelts reserved for the United Kingdom Government shall be set aside at each and every works from a straight run of production, in the ratio that this proportion bears to the total packed at any time.

(h) Pelts, other than those set aside for the United Kingdom Government, shall be packed in parcels—sheep and lambs separately—the maximum size of which shall be as close as practicable to 1,000 dozen for sheep pelts and 2,000 dozen for lamb pelts. Each parcel shall also be as near as practicable to a straight run of production.

Silver Fox Skins are Featured at London Fur Auction Sales

Silver fox featured at January sale of Hudson's Bay Company—Majority of 19,142 skins from Norway—Seventy per cent of 11,041 mink pelts sold for 22·5 per cent lower than price obtained at sale in October, 1946—More than \$6,000,000 worth of furs in February 2 auction.

By A. E. Bryan, Commercial Counsellor for Canada

London, January 21, 1947.—Silver fox skins featured the January fur auction sales, according to a report of the Hudson's Bay Company. A total of 19,142 skins was offered, of which about 70 per cent were fresh season skins, and the majority of Norwegian origin.

Attendance of buyers at the opening of the sale was good, and bidding throughout the sale was brisk for the better qualities. The best demand was for the better grades, competition being more limited for the medium and lower grades. In comparison with the fresh goods offered in December, 1946, prices throughout the sale were unchanged, which, in view of the present market condition, is considered satisfactory.

The collection of 1,192 platina fox pelts consisted of some desirable fresh skins and also those skins remaining unsold from last season. Demand for the fresh skins was good and prices obtained were firm. Demand was strongest for the best qualities and skins with good character, and a large percentage of the fresh offering was sold. Stale skins were once again neglected.

Hold Special Sale of Mink Pelts

A special sale of 11,041 mink was held on January 8. For the opening, there was an excellent attendance of buyers. The offering consisted almost entirely of fresh mink, the majority of which were of Canadian or American origin. Competition throughout the sale was good and 70 per cent of the offering was sold at a decline in price of 22·5 per cent compared with the company's sale last October. Prices obtained were satisfactory indeed and this sale, the first of its kind held since before the war, was a success.

More than \$6,000,000 worth of furs were placed on the auction block in a second sale on February 2. Dyed Persian lamb, beaver, mink, ermine, as well as cheaper varieties of furs were offered.

United States Wartime Production Causes Shifting of Industries

All sectors of economy participated in industrial expansion but not evenly distributed—Changes in regional pattern not significant—Shifts more apparent in cities—Follow prewar pattern—Many new industrial areas developed—May permanently influence postwar economy.

By B. J. Bachand, Assistant Commercial Secretary, Canadian Embassy

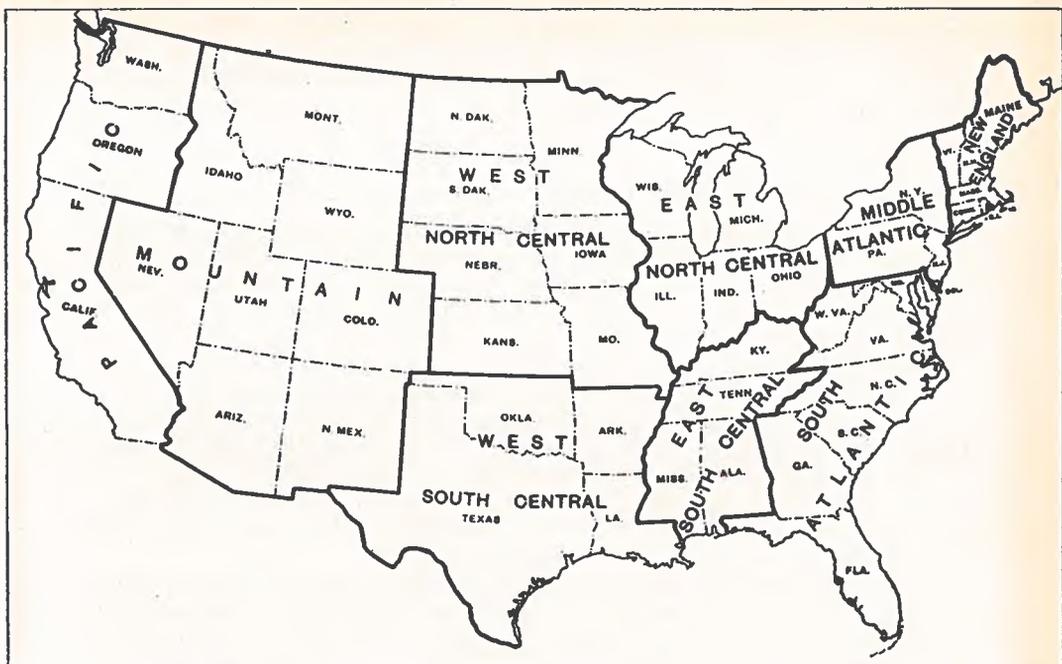
Washington, February 5, 1947.—The well-known expansion of war production in the United States, achieved through conversion and expansion of industrial capacity, has somewhat altered the structure of manufacturing and modified the comparative industrial importance of different regions.

The major regional effects of war production in the United States can be described as follows:

1. Concentration in the historical northeastern manufacturing section of the bulk of war orders and war facilities and, significantly, the allocation of a high proportion of easily convertible plants to this region.
2. Acceleration of the industrial development of the western Gulf Coast section, the Tennessee Valley, and California—areas which even before the war were growing comparatively rapidly. Industrialization of the Tennessee Valley, with considerable specialization in basic metals and chemicals, is well represented by the expansion of its aluminum industry.
3. Rapid expansion of production in the Pacific region. This growth, highly concentrated in ships, planes, and basic metals, represents the most important departure from the prewar geographic pattern of industry.
4. Introduction of large manufacturing operations into the agricultural areas of the Central West.
5. Expansion of the shipbuilding and explosives industries in most of the southeast area.
6. Accelerated industrial expansion of the Gulf Southwest, including the development of many new branches of production, such as synthetic rubber, tin smelting, magnesium and steel.
7. The normal concentration of war production in metropolitan areas, which has resulted in a significant movement of population out of rural areas.

Expansion Not Evenly Distributed

All sectors of the economy and all regions of the country participated in the unprecedented expansion of the last five or six years, but that expansion has not been evenly distributed. There have been some shifts of greater or lesser importance, from non-manufacturing to manufacturing activities, from certain industries and certain regions to others. These shifts, however, were only relative because they did not involve cutting production in some sectors of industry below prewar levels, although they have indicated an unusual growth of other sectors more favoured by wartime production.



Regional Changes Not Very Significant

On the other hand, the regional pattern of industrial output has not been affected as deeply as might be expected by war production. In fact, the changes, though not negligible, and much more pronounced than in any equally long peacetime period, have not been very significant on a regional basis. They have, in general, merely accelerated trends in operation before the war rather than reverse old trends. While the Pacific States made the most striking advance, the centre of manufacturing in the United States has remained where it was, that is, in the Northeast and North Central States. Throughout the whole country, the seventeen leading industrial states, which had 79 per cent of all manufacturing employees in 1939, had increased 1.5 per cent only at the peak of war production in the spring of 1944. Taking only the five leading states, New York, Pennsylvania, Ohio, Illinois, Michigan, they still accounted for 43 per cent in 1944 as against 45 per cent in 1939.

California Has Greatest Increase

California showed the most significant example of increase. The number of its manufacturing employees grew from 381,000 to more than 1,000,000. This involved the addition of fully 400,000 more workers to the industrial labour force than if California's industrial expansion had no more than kept pace with the rest of the United States.

Shifts More Pronounced on City Basis

On a city basis, the shifts are somewhat more pronounced. The most important examples are Los Angeles, San Francisco, Seattle, Houston, Dallas, Fort Worth, Kansas City, Wichita, Norfolk, Tampa, Miami, and Boston. These cities owed their advance to newly constructed or expanded shipyards and aircraft assembly plants, within or near their borders.

The moderation experienced in regional shifts with respect to industrial output and employment is explained by the fact that new facilities could generally be most readily built in old established industrial areas which were amply provided with manpower, transportation facilities, housing, public utilities, and all the other services without which industry cannot function.

Changes Consistent With Trends

On the whole, such changes as have occurred in the past six years were already foreshadowed before the war and have been consistent with trends experienced during the last twenty to thirty years. The only abrupt change from these trends is represented by the unusual development in the Pacific States. For many years prior to the war, there had been a tendency for manufacturing operations and for total population to shift toward coastal regions, with the Great Lakes area taking the lead, as compared to a relatively low rate of growth in parts of New England and the Middle Atlantic States. During the war, this tendency of manufacturing to shift to the edges of the country turned towards the Pacific States and the coastal parts of the Gulf States, while few states of the Atlantic Coast—with the exception of Maryland and Connecticut—have increased their share of the country's manufacturing employment.

The districts on or near the Lower Great Lakes constitute a heavy industrial area, most of the country's steel, heavy machinery, transportation equipment, and electrical machinery having been produced in this western part of the manufacturing belt. In the densely populated district along the North Atlantic Coast, there has been a significant specialization in printing, clothing, shoes, certain other soft goods, and food products. In the southern manufacturing belt, the dominant industry has been textiles, furniture and wood products. In California's industrial belt there was, before the war, a high share of the nation's output of food products, petroleum products, ships and airplanes.

Within the non-manufacturing parts of the country, factory operations consisted mostly of rough processing of agricultural and mineral products; in the Rocky Mountain States, metal mining industry and food processing; in the Gulf Southwest, petroleum refining. In those parts of the country where manufacturing is of only minor significance, a large proportion of the manufacturing workers are usually engaged in small-scale production of consumer goods for local markets, such as bread and bakery products, printing and publishing, clay and stone products.

Prewar Movements of Industries

During the prewar years, several shifts occurred in the locational pattern of certain industries, resulting mainly from differences in labour costs, changes in sources of raw materials and shifts in markets. The southeast area has attracted several industries through its lower cost of labour: cotton textiles from New England; furniture from the Great Lakes area; hosiery, as well as silk and rayon goods from the Middle Atlantic States. With regard to changes in sources of raw materials, the depletion of forest resources in the Eastern States led to a shift of many of the processing-of-wood industries to the Pacific Northwest. Shifts in markets have resulted in the movements of steel works and rolling mills into Michigan and the Baltimore area; the shift of hardware from Connecticut to Michigan; the shift of glass from Pennsylvania to Michigan and Ohio; and the shift of rubber tire production from Ohio to Michigan, Alabama, and Pennsylvania. These movements, of course, were related to the growth of the automotive industry.

Wartime Changes Follow Prewar Pattern

Many of the regional changes in the distribution of industries occurring during the war have been in line with prewar movements. Some industries have continued to shift from the North Atlantic States to the south and southwest. Examples are textiles, chemicals and paper, although Massachusetts and Maine remain very important textile centres. In the case of the automobile industry, it has become, during the war, even more concentrated in the Great Lakes area than ever before. The growth of the machine tool industry has been somewhat more rapid in New England than elsewhere. In one important instance, petroleum refining, the Gulf Southwest has continued, during the war, to lose in relation to other regions.

On the other hand, two industries have shown a reversal of the prewar increase in concentration in the Great Lakes region. These are electrical machinery, which has shifted significantly to the Middle Atlantic States; and heavy iron and steel, which has shown a tendency to shift to the west and south.

New Industrial Areas Developed

As a result of the wartime expansion, many prominent new industrial areas have been developed. Perhaps the most notable example is in the Great Plains, where several important aircraft centres were built. Explosives and ammunition plants have also gone into that region. Another example is the location of a number of aluminum reduction plants in the Pacific Northwest. Indeed, the concentration of new aluminum capacity in that region has drastically altered the local industrial structure, in part by reducing the prominence of the lumber industry. A young industrial area, grown rapidly during the war, is the Texas-Louisiana Gulf Coast area, in which a variety of chemical and metal facilities have been constructed. Many important shipbuilding centres have been created on the South Atlantic and Gulf Coasts.

For the new industries developed during the war, the locational pattern has sometimes been shaped by relation to similar prewar industries; sometimes by location of raw materials. The electronics and related communication equipment industries have developed usually in connection with other electrical equipment plants. Production is highly concentrated in Illinois, New Jersey, New York, and Maryland. For synthetic rubber, the plants have either been related to the existing rubber processing facilities in Ohio or California, or have been oriented with respect to supply of petroleum products in the Gulf Southwest.

Industrial Developments May Influence Economy

These new industrial developments may have a permanent influence on the postwar economy. Such as, for example, the significant development of aircraft production in California, with the resulting movement of internal migration, the general character of which has been modified only to a small degree by postwar shifts in population. The most spectacular aspect of the aircraft industry has been the influx of thousands of workers from many sections of the country. At the end of the war these workers, contrary to the expectations of many observers, chose, for the most part, to remain in southern California. In spite of curtailed employment and increasingly difficult housing conditions, only one out of every three of the wartime acquired residents left the area. A survey made by the Department of Labour does not support the notion that there has been a general, even minor, exodus of workers out of southern California. The persistence of a great housing shortage, a tremendous increase in cars with out-of-state licences, and the general increase in overcrowding everywhere in the area suggests that southern California is not losing population and that net migration is still to and not from the area.



Singapore, January 15, 1947.—(FTS)—British North Borneo is now known as “The Colony of North Borneo”, the word “British” having been eliminated from the title of this territory. Labuan has been incorporated into North Borneo and not into the State of Brunei. It is possible that Brunei may also be incorporated into the Colony of North Borneo, though negotiations are still in progress.

Attention was directed to the fact, in the November 9, 1946, issue of the *Commercial Intelligence Journal*, that the four Federated Malay States, the five



Mural for Canadian display at the Royal Easter Show in Sydney, Australia, illustrating the close friendships established during the war between peoples of the two countries.
National Film Board Photo

Research in agriculture, of particular interest to Australians, is presented in graphic form in this same panel, with the statement that "Canadian scientists continue to aid the farmer in his never-ending battle with nature. New and better varieties of rust-resistant wheat are being developed, and new lands to the north are being opened up to the wheat grower with strains adapted to the peculiar conditions found there." While much of this story may be read in the half-tone opposite with the naked eye, it becomes clear through the lense of a magnifying glass.

Visits of Australian Airmen Recalled

Some of the incidents associated with the visit to Canada during the war of Australian aircrew, under the British Commonwealth Air Training Plan, are portrayed in a large mural, illustrated above. Close friendships were created during the period of their stay in Canada, blossoming on occasion into matrimony and the final departure of Canadian brides for skies beneath the Southern Cross. Potential pilots, air navigators and air gunners are portrayed disembarking at a Pacific Coast port, exchanging opinions with their new friends, engaging in Canadian winter sports and, finally, awaiting their brides on the dockside at Sydney, N.S.W. It is intended that such scenes should convey some impression at the Royal Easter Show of ties that bind people of Canada more closely with those of Australia.

Importance of Hydropower Stressed

Among the most impressive panels of the display is that devoted to hydropower and its contribution to the development of industry throughout the Dominion. Animation is furnished by flowing water, channelled from a reservoir created by a miniature storage dam that presents a massive effect, and over the traditional spillway that may be found in various forms on many Canadian streams. As illustrated in the cover subject of this issue, electric energy from an adjoining power plant is carried by a series of distribution lines to a wide variety of factories, mines and mills, hotels and homes in urban and rural areas.

Two-way trade and the importance of exchanging commodities, with samples of products being shipped from Canada to Australia and goods exported to this Dominion by the Commonwealth, are illustrated in another panel, assisted by a diorama that presents an impression of heavily laden cargo liners sailing through the calm waters of the Pacific Ocean. Architecture, education, sports, music and other phases of Canadian life are portrayed in this exhibit, other photographs of which will be reproduced in forthcoming issues as an indication of the manner in which assistance is rendered to exporters and importers.

Canadian Importers May Share New Canned Fish Allocation

International Emergency Food Council allocates to Canada many varieties of canned fish of diverse origins—Importers with prewar trading history, and newly-established ex-servicemen invited to apply.

By Import Division, Foreign Trade Service

The Fish Committee of the International Emergency Food Council has extended for Canadian account a canned fish allocation of Netherlands origin, as well as an allocation of canned fish from Angola, Azores, Cape Verde Islands, Tangier, Canary Islands and Tripolitania.

The fish under import control, subject to import licence, is packed in hermetically sealed tins. The types controlled are: salmon, herring or sild, (including kippered herring and kippered snacks), sardines, brisling, pilchards, mackerel, alewives, tuna, crawfish and cod (including haddock, hake and pollock). Other types, from all sources, are imported under General Permit No. G-2414, the number of which is endorsed on all relative import documents at the time of Customs entry.

Applications Invited From Importers

Applications are invited from Canadian importers to share in these allocations, and should be addressed to the Director, Import Division, Department of Trade and Commerce, Ottawa. Individual quotas may be considered on the basis of a certified statement of past import performance for the years 1938-40 inclusive. The applicant's certified statement should indicate the type of fish, quantity and country of origin from which canned fish imports were imported in each case. Token quotas may be considered for importers who have been established in business since the basic period 1938-40, and returned service personnel established in the import business will be extended an allocation on furnishing their official number and date of discharge from the Services. Importers who have already filed their past performance statement in connection with previous canned fish allocations will not be required to do so again, and consideration will be given to an application, when a quota may be extended on the basis of the application submitted.

"Foreign Trade Week" in Vancouver Next May

Attention will be directed by Vancouver to Canada's commercial relations with other countries during "Foreign Trade Week", which will be held from May 19 to May 24, 1947. This will coincide with the Fifth National Foreign Trade Conference of the Canadian Chamber of Commerce, which will take place in the Hotel Vancouver on May 21, 22 and 23. It is expected that businessmen from all parts of the Dominion and delegates from the United States and other lands will attend this convention.

R. M. Bryan, chairman of the Foreign Trade Bureau of the Vancouver Board of Trade, is general chairman of the special committee on arrangements. Particulars concerning this conference may be obtained from: S. H. Sutherland, Assistant Secretary, Chamber of Commerce, Montreal, Que.; and Edwin T. Orr, Secretary, Foreign Trade Bureau, Vancouver Board of Trade, Vancouver, B.C.

Wide Variety of Used Machine Tools Offered by War Assets for Export

*Both general and special purpose types available—
Buyers invited to send detailed list of requirements—
Inspection arranged—One thousand chart table lamps
and two used range finders are also for sale.*

A wide variety of used machine tools, both general and special purpose, is offered for export by War Assets Corporation. While the electrical specifications will, in most cases, not be suitable for export without alteration, it is felt that many of these tools will be of interest to export buyers. A few of the more popular types will be available. The very large volume and variety, as well as the rapid turnover in these products, make the publishing of an up-to-date list impractical. Interested buyers, therefore, are invited to send detailed lists of the tools required, giving a precise description, to the Export Sales Division. These lists will be examined. If such tools are available, the buyer will be given an opportunity to arrange for inspection. Sales will be made on an "as is, where is" basis. It will be the buyer's responsibility to arrange for boxing, shipping and to make any necessary alterations. Where buyers enlist the services of a recognized Canadian machine tool dealer, a list of requirements should be submitted through their dealer.

The Corporation is also offering 1,000 chart table lamps designed to a British Admiralty pattern. The lamp consists of a base with a vertical and horizontal swivel arm, and a swivel shade on a British bayonet socket. The length of the lamp, when fully extended, is 30 inches. These lamps are offered at \$1.25 each, packed in boxes of 20, suitable for overseas shipment.

Two used Marconi-Adcock direction finders, located at Montreal, are offered at \$500 each. These are Marconi type D.F.G. 20/1 receiver with built-in power unit, and are complete with four screened feeders and triatic aerial equipment. The unit is a highly efficient and extremely accurate wide wave range direction finder for air navigation. Although designed primarily for use at aerodrome ground stations, it is equally suitable for ordinary traffic reception and direction finding for coastal station work with ships. All prices quoted are on an "as is, where is" basis with offering subject to prior sale or withdrawal. Inquiries should be addressed to War Assets Corporation, Export Sales Division, No. 4 Temporary Building, Ottawa, Ontario.

Change Shipping Procedure on Exports to France

Canadian exporters should no longer apply to the French Embassy in Ottawa for freight space for shipments to France. Requests should be placed through their own freight forwarding agent or to the Shipping and Traffic Division, French Supply Council, 261 St. Sacrement Street, Montreal.

The Endorsement of *pro forma* commercial invoices by the French Commercial Counsellor is discontinued. Prewar regulations concerning certificates of origin and consular invoices remain in force. These new regulations apply only to Metropolitan France. There is no change in the existing procedure covering exports to French North Africa and the French Colonies.

Japanese Economic Problems Increased by Reparations

Reaction to Pauley proposals reflected in press—Social Democrats gathering power—Yoshida Administration optimistic about future financial situation—Coal supplies in serious condition—People fear reparations will set average living standard at 1915 level.

Tokyo, January 6, 1947.—(FTS)—Economic problems, immediate and future, have received an unusually large share of editorial attention throughout the Japanese press, the general trend being one of extreme pessimism. Reaction to the Pauley reparations proposals account for much of the attitude shown by the Japanese editors. The Yoshida Administration was subjected to much press and public criticism during the month, and the Social Democrats seized this opportunity to exploit public sympathy by staging one of the greatest rallies in Japanese history, when some 500,000 workers joined in a parade. Those attending were chiefly members of innumerable trade unions, including those of government workers, and many came from distant parts of the country. This enormous representation indicates the growing strength of the unions and their leaders.

Finance Minister Optimistic About Future

In his year-end interview with the press, Mr. Ishibashi, the Finance Minister, is stated to have voiced optimism over the nation's future financial and production prospects and discounted prevalent fears over currency inflation. He claimed that the amount of currency in circulation was natural, and excessive efforts to check it by the Bank of Japan would be harmful. Policy for the 1947 budget would be to prevent "red figures". Taxes will amount to 20 per cent of the people's income. While commodity prices may continue to rise during January and February, they are expected to fall after that time. Mr. Ishibashi's remarks are considered a little too optimistic.

Coal Situation Serious

While coal production during November reached 2,001,000 tons or 98.9 per cent of the quota set, the supply position still remains extremely serious. Due to the coal shortage, S.C.A.P. has given permission for the importation of 13,000 kilolitres of crude oil per month for six months to help the steel industry. To minimize coal consumption, a heavy cut has been necessary as regards both passenger and freight services on the Government railways.

Japanese Fear Reparations Will Reduce Living Standard

The release of the Pauley Report late in November had its repercussions in the local press during the first half of December. The general tone of editorials was one of dismay, with hopes and pleas for a more benevolent consideration of the level to which Japan could be reduced. The Japanese believe that if the plan is put into effect they will be obliged to subsist within the production scale of the years 1926-29, which, with the population increase, would set the average standard of living back to that of 1915 or earlier.

It would appear that, basing their stand on the increase of population and diminished territory, the Japanese will put forward every effort and argument in order to influence favourable consideration of the retention of the 1934-36 level of productive capacity for domestic needs and export commodities.

South Africa Amends Weights and Measures Regulations

Cape Town, February 1, 1947.—(F.T.S.)—An amendment to the Weights and Measures Regulations of 1943, gazetted July 26, 1946, adds a new paragraph (4) to Regulation 44, reading as follows:

"With effect from the 1st July, 1947, every bag, package, wrapper, case or other container in which goods of any kind are imported into the Union for the purpose of sale, sold, exposed for sale, or delivered to a purchaser, other than on the basis of weight or measure, shall avoid all direct or indirect indication of either weight or measure, including numbers which might be construed as such an indication."

Regulation 44 requires that every bag, package, bottle, tin, or other container of commodities sold by weight or measure shall be legibly marked without any qualification, with its net weight or actual liquid content

- (a) in a prominent position in proximity to the name or description of the contents;
- (b) clearly stamped, embossed or printed in bold capital letters, not less than half the size of the letters used to describe the article;
- (c) in a colour in distinct contrast to the background in all instances, except where the weight or measure is embossed on the container;
- (d) in terms of the largest denomination of weight or measure contained therein and, in addition, where necessary, in terms of the next following smaller denomination, e.g., "1 pound 4 ounces" or "1 lb. 4 oz.", "1½ gallon" or "1½ gal." Where fluid ounce denominations are employed the maximum permissible denomination for marking the measure of the contents shall be "40 fluid ounces" or "40 fl. oz." In every such instance the term "fluid" or "fl." shall precede the term "ounces" or "oz."

The regulations provide, however, that on containers on which no printed description appears, the weight or measure may be clearly and legibly marked thereon, on a label securely attached to the container, in letters not less than one inch in height.

On wooden barrels, the weight or measure of the liquid contents may be branded on the head of the barrel.

Other amendments to the regulations provide that macaroni, vermicelli, spaghetti and breakfast cereals may now be sold in 1-ounce and 2-ounce packages, in addition to the previously authorized 4 ounce, 8 ounce, 1 pound or any integral number of pounds. Salt packed in tins or glass containers is now subject to regulation 5 (2) (h), and must be packed in 8 ounce, 1 pound or any integral number of pounds up to and including 10 pounds, and thereafter in quantities of 25, 50, 100 and 200 pounds.

A new section, 5 (2) (p), effective January 1, 1947, has been added respecting biscuits and rusks, which must be packed 1 ounce, 2 ounce, 4 ounce, 8 ounce, 1 pound, 2 pounds, 3 pounds and thereafter in multiples of ¼ pounds.

Map of the World Obtainable

Copies of a Map of the World, showing trade routes and the shortest sailing distance between Canada and the principal world ports, are obtainable from the Legal Surveys and Map Service, Labelle Building, 105 George Street, Ottawa, price twenty-five cents. This map was compiled, drawn and printed at the office of the Surveyor General and Chief of the Hydrographic Service, Department of Mines and Resources, in 1938. Following an extensive demand for copies, a reprint was issued during the latter part of 1946. This map, on paper, is 3½ feet by 2¼ feet.

Small Canadian Tug Welcomed On Completion of Long Voyage

“General Scarcella” covered five thousand miles between Trenton, Ontario, and Rio de Janeiro, Brazil, in two months—Carried no wireless transmitter—Purchased for service with Brazilian Ministry of War.

Maurice Bélanger, Commercial Secretary, Canadian Embassy

RIO DE JANEIRO, January 6, 1947.—Flags, bunting and garlands created a festive atmosphere aboard the Canadian tug *General Scarcella*, when she was commissioned by the Brazilian Ministry of War. The ceremony took place on December 30 in the presence of two generals of the Brazilian army, the Archbishop of Rio de Janeiro, His Excellency Jean Desy, Canadian Ambassador to Brazil, and other individuals prominent in the military or commercial life of this country. This celebration was held in recognition of a somewhat unusual feat of navigation, extending over a distance of five thousand miles. The voyage commenced on October 31, 1946, in Trenton, Ontario, where this vessel was designed for minesweeping and built by the Central Bridge Company, Limited. She proceeded thence to Oswego, continued through the Oswego and Erie Canals to the Hudson River and south to New York. Everglades, Florida; San Juan, Puerto Rico; Port-of-Spain, Trinidad; Georgetown, British Guiana; and Belém, Brazil, were ports of call on the long route to Rio de Janeiro.



Brazilian tug *General Scarcella*, which was built in Trenton, Ontario, and proceeded under her own power to Rio de Janeiro, where she was warmly welcomed on conclusion of her five thousand-mile voyage.



His Excellency Jean Desy, Canadian Ambassador to Brazil, signs the visitors' book of the former Canadian minesweeper, purchased by the Brazilian Ministry of War for towing duties, in the presence of General Scarcella and General Cavalcanti.

Although the *General Scarcella* carried a radio receiving set, she was unable to communicate with shore stations or other ships in an emergency. Powered with a 240-horsepower Vivien diesel engine, this tug has a length of 64 feet, beam of 18 feet 6 inches and draft of 6 feet 6 inches. She will be employed by the Brazilian Army for towing the largest floating crane in South America, which has a lifting capacity of 100 metric tons.

Tribute Paid to Master of Vessel

This vessel, which was purchased from the C. C. Pratt Company of Canada, Limited, of Montreal, made the voyage under the Brazilian flag. Captain Jacob G. Penner, of Trenton, received many congratulations on his achievement as master. Colonel Raymundo da Silva Barros, chief of the transport division in the Ministry of War, said: "The excellent condition in which this tug, with all its instruments, even the most delicate, arrived in Brazil after so long a voyage speaks highly for the technical capacity and diligence of the captain, who brought the vessel down with great skill, particular care and without mishap, from Canada to Brazil. In view of this noteworthy achievement, I hasten to praise him and to extol his outstanding qualities as master."

Trade and Tariff Regulations

Argentina Requires Exchange Permits for all Imports

Buenos Aires, January 27, 1947.—(FTS)—Regulations issued by the Argentina Central Bank on January 20, 1947, require exchange permits to be obtained for all imports into Argentina. As under previous regulations, rates of exchange at which funds to pay for imports are made available to importers vary with the type of goods involved, but there are now only three official rates, instead of five as formerly. The lower or more favourable rates of exchange are the preferential rate of 373·13 pesos per \$100, and the basic rate of 422·89 pesos per \$100. These rates apply generally to capital equipment not produced by local industry, or produced in insufficient volume, the importation of which is considered necessary in the national economic interests. The other rate is the so-called auction rate of 493·50 pesos per \$100, which applies to less essential products. Under the new regulations, numerous products have been transferred to the highest exchange rate category. These include items in the luxury class, such as alcoholic beverages, and consumer goods which local industry is adequately able to supply, such as certain textiles and foodstuffs. The former system of differential exchange rates according to the country of origin of the goods has been suppressed. Annexed to the regulations is a booklet listing every item of the import tariff and indicating which of the three exchange rates applies in each case.

Exchange permits are to be applied for by the importer on the day following the closing of the firm purchase abroad of the goods. No exchange permit is required for goods purchased prior to the date of the present regulations, which are already in port or in transit, the clearance of which is commenced within nine months. Goods already purchased but not yet shipped will require no exchange permit if they reach the Argentine port of entry within 90 days of the date of the regulations.

China Imposes Surtax on Imports

Shanghai, February 6, 1947.—(FTS)—Effective to-day, practically all imports into China are subject to a surcharge of 50 per cent ad valorem. The moneys received from this surcharge are to be used in encouraging exports by paying exporters a bonus of 100 per cent of the value of their shipments. Among the imports exempted from surcharge are agricultural implements, electrical machinery, machine tools, steamers, various industrial machinery, engines, railway and tramway supplies, steam boilers, rice, flour, wheat, coal, raw cotton, and fertilizers. It is understood that imports arriving before February 19 will also be exempted.

(Editor's Note—The above information, received by cable, will be supplemented by additional details arriving by air mail.)

India Allows Export of Certain Hides

Exports from India of the following categories of heavy hides are allowed freely up to April 30, 1947: Wet salted buffalo hides, weighing 56 pounds or more; dry salted buffalo hides, weighing 28 pounds or more; dry (arsenicated or otherwise) framed buffalo hides, weighing 24 pounds or more; dry (arsenicated or otherwise) unframed buffalo hides, weighing 26 pounds or more; wet salted cow hides, weighing 30 pounds or more; normal dry salted cow hides, weighing 22 pounds or more; dry (arsenicated or otherwise) framed cow hides, weighing 13 pounds or more; and dry (arsenicated or otherwise) unframed cow hides, weighing 19 pounds or more. The position after April 30, 1947, is being reviewed, and Indian exporters have been advised against shipments of commitments after that date.



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 25	<i>Ethelbert Nevins</i>	Montreal Shipping
Buenos Aires.....	March 15-20	<i>A Ship</i>	Montreal Shipping
Sydney.....	March 2	<i>King David</i>	Montreal Australia New Zealand Line
Belgium—			
Antwerp.....	February 15-20	<i>Beaconsfield</i>	Cunard White Star
Antwerp.....	February 28	<i>Mont Sandra</i>	Montreal Shipping
Curaçao.....	February 12-17	<i>Wentworth Park</i>	Saguenay Terminals
	March 1-4	<i>A Ship</i>	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo....	March 1-4	<i>A Ship</i>	Saguenay Terminals
Germany—			
Hamburg.....	February 17	<i>Marchcape</i>	March Shipping
Hamburg.....	February 28	<i>Mont Sandra</i>	Montreal Shipping
Greece—			
Piraeus.....	February 25	<i>Makedonia</i>	Montreal Shipping
Haiti—			
Port au Prince.....	February 12-17	<i>Wentworth Park</i>	Saguenay Terminals
Port au Prince.....	March 1-4	<i>A Ship</i>	Saguenay Terminals
Italy—			
Genoa.....	February 25	<i>Makedonia</i>	Montreal Shipping
Venice.....			
Mediterranean—			
Central and Western Areas.....	February 25	<i>Makedonia</i>	Montreal Shipping

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—			
Rotterdam.....	February 17	<i>Marchcape</i>	March Shipping
Rotterdam.....	February 28	<i>Mont Sandra</i>	Montreal Shipping
Rotterdam.....	February 15-20	<i>Beaconsfield</i>	Cunard White Star
Amsterdam.....			
Newfoundland—			
St. John's.....	February 15	<i>Baccalieu</i>	Montreal Shipping
St. John's.....	February 22	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	March 1	<i>Baccalieu</i>	Montreal Shipping
St. John's.....	March 7	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	March 15	<i>Baccalieu</i>	Montreal Shipping
New Zealand—			
Auckland.....	Feb. 17—Mar. 1	<i>Ottawa Valley</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Poland—			
Gdansk.....	February 28	<i>Mont Sandra</i>	Montreal Shipping
Scandinavia—			
Baltic Ports.....	February 20	<i>Tunaholm</i>	Swedish American Line
Baltic Ports.....	March 29	<i>Svaneholm</i>	Swedish American Line
Trieste.....	February 25	<i>Makedonia</i>	Montreal Shipping
United Kingdom—			
Liverpool.....	Feb. 23—Mar. 1	<i>Vasconia</i>	Cunard White Star
Liverpool.....	March 4	<i>Pacific Enterprise</i>	Furness Withy
Newcastle.....	February 27	<i>Cairnesk</i>	Furness Withy
Southampton.....	March 1	<i>Aquitania</i>	Cunard White Star
Southampton.....	March 19	<i>Aquitania</i>	Cunard White Star
Southampton.....	April 12	<i>Aquitania</i>	Cunard White Star
Uruguay—			
Montevideo.....	February 25	<i>Ethelbert Nevins</i>	Montreal Shipping
Montevideo.....	March 15-20	<i>A Ship</i>	Montreal Shipping
Venezuela—			
La Guaira.....	February 12-17	<i>Wentworth Park</i>	Saguenay Terminals
Puerta Cabello.....			
Maracaibo.....			
La Guaira.....	March 1-4	<i>A Ship</i>	Saguenay Terminals
West Indies—			
Antigua.....	February 7-17	<i>Alcoa Partner</i>	Alcoa Steamships
Antigua.....	Feb. 21—Mar. 4	<i>A Ship</i>	Alcoa Steamships
Antigua.....	February 25-28	<i>Canadian Highlander</i>	Canadian National
Antigua.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
Bahamas.....	February 15	<i>Canadian Conqueror</i>	Canadian National
Bahamas.....	February 22	<i>Canadian Observer</i>	Canadian National
Bahamas.....	March 11	<i>Canadian Leader</i>	Canadian National
Bahamas.....	March 25	<i>Canadian Victor</i>	Canadian National
Bahamas.....	April 10	<i>Canadian Leader</i>	Canadian National
Barbados.....	February 7-17	<i>Alcoa Partner</i>	Alcoa Steamships
Barbados.....	Feb. 21—Mar. 4	<i>A Ship</i>	Alcoa Steamships
Barbados.....	February 25-28	<i>Canadian Highlander</i>	Canadian National
Barbados.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
Barbados.....	March 15-20	<i>Chomedy</i>	Canadian National
Bermuda.....	February 7-17	<i>Alcoa Partner</i>	Alcoa Steamships
Bermuda.....	February 15	<i>Canadian Conqueror</i>	Canadian National
Bermuda.....	Feb. 21—Mar. 4	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	February 22	<i>Canadian Observer</i>	Canadian National
Bermuda.....	February 25-28	<i>Canadian Highlander</i>	Canadian National

Departures from Halifax--Continued

Destination	Loading Date	Vessel	Operator or Agent
West Indies--Con.			
Bermuda	March 7-12	<i>Canadian Challenger</i>	Canadian National
Bermuda	March 11	<i>Canadian Leader</i>	Canadian National
Bermuda	March 25	<i>Canadian Victor</i>	Canadian National
Bermuda	April 10	<i>Canadian Leader</i>	Canadian National
British Guiana.....	February 7-17	<i>Alcoa Partner</i>	Alcoa Steamships
British Guiana.....	Feb. 21--Mar. 4	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	February 25-28	<i>Canadian Highlander</i>	Canadian National
British Guiana.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
British Guiana.....	March 15-20	<i>Chomedy</i>	Canadian National
Dominica.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
Grenada.....	February 7-17	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	Feb. 21--Mar. 4	<i>A Ship</i>	Alcoa Steamships
Grenada.....	February 25-28	<i>Canadian Highlander</i>	Canadian National
Grenada.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
Guadeloupe.....	March 15-20	<i>Chomedy</i>	Canadian National
Jamaica	February 15	<i>Canadian Conqueror</i>	Canadian National
Jamaica	February 18-22	<i>Lake Traverse</i>	Drew, Brown Shipping
Jamaica	February 22	<i>Canadian Observer</i>	Canadian National
Jamaica	March 9-13	<i>Dufferin Park</i>	Pickford and Black
Jamaica	March 11	<i>Canadian Leader</i>	Canadian National
Jamaica	March 15-20	<i>Chomedy</i>	Canadian National
Jamaica	March 25	<i>Canadian Victor</i>	Canadian National
Jamaica	March 25-29	<i>Oakmount Park</i>	Pickford and Black
Jamaica	April 10	<i>Canadian Leader</i>	Canadian National
Martinique.....	March 15-20	<i>Chomedy</i>	Canadian National
Montserrat.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	February 7-17	<i>Alcoa Partner</i>	Alcoa Steamships
St. Kitts.....	Feb. 21--Mar. 4	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	February 25-28	<i>Canadian Highlander</i>	Canadian National
St. Kitts.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
St. Lucia.....	February 7-17	<i>Alcoa Partner</i>	Alcoa Steamships
St. Lucia.....	Feb. 21--Mar. 4	<i>A Ship</i>	Alcoa Steamships
St. Lucia.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
St. Vincent.....	February 7-17	<i>Alcoa Partner</i>	Alcoa Steamships
St. Vincent.....	Feb. 21--Mar. 4	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	February 25-28	<i>Canadian Highlander</i>	Canadian National
Trinidad.....	February 7-17	<i>Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	Feb. 21--Mar. 4	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	February 25-28	<i>Canadian Highlander</i>	Canadian National
Trinidad.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
Trinidad.....	March 15-20	<i>Chomedy</i>	Canadian National

Departures from Saint John

*Calls at Halifax two days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East--			
Lourenço Marques..	February 15-25	<i>Cottrell</i>	Elder Dempster
Lourenço Marques..	March 1-10	<i>A Ship</i>	Elder Dempster
Lourenço Marques..	March 15-25	<i>Cabano</i>	Elder Dempster
Africa-South--			
Cape Town.....	February 15-25	<i>Cottrell</i>	Elder Dempster
Port Elizabeth.....	March 1-10	<i>A Ship</i>	Elder Dempster
East London.....	March 15	<i>A Ship</i>	Montreal Shipping
Durban.....	March 15-25	<i>Cabano</i>	Elder Dempster

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Anglo-Egyptian-Sudan— Port Sudan.....	February 15	<i>Ivy G.</i>	March Shipping
Australia— Sydney..... Melbourne..... Adelaide.....	March 14	<i>Kaikoura</i>	Montreal Australia New Zealand Line
Belgium— Antwerp..... Antwerp..... Antwerp..... Antwerp.....	March 1 March 1 March 12-20 March 25	<i>Stad Maassluis</i> <i>Marchport</i> <i>Beckenham</i> <i>Marchdale</i>	Shipping Limited March Shipping Cunard White Star March Shipping
British Honduras— Belize.....	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
Ceylon— Colombo.....	February 20-25	<i>Trevoise</i>	McLean Kennedy
China— Shanghai..... Shanghai..... Taku Bar.....	February 15 March 10 April 10	<i>Ivy G.</i> <i>A Ship</i> <i>Lakeside</i>	March Shipping March Shipping March Shipping
Colombia— Barranquilla.....	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
Costa Rica— Port Limon.....	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
Cuba— Havana.....	February 19-22	<i>Empire Gangway</i>	McLean Kennedy
Egypt— Alexandria.....	February 20	<i>Mont Rolland</i>	Montreal Shipping
Eire— Dublin..... Dublin..... Cork.....	February 14-18 February 27	<i>Lord O'Neill</i> <i>Irish Ash</i>	McLean Kennedy Shipping Limited
Germany— Hamburg..... Hamburg.....	March 1 March 25	<i>Marchport</i> <i>Marchdale</i>	March Shipping March Shipping
Greece— Piraeus..... Piraeus.....	February 20 March 27	<i>Mont Rolland</i> <i>Mont Sorrel</i>	Montreal Shipping Montreal Shipping
Guatemala— Puerto Barrios.....	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
Hong Kong.....	February 15 March 10 April 10	<i>Ivy G.</i> <i>A Ship</i> <i>Lakeside</i>	March Shipping March Shipping March Shipping
India— Karachi..... Madras..... Bombay..... Calcutta..... Bombay.....	February 20 February 20-25 March 10	<i>A Ship</i> <i>Trevoise</i> <i>A Ship</i>	March Shipping McLean Kennedy March Shipping
Iraq— Basra..... Basra.....	February 15 March 10	<i>Ivy G.</i> <i>A Ship</i>	March Shipping March Shipping
Italy— Genoa..... Venice.....	February 20	<i>Mont Rolland</i>	Montreal Shipping

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mediterranean—			
Central and Western Areas...}	February 20	<i>Mont Rolland</i>	Montreal Shipping
	February 27	<i>Mont Sorrel</i>	Montreal Shipping
Mexico—			
Vera Cruz.....	February 19-22	<i>Empire Gangway</i>	McLean Kennedy
Vera Cruz.....	March 25	<i>Bell Park</i>	McLean Kennedy
Tampico.....			
Morocco—			
Casablanca.....	February 20	<i>Mont Rolland</i>	Montreal Shipping
Casablanca.....	March 27	<i>Mont Sorrel</i>	Montreal Shipping
Netherlands—			
Rotterdam.....	March 1	<i>Stad Maassluis</i>	Shipping Limited
Rotterdam.....	March 1	<i>Marchport</i>	March Shipping
Rotterdam.....	March 25	<i>Marchdale</i>	March Shipping
Rotterdam.....	March 12-20	* <i>Beckenham</i>	Cunard White Star
Amsterdam.....			
Northern Ireland—			
Belfast.....	February 14-18	<i>Lord O' Neill</i>	McLean Kennedy
Palestine—			
Jaffa.....	February 20	<i>Mont Rolland</i>	Montreal Shipping
Haifa.....			
Panama—			
Cristobal.....	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
Philippines—			
Manila.....	February 15	<i>Ivy G.</i>	March Shipping
Manila.....	March 10	<i>A Ship</i>	March Shipping
Poland—			
Gdansk.....	March 1	<i>Marchport</i>	March Shipping
Gdansk.....	March 25	<i>Marchdale</i>	March Shipping
Portugal—			
Lisbon.....	March 27	<i>Mont Sorrel</i>	Montreal Shipping
Singapore.....	{ February 15	<i>Ivy G.</i>	March Shipping
	{ March 10	<i>A Ship</i>	March Shipping
United Kingdom—			
Avonmouth.....	February 10-17	<i>Carmia</i>	Cunard White Star
Cardiff.....	February 10-17	<i>Carmia</i>	Cunard White Star
Glasgow.....	February 17-23	<i>Ocean Vagrant</i>	Donaldson Atlantic
Liverpool.....	February 14-18	<i>Lord O' Neill</i>	McLean Kennedy
Liverpool.....	February 20-26	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	March 14	<i>Beaverburn</i>	Canadian Pacific
London.....	February 14-22	<i>Beaverdell</i>	Canadian Pacific
London.....	February 17-23	<i>Empire Trail</i>	Cunard White Star
London.....	February 22-28	<i>Beaverglen</i>	Canadian Pacific
London.....	Feb. 24—Mar. 1	* <i>Fort Spokane</i>	Cunard White Star
London.....	March 9	<i>Beaverlake</i>	Canadian Pacific
Manchester.....	February 20	<i>Manchester Commerce</i>	Furness Withy
Manchester.....	February 27	<i>Manchester Port</i>	Furness Withy
Newcastle.....	March 3	<i>Cairnesk</i>	Furness Withy

Canadian Machinery Arrives at Buenos Aires

Buenos Aires, January 31, 1947.—(F.T.S.)—Canadian machinery, valued at approximately \$180,000, recently arrived here aboard the S.S. *Siranger* from Vancouver. It consisted of 13 marine gas engines, 2 Diesel engines, 10 hydraulic cranemobiles, 3 standard cranemobiles, and 3 modormobiles.

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
Africa-East— Beira.....	Feb. 19—Mar. 8	<i>Lake Winnipeg</i>	North Pacific Shipping
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	Feb. 19—Mar. 8	<i>Lake Winnipeg</i>	North Pacific Shipping
Argentina— Buenos Aires.....	February 15	<i>Ravnanger</i>	Empire Shipping
Australia— Sydney..... Melbourne.....	March 1	<i>Wangaratta</i>	Empire Shipping
Sydney..... Hobart..... Melbourne.....	February 20	<i>Waitomo</i>	Canadian Australasian
Chile— Africa..... Antofogasta..... Valparaiso.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
China— Shanghai..... Shanghai..... Shanghai..... Shanghai.....	February 3-18 Feb. 24—Mar. 9 Feb. 25—Mar. 12 March 7	<i>Triberg</i> <i>Briancon</i> <i>Lake Sumas</i> <i>Mangarella</i>	Canada Shipping Canada Shipping Canada Shipping Empire Shipping
Shanghai..... Tsingtao.....	February 22	<i>Vito</i>	Empire Shipping
Colombia— Buenaventura.....	March 13-16	<i>Omar E. Chapman</i>	C. Garner Johnson
Ecuador— Guayaquil.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
Egypt— Alexandria.....	Mid-February	<i>A Ship</i>	Empire Shipping
France— North Coast.....	February 20	<i>Pont l' Eveque</i>	Empire Shipping
Greece— Piraeus.....	Mid-February	<i>A Ship</i>	Empire Shipping
Guatemala— San Jose.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
Italy— Genoa.....	Mid-February	<i>A Ship</i>	Empire Shipping
New Zealand— Auckland..... Lyttelton.....	February 20	<i>Waitomo</i>	Canadian Australasian
Palestine— Haifa.....	Mid-February	<i>A Ship</i>	Empire Shipping
Panama— Balboa.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
Peru— Callao.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
Philippine Islands— Manila.....	February 22	<i>Vito</i>	Empire Shipping

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Puerto Rico— Punta Arenas.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
Salvador— La Libertad.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
United Kingdom— Hull.....	Late February	<i>Samouse</i>	Furness Pacific
Hull.....	April	<i>Edward Bruce</i>	Furness Pacific
Liverpool.....	Mid-March	<i>Pacific Shipper</i>	Furness Pacific
London.....	Feb. 25—Mar. 16	<i>Lake Tatta</i>	Anglo Canadian Shipping
London.....	Feb. 26—Mar. 14	<i>Lake Okanagan</i>	Empire Shipping
London.....	Late February	<i>Samouse</i>	Furness Pacific
London.....	April	<i>Edward Bruce</i>	Furness Pacific
Manchester.....	Mid-March	<i>Pacific Shipper</i>	Furness Pacific

Canadian Tenders Invited for Electrical Equipment

P. V. McLane, Commercial Secretary for Canada at Wellington, New Zealand, writes that the State Hydro-Electric Department have issued a call for tenders for the supply and delivery of the following equipment:

- 11 KV Control and Relay Board for Fernhill Substation, Contract No. 19, Section 27, Napier—Closing date March 18.
- 11 KV Control and Relay Board for Longburn Substation, Contract No. 20, Section 258, Palmerston North—Closing date March 18.
- 1 15,000 KVA Synchronous Condenser for Hororata, Contract No. 25, Section 206, Christchurch—Closing date April 22.

The specifications for these contracts are open for inspection by interested Canadian firms upon application to the Department of Trade and Commerce, Ottawa, quoting file No. 29048. Tenders for the contracts close with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, on the dates indicated above.

Peruvian Banks Closed by Strike

Lima, February 6, 1947.—(FTS)—Commercial banks in Peru were closed to-day, due to striking employees seeking higher wages. Drafts and other banking documents ordinarily due during the strike period will, by a supreme resolution published to-day, become due on the day work is resumed.

Export Permit Required for Aluminum Nails and Staples

Effective February 3, the exportation of aluminum nails and staples is prohibited except under permit issued by the Export Permit Branch, Department of Trade and Commerce. A permit is no longer required for exports of horsehair (tails and manes), industrial jewels and jewel bearings.

DIRECTORY INFORMATION

The Foreign Trade Service head office directory, 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 Trade Service Abroad

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

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

Argentina

- E. H. MACUIRE, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.1.

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

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

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

Belgian Congo

L. H. AUSMAN, Boîte postale 373, Leopoldville.

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

Belgium

- B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrôpole, 7th Floor, Av. Presidente Wilson 165.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

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

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

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

Territory includes Bolivia.

China

L. M. COSGRAVE, Commercial Counsellor, 27 The Bund, Shanghai.

Colombia

- M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Of. No. 523.
Territory includes Republic of Panama and the Canal Zone.

Cuba

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

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

- R. CAMPBELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

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

France

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

Territory includes Switzerland, Algeria, Morocco and Tunisia.

J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Greece

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

Territory includes Turkey.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

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

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postale 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Foreign Trade Service Abroad

Malayan Union

ARTHUR WILDING, Canadian Commercial Agent, Room D-2, Union Building, Singapore.

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

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

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

Newfoundland

J. C. BRITTON, Commercial Secretary for Canada. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

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

South Africa

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

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

Cable address, *Cantracom*.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-West Africa, Mauritius, and Madagascar.

Cable address, *Cantracom*.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, *Canadian Stockholm*.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighting, London*.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

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

Cable address, *Sleighting, London*.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Canfrucum*.

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

Cable address, *Agrilson*.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Timcom, London*.

Liverpool: M. J. VECHSLER, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, *Cantracom*.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, *Cantracom*.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations Feb. 3	Nominal Quotations Feb. 10
Argentina.....	Peso	Off.	2977	2977
		Free	2440	2440
Australia.....	Pound	.....	3 2210	3 2240
Belgium and Belgian Empire.....	Franc	.....	0228	0228
Bolivia.....	Boliviano	.....	0238	0238
British West Indies (except Jamaica).....	Dollar	.....	8396	8396
Brazil.....	Cruzeiro	.....	0514	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	.....	3769	3769
Netherlands West Indies.....	Florin	.....	5302	5302
New Zealand.....	Pound	.....	3 2402	3 2402
Norway.....	Krone	.....	2015	2015
Palestine.....	Pound	.....	4 0300	4 0300
Peru.....	Sol	.....	1538	1538
Philippines.....	Peso	.....	5000	5000
Portugal.....	Escudo	.....	0403	0403
Siam.....	Baht	.....	1000	1000
Spain.....	Peseta	.....	0916	0916
Straits Settlements.....	Dollar	.....	4701	4701
Sweden.....	Krona	.....	2783	2783
Switzerland.....	Franc	.....	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