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**COVER SUBJECT**—Canadian timber being loaded in Vancouver, B.C., for shipment to the United Kingdom. Total exports of planks and boards during 1946 were valued at \$125,391,000, of which \$46.5 million represented spruce, \$29.2 million was Douglas fir, \$13.2 million was pine, \$11.2 million was cedar, \$10.7 million was hemlock, \$7.9 million was birch, \$3.8 million was hardwood, and \$2.3 million was maple. Great Britain purchased Douglas fir, in planks and boards, valued at \$13.5 million, spruce valued at \$12.1 million and hemlock valued at \$5.4 million. Douglas fir was shipped to thirty-nine countries, but 83 per cent of the total went to the United Kingdom, the United States, South Africa, Australia and China, in the order named.

*National Film Board Photo*

# Large Demand in United Kingdom For Canadian Lumber Exports

*Close relations exist between lumbermen of the two countries—Lumber from Canada created a great deal of goodwill during war—All lumber requirements purchased by Timber Control—Some poor shipments of Maritime spruce indicate need for better grading—Demand for hardwoods exceeds supply.*

By R. D. Roe, Commercial Secretary for Canada (Timber Specialist)

LONDON, January 31, 1947.—Canada's position in the lumber markets of the world to-day is unique. This applies particularly to the market in the United Kingdom. At a time when principal competitors in world markets are unable to export their prewar volumes, due to reconstruction programs or to the curtailment of productive capacity through enemy action, Canadian lumbermen have the field practically to themselves.

One of the factors contributing to the successful outcome of World War II was the close relations existing between the lumbermen of Canada and importers in the United Kingdom. All Canadian lumber imported for use in the war effort was stored and yarded by the members of the trade. Consequently, Canadian wood was seen and handled by more dealers throughout the country than could have been possible under normal conditions. Almost without exception, the wood was well received, and it is this windfall of goodwill that should be fostered and maintained.

## Timber Control Purchase Lumber Requirements

Bulk buying by Timber Control for all the lumber requirements of the nation is still in effect and will be for some time. The first step towards normal trading has been taken, however, with the formation of the National Softwood Brokers, to distribute to the trade the stocks purchased by the Timber Control on arrival in this country. Importers are permitted to purchase stocks from Timber Control on a quota system. The importers on this list are known as first-hand buyers. They, in turn, sell to merchants as second-hand buyers. No importer or merchant gets as much timber as he wants, and consequently takes anything that is offered, good or bad. They do know, however, from this experience who are the best and most reliable shippers.

## Almost Unlimited Demand

The requirements of the country are almost unlimited at present and will be for the next few years. Three million dwellings were damaged to some extent by enemy action. There is a seven years' accumulation of normal demand. The building program, however, was also in arrears prior to that period.

Prewar importations of wood were four billion feet per year. So many dock and storage facilities have been damaged or rendered completely useless during the war that it is generally conceded that present plant and equipment is capable of handling not more than three billion feet per year, even if a greater quantity were available for purchase.

Douglas fir has increased in popularity during the war and is here to stay for all practical purposes. Shippers have not allowed grade or manufacture to deteriorate during the great demand period, and the wood is considered everywhere as dependable and satisfactory.



**Pit props, awaiting shipments to the United Kingdom, comprise a material part of Canada's exports of timber to Great Britain, being valued at \$9,174,295 during 1946.**

### **Western Hemlock Has Regained Reputation**

The unfavourable reputation gained for this lumber in the early thirties, due to careless practice of shipping green stock, has been completely changed. The shipping of dry material has established the reputation that the wood deserves and contractors and local authorities are using it freely.

The excellent manufacture and standard quality maintained by the Quebec shippers have firmly established spruce in the United Kingdom market.

### **Maritime Spruce Shipments Could be Improved**

Spruce from the Maritime Provinces of the larger manufacturers is as well received here as the material from the large Quebec shippers. The lumber shipped by exporters drawing their supplies from small portable operations, however, leaves much to be desired. Some shipments have been poorly manufactured, graded and over tallied, resulting in protests to the United Kingdom Timber Controller by importers in one large consuming area in England.

The producers and exporters of Maritime spruce can create a reputation for their timber in the United Kingdom market equal to any other softwood from any other source. Approximately five million feet of graded spruce was imported in 1946 by Timber Control and distributed to all parts of the country.

### **Grading Essential to Remedy Situation**

Poor stock and good stock have been so indiscriminately mixed in the past that Maritime spruce was used for the cheapest jobs in this country and consequently brought only the cheapest price. If thirds and better are marked and shipped separately, they will find their way into better types of construction; buyers can afford to pay the necessary extra for them and will be glad to do so. Fourths have their uses as well as fifths

and sixths, but should not be parcelled with material that can command a higher value and so drag the good down to the level of the bad. The full development of the M.L.B. grading program is the answer to the Maritime marketing problems.

### **Hardwood Demand Exceeds Supply**

The market for hardwoods of all descriptions is greater than Canada's ability to supply at present. A closer utilization of low grades could be effected by cut up specifications for the furniture trade. Any manufacturer desiring to work up low-grade hardwood will have no difficulty in selling his production.

## **Scottish Industrial Estates Promote New Industries**

*Total of 17 estates have 103 factories employing over 13,000 persons—Provides manufacturer with factory and necessary services, such as electricity, heat, water, gas, process steam, transportation facilities, etc.. for nominal monthly rental.*

By G. F. G. Hughes, Assistant Canadian Trade Commissioner

GLASGOW, January 30, 1947.—In industrial affairs, Scotland is well known for the scope and excellence of its heavy industry and ship-building. Of late, the light industrial field is receiving more and more attention. In this regard, the part being played in the promotion of new industries, both large and small, by the Scottish Industrial Estates, Limited, is a subject worthy of note.

The idea of the Industrial Estate was first expressed in those at Slough and Trafford Park (Manchester), developed largely by private enterprise after the last war. The first projects, financed by the British Government, were the three estates of South Wales, Newcastle, and Hillington, near Glasgow. These were administered by the Commissioner of Depressed Areas responsible to the Board of Trade. For Scotland, the present organization, Scottish Industrial Estates, Limited, is a company created by the Board of Trade, administered by a board of directors who are appointed by the Board of Trade. The company must be self-financing and show a profit which is returned to the treasury.

### **Estates Offer Potential Employment for 57,000**

After the opening of Hillington in 1938, three other estates were started at Carfin, Larkhall and Chapel Hall, all in Lanarkshire, because of the decline in coal mining and corresponding unemployment. At present, there is a total of 103 factories on these four estates, employing over 13,000 workers. In addition, 13 other estates are in various stages of development. Together with some government-sponsored factories being built outside of industrial estates, they have potential employment for about 57,000 persons.

The industrial estates are aimed at the relief of what between the wars were called "depressed areas" and are now termed "development areas". The Scottish Development Area includes Glasgow and vicinity,



**Hillington, situated in the triangle formed by Glasgow, Paisley and Renfrew, was established in 1938 by the Scottish Industrial Estates, Limited, to provide relief for a "depressed", now termed "development" area. It consists of factories, roads, lawns, canteens and public utilities.**

*Photo by Scottish Aviation*

notably excluding Edinburgh and the other centres (except one estate near Dundee). Edinburgh already possesses a healthy diversification of industry.

From the manufacturer's viewpoint, the object of the Industrial Estate is to provide a factory, service it with electricity, heat, water, gas, process steam, transportation facilities, etc., for a certain monthly rental to the industrial occupant. The only capital cost to the tenant, before starting production, is for machinery and material.

### **Hillington Possesses Many Features**

For purposes of describing individual features on the estates, Hillington will be used as the example, as it is the largest and has been established longest. It is situated in the centre of the triangle formed by Glasgow, Paisley and Renfrew.

The complete estate—factories, roads, green spaces, canteens, distribution of power, water, steam, etc.—is planned as a unit making provision for expansion if such is feasible. Most of the factories are planned in blocks. The "standard" factory of 5,000 square feet, measuring 50 feet by 100 feet, is usually in blocks of three or four. The "nest" factory, for the very small industry, of 1,200 square feet, measuring 30 feet by 40 feet, is built in blocks of "nests" of seven units. The factories are set back from streets, with small lawn space in front. Each one has a yard space averaging 80 feet deep at the back, having access to a service road for the transport of raw materials and goods.

### **Factories Have Many Features**

Foundations and floors are of reinforced concrete, finish of the latter being of granolithic or wood block. The framework of the columns, beams and roof trusses is of steel. The walls consist of two 4½-inch brick skins with a 2-inch cavity between, the finish being roughcast outside and flush-

pointed inside. Offices have wooden floors and both offices and lavatories are finished in plaster.

The standard factory consists of a workroom 50 feet by 87 feet, leaving space at the end for two offices and two lavatories. The nest factory, with no special office accommodation, has a working space of 30 feet by 40 feet, with two lavatories at the front. Roofs over the workrooms are pitched, the centre third being of glass for illumination. Roofs over the offices and lavatories are flat. If a manufacturer requires more space than offered by one factory, he may have as many as four units, giving a total of 20,000 square feet, this space being obstructed by only six columns. Layouts in all cases can be modified to suit the tenant's individual requirements. Where major structural alterations or additions are required, the cost must be borne by the tenant. Arrangements are also available to tenants who require a special factory different from the standard type.

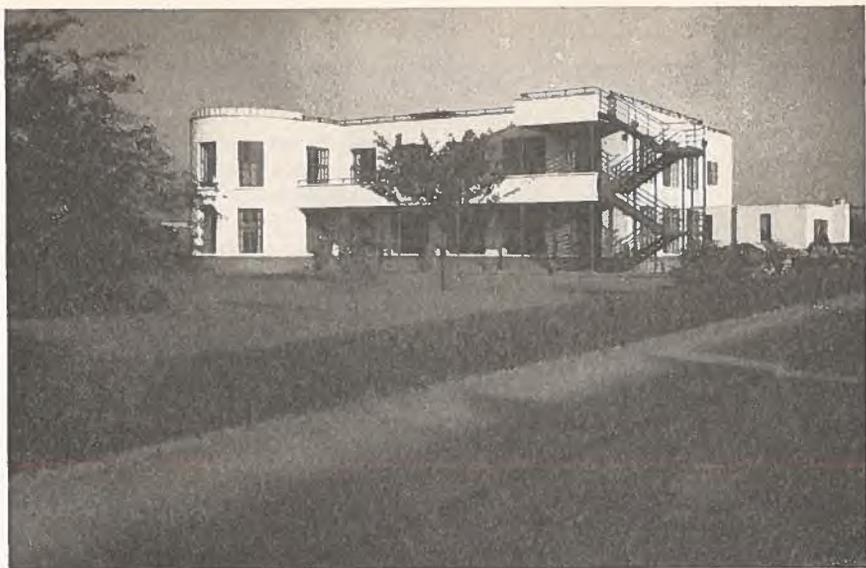
### **Services Provided at Reasonable Rates**

Water in this area is of excellent quality and is supplied at 5½d. per 1,000 gallons. Gas mains are laid along all roads and connected to factories at no charge to the tenant. Costs are on a sliding scale at 10d. per therm for 50,000 cubic feet to 5s. 7d. per therm for 100,000,000 cubic feet. Electricity is supplied at what are considered cheap rates for both lighting and power, facilities being available for 240 volts single phase and 420 volts three phase. Power costs are subject of course to usual clauses dealing with power factor and maximum demand.



**Front of standard factory, of 5,000 square feet, at Hillington. Four units of this character may be rented by a single manufacturer, though "nest" factories of 1,200 square feet may be leased for small industries on the land being developed by Scottish Industrial Estates, Limited.**

*Photo by Scottish Aviation*



**Typical canteen at Hillington, where meals are served at reasonable rates and recreation facilities are available. A surgery is maintained for tenants of the industrial estate and garage facilities are planned.**

*Photo by Scottish Aviation*

For heating there is an annual charge of £54 per 5,000 square feet of floor, plus a meter charge based on the price of coal. Process steam is also available if required.

Rent for the standard type of factory is still the same as prewar, 1s. per square foot per year. For a standard 5,000 square foot factory, the annual figure runs at about £210, including taxes and insurance. For a nest factory, the figure is about £50. Considering the services and upkeep included in these figures, the occupant gets good value for his money.

In addition, there are excellent canteen arrangements, where workers can get good low-cost meals and recreation facilities. A well equipped and staffed surgery is maintained for the tenants. Garage facilities are planned. Transportation both for material and personnel is well organized. Green spaces and gardens are maintained by the estate.

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#### **Mexico Will Erect New Paper Factory**

Mexico, January 20, 1947.—(F.T.S.)—President Miguel Aleman intends to give special attention to the problem of paper shortage in Mexico. At a press conference recently, the President announced that a modern paper factory would be erected in the vicinity of Mazatlan and Durango. This area is composed of large stands of suitable timber. Already, experts are studying the matter and the President also stated that he was hopeful of having the advice of Canadian technicians, who, with their vast knowledge of the paper industry, would be of inestimable help in supervising the construction of the factory.

President Aleman has established an export quota of half the amount formerly shipped out of the country in order to protect the forests of Mexico, and as soon as his plans have become a reality, the Mexican paper industry shall benefit greatly and at least 50 per cent of the nation's paper needs will be covered.

# Pulp and Paper Manufacturing Now Big Australian Industry

*Total production increased fourfold in last fifteen years  
—Extensive experiments carried out with domestic  
woods—Eucalyptus used in pulp and paper production  
—Imports cut by the war, and local industry protected  
by tariff.*

By F. W. Fraser, Commercial Secretary for Canada

**M**ELBOURNE, January 16, 1947.—While the manufacture of paper was one of Australia's earliest industries, it was not until the last quarter of a century that it achieved any considerable importance, and perhaps its most spectacular advance has been during the past eight or nine years.

The first paper-making plant in the Commonwealth started operations in Sydney in 1818, or some fifteen years after the first Canadian mill was established at St. Andrews, Quebec. No further development is recorded until 1864, when a mill was set up in New South Wales and another in Victoria, in 1868. Subsequently other small mills were established, and in 1927, following a number of amalgamations and absorptions, the present operating company of Australian Paper Manufacturers Limited was formed. At that time, this represented the entire industry in Australia.

## **Production Four Times That of 1929**

During the twelve-month period ending June 30, 1929, total production amounting to 34,309 tons consisted of 21,915 tons of boards and 12,394 tons of paper. By 1938, production had expanded to 54,744 tons of boards and 34,287 tons of paper or a total of 89,031 tons. In that year the erection of a pulp mill was started in Victoria, commencing operations in October, 1939, with an initial output of 90 tons per day, and which it is anticipated will eventually have a regular daily capacity of 150 tons. Production in 1944 totalling 152,211 tons consisted of 67,469 tons of boards, 52,253 tons of paper and 32,489 tons of wood pulp. The company now operates five mills all told, four of which are in Victoria and one in New South Wales.

## **Pulp and Paper Made from Eucalyptus Hardwoods**

In 1938, a mill was established in Tasmania by Associated Pulp and Paper Mills Ltd., providing for the manufacture of wood pulp and standard grades of a fairly wide range of fine printing and writing papers. The soda process is used in the manufacture of pulp, made from eucalyptus hardwoods, and according to reports more than 90 per cent of the pulp used in the company's paper mill comes from this plant. Paper production is said to run about 18,000 tons per annum. Grades produced consist chiefly of M.F. and supercalendered printing, and cream wove and cream laid writing. Other grades include bonds, blottings, duplicating and offset printing.

Shortly before the outbreak of war, plans were made for the erection of a newsprint paper mill at Boyer, Tasmania, by Australian Newsprint Mills Pty. Ltd., but due to delays occasioned by the war, full production was not achieved until 1940. The mill has one paper machine in operation with a rated capacity of 27,000 long tons of standard news. The company



**Attractive plant at Burnie, Tasmania, of the Associated Pulp and Paper Mills, Limited.**

also operates a groundwood pulp mill, the output of which is used exclusively in their paper mill, and provides about 65 per cent of their pulp requirements. The balance is imported sulphite.

Another mill started during the early days of the war is that of Cellulose (Australia) Ltd., in South Australia. This company, manufacturing various grades of boxboards, has an average annual capacity of from ten to twelve thousand tons. Principal grades produced are wood-pulp board for bottle caps, manilla chip and corrugating boards. The company also operates a small pulp mill, the output of which is used exclusively in the board mill, supplemented by some imported sulphite.

### **Experiments With Domestic Woods**

Australia possesses no extensive natural softwood forests, and prior to 1938 all her supplies of chemical and mechanical pulp were brought from Scandinavia, Canada and the United States. Attention, however, had been given for some years to the possibilities of producing a satisfactory pulp from the eucalyptus hardwoods which are indigenous to this country. Experiments were conducted as far back as 1911, and ultimately with some success, for in 1937, a pilot plant was put into operation, producing ten tons per day. This led to the erection of the present full-scale plant at Maryvale, Victoria, with a planned capacity of 150 tons per day. This plant uses the kraft process, and as the pioneers of this industry were breaking new ground, a great many new problems and technical difficulties were encountered and to a large extent overcome. The success of this venture was followed by the establishment of the three other pulp mills previously mentioned, two in Tasmania and one in South Australia, all of which produce pulp to be used in their own paper mill operations, with no surplus for sale to others.

## Many Mills Plan Expansion

Australia's production of pulp paper and paperboard still falls far short of the country's requirements, and each of the operating companies has extensive plans for expansion. Australian Paper Manufacturers Limited announced some time ago a proposal involving a capital expenditure of £A5 million in plant and machinery, providing for the installation of four new paper machines. Associated Pulp and Paper Mills Limited contemplates the addition of two new paper machines with concurrent enlargement of their pulp manufacturing capacity. Australian Newsprint Mills Pty. Limited recently announced a project for the addition of another paper machine, which will bring their capacity up to 70,000 tons per annum within three years time, at an estimated capital investment of £A2.25 million. It is also reported that Cellulose Australia Limited contemplates an expansion of their existing plant by the addition of another board machine.

## War Curtails Imports

Total imports of paper of all kinds in 1938-39 amounted in value to £4,276,947, consisting principally of newsprint, £2,007,809; other printings, £712,525; writing and typewriting, £497,602; wrappings, £242,508; and boards, £245,240. During the war, imports were considerably curtailed, and in 1944-45 amounted in value to only £3,763,017, consisting principally of newsprint, £1,499,201; other printings, £417,305; writing and typewriting, £633,617; wrapping, £230,756; boards, £175,065, and vegetable parchment, £172,037. In 1938-39, total imports of pulp for paper-making were valued at £321,547, of which £310,610 consisted of chemical wood pulp. In 1944-45, total imports of pulp for paper-making amounted to £785,057, consisting solely of chemical wood pulp.

## Local Industry Protected by Tariff

With the planning and development of the industry came a demand from the manufacturers for some measure of tariff protection. The Commonwealth Tariff Board held a series of inquiries between March, 1937, and September, 1939, resulting in a revision of the Customs Tariff on a number of items in the paper classification. This had the effect of protecting a fairly wide range of papers and board, which either were being made in Australian mills, or which were expected to be produced shortly.

## Small Quantity of Paper Exported

Australia's exports of paper have been small, amounting in all during 1938-39 to £A77,562, of which £A31,688 was accounted for by advertising matter; £A8,920, cardboard and other paper boards; £A1,737, bags; and £A35,217, consisting of "other paper". In 1944-45, exports of paper totalling £A53,437, consisted principally of printing papers, £A14,778; other paper, £A21,329; advertising matter, £A6,039; bags, £A5,464; and cardboard and other paper boards, £A4,093.

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## Peruvian Bank Strike Settled

Lima, February 11, 1947.—(F.T.S.)—The strike of Peruvian bank employees, to which reference was made in last week's issue of *Foreign Trade*, has been settled and banks are now operating normally.

# United States Business Activity Attained Record Level in 1946

*National debt substantially reduced—Bank reserves and deposits lower—Industrial financing in first place among security offerings—Foreign trade value at near-record high, and balance of trade favourable—“Full employment” level achieved—Retail sales and prices show heavy increases.*

By H. A. Scott, Commercial Counsellor, Canadian Embassy

WASHINGTON, January 29, 1947.—Reconversion of United States industry from a wartime to a peacetime basis was almost completed in 1946, despite serious setbacks, resulting from a wave of strikes and shortages of raw materials. Business activity, sales and profit, attained levels above those recorded for the best prewar years. With the liquidation of war production, the trend of industrial output in the aggregate was downward in the early part of the year, but the later months were marked by an expansion in production. The Federal Reserve Board index of industrial activity for December, 1946, was 179 as compared with 163 for the corresponding month of 1945; for the complete year, the index was 170 as against 203 for 1945.

Some of the outstanding developments of the year were the increase in income payments to individuals; gains in consumer expenditures; high production of food, clothing and other non-durable goods; the high level of employment; and the large expenditures for new plants and equipment. In contrast to these was the loss in production and income resulting from work stoppages and shortages of supplies.

## National Debt Reduced

Financially the outstanding feature of 1946 was the reduction in the national debt, the first downward revision in fifteen years. The debt reached a record high in February of \$279,496,766,104, and since then has been reduced by \$22,752,133,500 to less than \$259 billion. This has brought about a sharp decrease in bank holdings of government securities. Total loans have shown little net change, as increases in commercial, industrial and agricultural loans have been offset by the decline in government obligations. During the year, there was a decrease in new security offerings, chiefly in new issues for refunding purposes. The debt retirement, coupled with business demands for funds, has resulted in a slight increase in rates of interest. Some progress has been made in reducing United States Treasury expenditures and deficits. However, estimates for the current fiscal year indicate a deficit of nearly two billion dollars, with receipts at \$39.5 billion and expenditures at \$41.5 billion.

## Bank Reserves and Deposits Lower

The excess reserves of the member banks of the Federal Reserve System as of December 31, 1946, were estimated at \$560 million as against \$1,387 million for December, 1945. Demand deposits of the member banks declined from \$105,395 million at the beginning of the year to about \$91,200 million at the end of 1946.

Loans and investments of the member banks at the close of December, 1946, amounted to \$98,100 million as compared with \$107,183 million a year ago, a decline of \$9,083 million. Total investments amounted to \$71,600 million, of which approximately \$65,200 million is accounted for by government investments. The comparable figures for 1945 were \$84,408 million for total investments and \$78,338 million for government investments. Bank loans at the close of 1946 were estimated at \$26,500 million as against \$22,775 million a year ago.

### **Industrial Financing in First Place**

Security financing in 1946 totalled \$5,444,078,548, about 8.5 per cent below the aggregate of \$5,954,487,047 recorded for 1945. Of the total securities offered, \$2,491,833,589 was for refunding purposes and \$2,952,244,989 represented new capital. Corporate financing accounted for the major portion of the new capital, while government units sought only a small amount.

Of the total volume of securities issued during the past year, industrial financing ranked first with a total of \$1,796,841,887, accounting for 33 per cent of the new financing as compared with \$1,174,219,313 in 1945. Public utility offerings of bonds and stocks amounted to \$1,249,506,797, about \$700,000,000 below the value of \$1,942,576,665 for the previous year. Railroad financing showed a marked decline from \$1,305,457,000 in 1945 to \$632,830,000 in 1946. State and municipal bond issues amounted to \$907,835,381 in 1946 as against \$599,557,310 in 1945. Foreign government financing in the United States in 1946 amounted to \$45,000,000 as compared with \$60,593,000 in 1945. Of the 1946 total, one offering by Australia accounted for \$25,000,000.

### **Heavy Expenditure by Industry**

An important factor contributing to prosperous business conditions in the United States is expenditure for new plants and equipment. The amount spent by industry in 1946, exclusive of agriculture, will exceed \$11.5 billion, a figure well above the previous high of private producers' outlays for durable goods and construction recorded in 1929. The 1946 capital expenditures are also some 40 per cent higher than the aggregate for 1941, the latest previous year in which there was an expansion and installation of facilities by private producers. More than half of the 1946 expenditures were credited to the manufacturing and mining industries. Commercial and miscellaneous groups spent about \$3.7 billion, while railroads, utilities and communications accounted for \$1.6 billion.

### **Foreign Trade High and Balance Favourable**

The foreign trade of the United States was at a near-record level in 1946. According to the Department of Commerce estimates, the value of exports was nearly \$12.3 billion, and the value of services \$3 billion. This was within \$1 billion of the higher total value of goods and services in 1945, when approximately \$7.4 billion of lend-lease services were extended to Allied Countries. During the year the United States imported about \$5.1 billion worth of goods and \$2 billion in services as against 1945 merchandise imports valued at \$5.1 billion and services to a value of \$3.3 billion. As a result of these transactions, the United States provided foreign countries with \$8.2 billion worth of goods and services in excess of what it imported from them. It is expected that total exports of goods in 1947 will exceed \$11 billion and that the value of imports will reach \$6 billion. Credits

made available in 1946 through the Export-Import Bank and the loan to Great Britain will be used at an increasing rate in 1947. Additional credits may be available through the International Bank and private financial institutions.

### **“Full Employment” Level Achieved**

One of the most important reconversion problems with which the United States was faced in 1946 was the transfer of male and female workers from armament to civilian production and the re-absorption of 11,000,000 men and women from the armed forces into productive civilian employment. Despite a great number of strikes and a continued shortage of raw materials and components, this problem was well solved, employment at no time falling below the “full employment” level. According to the United States Department of Labor, approximately 56,310,000 people were employed in civilian jobs in December, 1946. This was the first time since June that regular employment fell below the 57,000,000 mark, being brought about by a reduction of 730,000 persons in December, of which 690,000 were accounted for by a seasonal drop in agricultural activities. It was estimated that 2,100,000 persons were unemployed at the close of the year.

The Department of Labor reports that there were approximately 4,700 work stoppages or strikes, directly involving 4,650,000 workers. As a result of these stoppages, 113,000,000 man-days of work were lost, or about 1.5 per cent of the estimated working time for the whole of the country.

### **Incomes of All Major Groups Higher**

Income payments to individuals in 1946 were estimated at \$164 billion as compared with \$161 billion in 1945. The 1946 total included all types of payments to veterans and dependents of men in service. During the year, all major categories of income payments showed increases over 1945 figures, except salaries and wages paid to individuals, which dropped below the 1945 level as a result of cuts in military and federal civilian payrolls and the reduction of the work week in industry from an abnormally high wartime level.

### **Retail Sales Total \$127 Billion**

The Department of Commerce reports that United States consumers spent a record total of \$127 billion for goods and services in 1946. This is an increase of \$21 billion, or 20 per cent, over the 1945 figure and 70 per cent over that for the prewar peak in 1941. The record high level of expenditure and sales in 1946 is accounted for, in part, by higher prices.

Sales by all retail stores in 1946 totalled about \$96 billion, or 25 per cent over the 1945 value and almost 75 per cent more than in 1941. Purchases in 1946 of non-durable goods, such as food, clothing, tobacco and gasoline, were estimated at \$77 billion, or about \$12 billion more than for similar purchases in 1945. Expenditures for durable goods, such as furniture, household appliances, automobiles and jewellery, were estimated at \$14 billion, or 80 per cent more than in the previous year.

### **Decontrol Measures Bring Record Price Increases**

Commodity prices in 1946 recorded higher increases than for any year since World War I, and were six to nine times as great as in the last three years of World War II. The *New York Journal of Commerce* general

commodity index rose from 113.4 on December 28, 1945, to 120.4 on June 28, 1946, and to 155.5 on December 28, 1946, a total increase of 37.1 per cent. The outstanding developments in the prices field were the suspension of price control from June 30 to July 25, and the decontrol of prices, except for rice, sugar and rents, in the early part of November.

For purposes of analysis, the year may be divided into four periods of price development:

1. *January 1 to June 30*: Controls continued, but with many upward adjustments. Prices of non-farm products rose 5 per cent; those of clothing increased as much as during the entire year 1945.

2. *June 30 to July 25*: All controls were suspended. There were sharp price increases, particularly for farm products. Retail prices of goods and services rose 5.8 per cent, and retail food prices 13.8 per cent, the greatest monthly increase on record.

3. *July 26 to November 9*: Controls were partially restored, and there were some declines in prices of farm products, but most other commodity items continued to become more costly.

4. *November 10 to December 31*: No controls except on rice, sugar, and rents. Average prices, both producers' wholesale and retail, rose to new peaks. Industrial goods prices rose abruptly, and non-ferrous metals were up sharply.

### Price Levels Show Upward Trend

The following table, compiled by the *New York Journal of Commerce*, shows the commodity price level (1927-29 equals 100) at the end of 1946 as compared with the levels at the end of June, 1946, and the close of 1945:

	Comparative Commodity Price Levels				
	Dec. 29, 1945	June 28, 1946	Percentage Increase Jan.-June	Dec. 28, 1946	Percentage Increase Jan.-Dec.
	1927-29 equals 100				
General .....	113.4	120.4	6.2	155.5	37.1
Grain .....	136.6	145.2	6.3	159.3	16.6
Foods .....	112.6	114.4	1.6	183.4	62.9
Textiles .....	113.2	125.3	10.7	146.6	29.5
Fuels .....	108.3	120.6	11.4	130.4	20.5
Iron and steel ...	108.8	118.6	9.0	125.8	15.6
Non-ferrous metals	90.3	99.7	10.4	131.7	45.8
Building materials	149.8	159.8	6.7	197.0	31.5
Paints .....	127.5	127.7	0.2	241.2	89.2
Chemicals .....	87.7	87.7	...	105.3	20.0
Pulp and paper..	124.6	132.4	6.3	154.1	23.7

From the foregoing table it will be noted that the greatest increases in prices were recorded for paints, foods, non-ferrous metals, and building material; iron and steel and grain recorded the smallest increases.

### Outlook for 1947 Generally Favourable

As the year closed there were expectations of a postwar recession which appeared to be based on the fact that record inventories have been built up, with buyers resisting high prices for goods that are no longer in short supply. On the other hand, a number of economists have expressed the view that, if a recession does take place, it will be of short duration and not severe. Among the favourable factors supporting this view are the continuing shortages of durable goods which, it is considered, cannot

be satisfied, even with capacity production throughout 1947, and the availability of record purchasing power, coupled with the large amount of war-time savings that will help sustain consumer buying.

Among the principal controlling factors which are likely to govern business conditions in 1947 will be labour-management relations. Labour's announced determination to obtain a second round of wage increases to balance higher living costs may lead to a series of strikes and shutdowns which would inevitably have serious repercussions on the general business activity of this country.

## "Refugee" Industries Producing Wide Variety of Commodities

*Sixty-five firms of foreign origin, with estimated gross output of some \$50,000,000, now established in Canada—Provide useful employment and goods for domestic or overseas consumption—New skills being introduced to the advantage of this country.*

CANADA is encouraging the establishment of "refugee" industries, thereby furnishing additional employment, producing consumer goods already in short domestic supply and providing merchandise for export to other countries in exchange for commodities required to maintain the present standard of living in this Dominion. It is estimated that sixty-five firms in this category are now operating in Canada, and that their aggregate gross output approximates \$50,000,000. Besides the production of new items for home consumption and shipment abroad, these industries have in some cases introduced new skills that contribute towards the development of this country.

### Expenditure on Wages, Materials and Power

A survey of this situation, undertaken by the Dominion Bureau of Statistics, reveals that in 1944 there were fifty-six "refugee" industries operating in Canada. They employed 6,000 workers and had an aggregate gross output of approximately \$43,000,000. It was estimated that raw materials to the value of \$22,000,000 were utilized, and that nearly \$10,000,000 was paid out in salaries and wages. Expenditures on fuel and electricity amounted to about \$448,000. The wide diversification of these industries is set forth in the following table, which indicates the largest number are engaged in the production of textiles and textile products, though the plants producing wood and paper products had a higher aggregate gross output.

Refugee Industries in Canada in 1944

Industrial groups	No. plants	No. employees	Gross output
Animal products .....	5	858	\$11,340,165
Textile and textile products .....	21	1,259	6,786,505
Wood and paper products .....	10	1,887	12,720,355
Iron and its products .....	5	1,314	8,595,831
Non-metallic mineral products .....	3	50	193,939
Chemicals and allied products .....	4	76	348,990
Miscellaneous industries .....	5	187	978,463
Vegetable products .....	2	265	1,956,672
Non-ferrous metal products .....	1		
Total .....	56	5,896	\$42,920,920

Of those engaged in the manufacture of textiles and textile products, three were producing flax fibre; four, hosiery and knitted goods; five, woollen goods that included cloth and yarn; five, other primary textiles that included cotton thread, cotton yarn and cloth, dyeing and finishing, narrow fabrics, silk and silk goods; and four, secondary textiles that included men's clothing, women's clothing and corsets.

### **Industries Established in Five Provinces**

These industries were established in five of Canada's nine provinces, with 26 in Ontario, 25 in Quebec, three in British Columbia, and one each in Manitoba and Saskatchewan. It is evident that these firms were carefully planned and developed, as only one, and that a relatively unimportant wooden toy factory, has gone into liquidation. Operations of eleven outstanding examples in this group of industries are set forth below, indicating in brief the origin of their principals, the character of the business in which they are engaged and the manner in which they are contributing to the foreign trade of Canada.

### **Eleven Outstanding Examples Listed**

Bata Shoe Company of Canada, Limited, located at Batawa, Ontario, is of Czechoslovakian origin. It operates three plants, employing over 400 workers. After making a large contribution to the war effort through the production of a wide range of intricate machines for the manufacture of war materials, these plants are almost completely reconverted to peacetime operations. The principal products are women's shoes, but shoemaking machinery and even fishing reels are manufactured.

Louis Fischl Glove Company, Limited, located at Prescott, Ontario, is of Czechoslovakian origin. It operates two plants, employing nearly two hundred workers, and produces a wide variety of high-grade gloves.

Koerner Brothers, Limited, located at New Westminster, B.C., is of Czechoslovakian origin. This firm has commercialized for the first time on a large scale the utilization of western hemlock, which is newly named Alaska pine. Its three plants produce a wide variety of finished lumber items, including flooring, boxes and box shooks.

Prenco Progress and Engineering Corporation, located in Toronto, Ontario, is of Czechoslovakian origin. This firm commenced operations during the early part of the last war in an old stable, and expanded rapidly until it was producing equipment for the armed forces, including flame throwers. It is completely reconverted, and is producing a variety of items that include nozzles for oil burners, and hydraulic and braking equipment for aircraft.

John Petrik, Limited, located at Woodstock, Ontario, is of Hungarian origin. This firm employs over a hundred workers, engaged in the production of decorative porcelain. As business expands, two additional plants will be established in Canada and possibly one in the United States.

Industrial Steel and Fibre, Limited, located in Montreal, is of Roumanian origin. This firm assisted during the war in developing new containers for shells that effected material economies, and is now reconverted for the production of a wide range of containers.

A. Andreef Sporting Goods, Limited, located in Montreal, Que., is of Belgian and Russian origin. This firm was established in 1939 for the manufacture of tennis racquets and skis of European design. During the war, laminated skis were produced for the armed forces and "knees" for ships. It has been reconverted to peacetime operations, and a new plant at Ste Thérèse will provide employment for 125 workers.

L'Hoir Aluminum & Stainless Steel Products, Inc., located at Levis, Que., is of Belgian origin. This firm was established during the early part of the war by a technician skilled in working metals, and particularly those of the non-ferrous group. Various component parts for munitions were manufactured, but the plant has been reconverted for the production of aluminum, stainless steel and other metal utensils and equipment. It employs about sixty-five workers.

Tricotex Company, Limited, located at Sherbrooke, Que., is of Czechoslovakian origin. A number of new textile products, including glove linings, have been developed by this firm.

Huntingdon Woollen Mills, Limited, located at Huntingdon, Que., is of Polish origin. It has erected a large modern woollen mill for the production of overcoat materials.

Staroba Industrial Research Company, Limited, located in Toronto, Ontario, is of Czechoslovakian origin. This firm, which was originally connected with the Bata organization, is now producing precision instruments of high quality.

### **Export-Import Houses Organized**

In addition to the establishment of "refugee" industries, engaged in the actual manufacture of various products, a number of trained nationals of other lands have organized import and export houses. They are enabled to take full advantage of long experience gained in foreign trade, and their respective enterprises are making a useful contribution to the external trade of this country.

## **Trade of Malayan Union with Canada Gradually Resuming Prewar Level**

*Imports valued at S\$82,096,989 in November, 1946, were higher than prewar monthly average of S\$45,551,000—Imports from Canada totalled S\$485,663, compared with prewar average of S\$413,363—In same month, exports were valued at S\$114,803,802 compared with prewar monthly average of S\$47,443,000, while exports to Canada totalled S\$14,052, which was considerably below the prewar average of S\$1,465,900.*

(One Straits dollar equals \$0.4701 Canadian)

Singapore, January 20, 1947.—(F.T.S.)—Imports into the Malayan Union during November, 1946, were valued at S\$82,096,989 as compared with S\$117,938,602 in the previous month. Largest suppliers during October were China (S\$20,475,217), Sumatra (S\$19,472,373), United Kingdom (S\$19,176,390), Hong Kong (S\$8,579,705), Australia (S\$8,395,731), Siam (S\$8,212,505), Riouw Residency (S\$3,065,358) and British India (S\$3,056,869). Imports from Canada were valued at S\$446,583 in October and S\$485,663 in November.

Exports from the Malayan Union during November, 1946, were valued at S\$114,803,802 as compared with S\$110,825,085 in October of the same year. Largest purchasers of Malayan goods during October were the United Kingdom (S\$42,168,885), United States (S\$36,120,248), British India (S\$5,358,102), Sumatra (S\$3,561,545), and Hong Kong (S\$3,177,145). Exports to Canada were valued at S\$1,680 in October and at S\$14,052 in November.

The following summary shows that Canada is gradually resuming her place in the Malayan market, and to an extent which compares favourably with 1938:

**Trade of the Malayan Union**

	Monthly average 1938	September 1946	October 1946	November 1946
Exports to Canada ..	S\$ 1,465,900	S\$ 3,031,148	S\$ 1,680	S\$ 14,052
Total exports .....	47,443,000	83,874,078	110,825,085	114,803,802
Imports from Canada ..	413,363	859,594	446,583	485,663
Total imports .....	45,551,000	108,744,934	117,938,602	82,096,989

Considerable purchases were made by Canada from Malaya earlier in the year and substantial shipments of rubber were arranged for during December, making a total export trade from Malaya to Canada for 1946 of at least S\$1,500,000 monthly average.

## Canada May Sell Many Products In Stable Colombian Market

*Attractive market exists for Canadian wheat and many manufactures—Colombian foreign trade increases 40 per cent in past year—Record crop of coffee, basis of republic's economy—Domestic industries thrive—More money in circulation, and large foreign exchange reserves accumulated.*

By H. W. Richardson, Assistant Canadian Trade Commissioner

(Colombian peso equals 57 cents Canadian)

**B**OGATÁ, January 30, 1947.—Business conditions last year were satisfactory. Increasing alarm has been evident in official quarters over the inflationary trend which continued throughout the year, with the exception of the months of September and October. During these months an atmosphere of uncertainty existed, due to certain restrictive government decrees and labour troubles. Also, a prolonged drought, considered the worst in thirty years, disrupted vital river transportation and brought about a severe shortage in field crops and in articles of prime necessity.

After sixteen years of government by one party, a new administration, under the leadership of President Mariano Ospina Perez, came into power on August 7 and immediately took steps to curb speculation in consumer goods, stock exchange securities and real estate. The President also appealed to the public, and to the banks in particular, to assist in developing the agricultural resources of the country to the greatest possible extent. The government measures had temporary repercussions on all commodity and security markets, but, with the lifting in the United States of O.P.A. ceilings on coffee and the amplification of the loaning limits previously imposed on commercial banks, security markets and business in general resumed the former trend.

### 1946 Trade 40 Per Cent Greater Than Last Year

The value of Colombia's foreign trade has increased approximately 40 per cent over 1945, as shown by the following preliminary figures:

	1945	1946
Exports .....	Ps.246,175,441	Ps.338,315,297
Imports .....	Ps.281,182,399	Ps.386,067,055

Coffee production and exports, in 1946, reached the highest figures for quantities and values in the history of the country. Colombia's other principal export, petroleum, showed a small increase in production, but field exploration for new wells has been intensified, with foreign oil companies now bringing in capital exceeding U.S.\$30,000,000 annually for this work. A notable feature of this past year's trade has been the recovery made in this market by merchandise exports from the United Kingdom, Sweden, Switzerland and Belgium. It seems clear that 1947 will see an intensification of competition, with the former dominant factor of price once again being reasserted. It is already obvious that the trend in credit terms required by foreign exporters shipping to Colombia is changing, through competition, from irrevocable letters of credit to sight drafts with payment against documents, except for large and special orders. Furthermore, an increasing preference to deal directly with foreign manufacturers, rather than export houses, has become evident.

Colombia is regarded as one of the most stable and attractive markets in Latin America for a wide range of products. These are led by cotton, rayon and woollen textiles, motor vehicles, iron and steel manufactures, electrical goods, chemicals, paper products, hardware, industrial equipment including agricultural and mining machinery, rubber manufactures, wheat, flour and canned goods. For many years Colombia has enjoyed enviable political stability and, while the present government has to contend with greater opposition than its predecessors, no untoward developments can now be anticipated which might prejudice the country's progress. Obviously much depends on the future of coffee and on the success of the government's efforts to control inflation and improve transportation facilities, but past experience has shown that Colombia has competent and intelligent leaders, with ability to meet changing conditions in an orderly manner.

Coffee, the all-important crop which accounts for 80 per cent of Colombia's export trade, completely escaped the effects of the serious drought and, for the first time in history, production exceeded 6,000,000 sacks of 60 kilos each. Exports in 1945 had been 5,149,389 sacks, while in 1946 exports reached the record figure of 5,661,463 sacks, of which 5,245,871 sacks were purchased by the United States. Prospects for the next crop are reported to be very good, and prices are continuing the steady upward trend begun in October with the removal of O.P.A. price ceilings.

### **Possible Outlet for Canadian Wheat**

All field crops have been adversely affected by the long drought, and, for the first time in history, Colombia will have to import about 500,000 bags of maize to supplement her domestic production, estimated at 567,900 metric tons for 1946. Small imports of rice are necessary to supplement local production of 115,670 metric tons. The most serious shortage is in wheat and flour supplies, due to a 50 per cent crop this year of 55,000 metric tons as compared with the rate of consumption, which has risen to at least 140,000 tons. This would indicate that Colombia may grow in importance as an export outlet for Canadian wheat. Some wheat supplies have been purchased from Canada, Argentina and United States, but need still exists for at least 60,000 metric tons, as a result of an abnormally heavy demand for imported flour.

### **Breeding Stock Imported from Canada**

Conditions in the important cattle-raising industry have been good, with a sustained demand at buoyant prices. On several occasions, beef was withheld from markets while cattlemen demanded higher prices, which were granted. Normal exports of live cattle were made to neighbouring countries. The importation of breeding stock from the United States and Canada continued during 1946.

The total year's production of sugar will amount to about 75,000 metric tons, which is almost 20,000 tons short of estimated consumption. Early in the year orders were placed in Cuba for this amount, but only half was received and the shortage is now so serious that deliveries to the trade have to be rationed. The situation will be acute until March.

### **Textile and Rubber Industries Thrive**

A high level of activity in all branches of domestic industry was maintained during the year, and the rate of expansion, stimulated by war-time shortages, shows no sign of slackening. Particularly notable progress was made in 1946 by the textile and tire manufacturing industries. The cement industry has well-advanced plans for increasing the output from the present daily tonnage of 1,040 to 2,870 by early 1948.

All the larger textile mills are operating at full capacity, but are still two months behind with deliveries. Exports have been suspended, and stocks of imported textiles, which are very low, are obtainable only at exorbitant prices. Domestic products have shown progressive improvement, both in quality and presentation. Important orders have been placed abroad for new looms and equipment to relieve the burden on machinery that has been overtaxed for the past seven years.

The new tire industry has shown highly satisfactory progress, and in September, 1946, domestic production had reached 7,000 tires of all types, estimated to be about 60 per cent of present requirements. Imports in 1945 were largely from Brazil, and in 1946, largely from the United States.

### **Oil and Mineral Production High**

Colombia's five oilfields produce, at the present time, an average of 66,150 barrels per day, of which approximately 85 per cent is exported. A recent report indicates that, besides the eight major oil companies operating in Colombia, there are about 25 independent operators, some of which have concluded agreements with the large companies.

For the first ten months, gold production had dropped to 372,901 fine ounces in 1946 as compared with 439,153 for the same period of 1945. This was a decline of 15.1 per cent, and the only important exception to the general trend. Other mining industries operated at similar levels to 1945 when 34,758 troy ounces of platinum and 168,699 troy ounces of silver were produced.

The marked increase in building activity, which was evident during the first seven months of 1946, showed a decline from August onwards. This was due to the restriction of bank credit for real estate operations considered in any way speculative, and to a government plan for control of rents. The lack of certain essential construction materials and the shortage of electric power were also contributing factors.

### **Ports and Roads Improved**

The construction of new highways continues to receive attention and there has been marked progress over recent years. Efforts are also being made to relieve congestion at ocean ports by providing additional warehouse accommodation and extending dock facilities. This work is well under way at the Pacific port of Buenaventura.

Due to the extremely difficult topography of the country, with heavy jungle and very steep unbroken mountain ranges lying between the coasts and the high plateaus and valleys in the interior where the majority of the people live, the problem of internal transportation has always been a most serious one for Colombia. There is no road or railroad from Bogotá to the principal Atlantic port of Barranquilla, but the last link in a road to Buenaventura on the Pacific was completed in June, 1946, and has already

carried considerable traffic. Costs of all such transport still remain excessively high.

Since 1919, Colombia has been a pioneer in commercial aviation, and in 1946 progress was particularly noteworthy in the volume of air-freight. A steadily increasing tonnage is now being carried by seven local airline companies, and rates are being gradually reduced by competition.

### Government Revenue Increases 60 Per Cent

Increased expenditures for social services, particularly educational facilities, have been well maintained with the assistance of much higher revenues. For the first ten months of the year, there were Ps.226,495,000 as compared with Ps.140,945,000 in 1945, an increase of over 60 per cent. This resulted in a small surplus as at October 31.

The budget presented to Congress for the fiscal year beginning January 1, 1947, calls for expenditures of Ps.244,745,000 and ordinary revenues of Ps.199,505,000. It should be noted in connection with this budgeted deficit that revenues have been conservatively estimated, and that some additional tax laws are anticipated in the near future. The small amount of financing necessary in recent years has encountered no difficulties.

### Banks Open Many New Branches

Numerous new branches were opened throughout the Republic during the year by the three major Colombian banks, Banco de Bogotá, Banco de Colombia and Banco Comercial Antioqueño. The principal foreign banks did not extend their facilities. They are the Royal Bank of Canada, the National City Bank of New York, and the Bank of London and South America, in that order of importance. The following banking statistics illustrate the rapid growth of the country's economy over recent years:

	Dec., 1941	Dec., 1945	July, 1946
Deposits .....	Ps.128,797,000	Ps.321,575,000	Ps.408,417,000
Advances .....	Ps. 94,742,000	Ps.213,485,000	Ps.275,847,000
Savings .....	Ps. 19,240,000	Ps. 76,921,000	Ps. 83,734,000

The Board of Control for Imports, Exports and Foreign Exchange continued to function efficiently throughout the year 1946, and the central bank, Banco de la Republica, maintained their official buying and selling rates at Ps.1·745 and Ps.1·755, respectively to the U.S. dollar. This valuation of the Colombian peso at just under 57 U.S. cents has been maintained steadily throughout and since the war. It is understood that these rates have been furnished by Colombia to the International Monetary Stabilization Fund under the Bretton Woods Agreement. No difficulty has been experienced in obtaining foreign exchange for authorized remittances and importations, all of which require import licences for shipments valued at over Ps.50·00.

### Large Foreign Exchange Reserves Accumulated

Substantial reserves of foreign exchange balances were built up during the war as a result of an increase in the value of exports, accompanied by a decrease in imports, due to wartime supply difficulties. In addition, further reserves have been accumulated through the virtual cessation of sales abroad of gold for exchange in the latter part of 1942, although Colombia is an important gold producer with annual production averaging over 500,000 troy ounces during the past ten years.

The present far-sighted policy of exchange control is serving to extend this advantageous position into the future to facilitate the development of the country and its rich natural resources. Therefore, the characteristic

feature of Colombian international payments for a few years in the future will be a surplus of imports over exports, under reasonably normal conditions. The continued introduction of foreign capital for oil field exploration will serve to extend this period, or to permit a greater deficit on balance of the merchandise trade account. According to preliminary figures, the balance of payments for 1946 shows a deficit on commercial account of some 47 million pesos, with a net favourable balance on all payments of 4 million pesos.

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## Trade Controls in United States May be Retained by Congress

*President requests extension of certain provisions of Second War Powers Act in view of widespread shortages—No indication given whether export licensing to be continued after June 30.*

**W**ASHINGTON, February 6, 1947.—(FTS)—At the present time, United States exports and imports are controlled in the main by the Second War Powers Act, which expires March 31, 1947, and the Export Control Act, which expires June 30, 1947. There is also additional legislation, such as the Patman Building Act, which may be invoked to regulate export shipments of certain products.

### Extension of Certain Provisions Proposed

The President of the United States has asked Congress to extend certain provisions of the Second War Powers Act, including those authorizing export and import control of certain products. In view of the critically short supply of foods throughout the world, it has been recommended that current import and export controls of the following products should be kept after March 31, 1947: grains, rice, sugar and related products, fats and oils, meat and meat products, dairy products, peas and beans, canned fish and protein foods. At the same time, there are other commodities which the United States imports for industrial purposes and over which probably some form of allocation will be necessary after March 31, 1947. Among the commodities in this group are: cinchona bark and cinchona alkaloids, rubber, manila (abaca) and agave fibre and cordage, tin and antimony. The only other current domestic shortages, with the exception of freight cars, considered at present sufficiently serious to warrant continued allocation control beyond March 31, are streptomycin, automobiles and tractors.

### No Decision Yet to Extend Export Control Act

The Export Control Act gives the Government authority to make any product subject to export licensing. The decision as to what products shall be licensed is made by the Joint Committee for Export Control. This Committee includes representatives of the National Housing Administration, Office of Temporary Controls, Department of State, Department of Commerce, and the Department of Agriculture when food products are concerned.

To date no indication has been given as to whether there will be any need for continuing the Export Control Act beyond its expiration date of June 30, 1947.

## Substantial Non-Commercial Content In Canadian Imports from U.K.

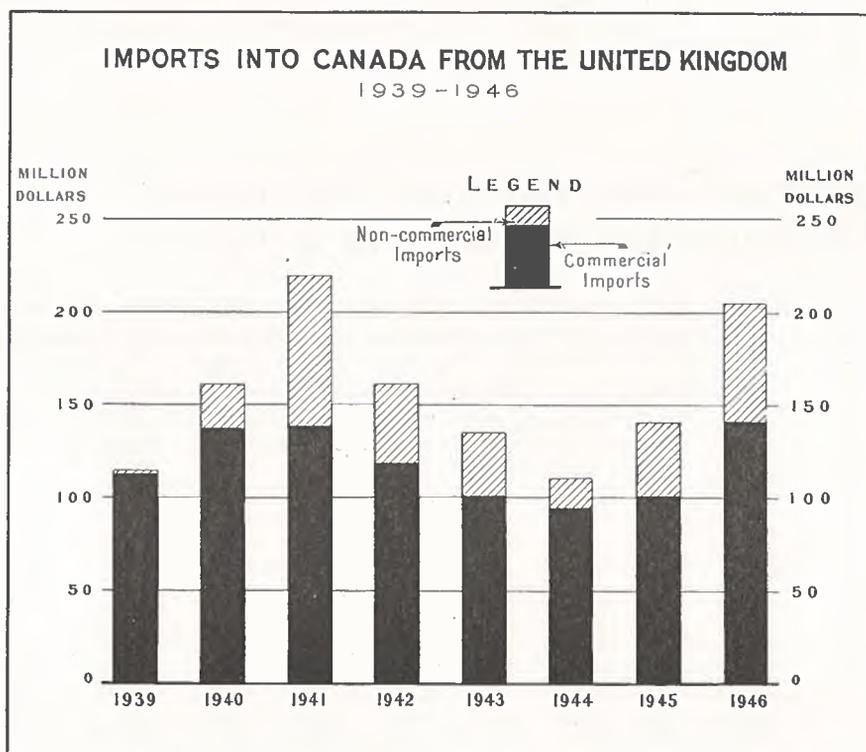
*Published statistics of external trade distorted since 1939 by inclusion of figures representing shipments of war materials and return of Canadian products—Articles for use of Imperial Armed Forces and settlers' effects also included.*

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

Published statistics of Canadian imports, entered for consumption, have always included several items that may be considered of a non-commercial character. These items were never very large in prewar years, but since 1939 their inclusion in the total value of imports, from the United Kingdom in particular, has tended to distort published data.

In order to clarify the picture of Canadian imports from the United Kingdom, a special chart has been prepared to show the relation of these "non-commercial" items to the total. The distinction between commercial and non-commercial imports is not always easy to establish, but three items have been segregated, as follows:

- (a) "Articles for the use of the Imperial Army, Navy and Air Force". These imports consisted almost entirely of war equipment of various kinds for experimental purposes, training and use in Canada by the United Kingdom Government. The values applied to the articles imported under this classification were nominal and no duty was paid.



Prepared by Dominion Bureau of Statistics

(b) "Canadian goods returned". Before the war, this item amounted in value to several hundred thousand dollars annually. Late in 1945, however, the Canadian Government began the repatriation of large stocks of war equipment, the bulk of which was shipped from the United Kingdom. On entering Canada, they were classified under "Canadian goods returned" in the trade returns. They are not shown in the United Kingdom trade returns.

(c) Settlers' effects, the property of immigrants.

The value of each item, and total imports from the United Kingdom, are shown in the following table:

Imports from United Kingdom						
	Articles for Imperial Forces	Canadian goods returned	Settlers' effects	Non- commercial imports	Com- mercial imports	Total recorded imports
	(\$ Millions)					
1939 .....	.8	.4	.6	1.8	112.2	114.0
1940 .....	23.5	.3	.6	24.4	136.8	161.2
1941 .....	81.2	.1	.1	81.4	138.0	219.4
1942 .....	42.5	.4	.1	43.0	118.1	161.1
1943 .....	34.3	.1	...	34.4	100.6	135.0
1944 .....	16.2	.3	.1	16.6	94.0	110.6
1945 .....	21.2	18.8	.2	40.2	100.3	140.5
1946 .....	2.3	60.3	1.5	64.1	137.4	201.5

In the past few months, the proportion of non-commercial imports has declined considerably and will probably fall to negligible proportions in 1947. When comparing 1947 figures with those of the war years, a more correct picture is presented by the use of non-commercial import figures as a basis for comparison.

It should be noted that export figures during the war years are also subject to a similar type of bias, but an adjustment in respect of these figures cannot readily be made.

## Large Construction Program Planned by Mexico in 1947

*Will expand and complete large undertakings of former government—To finish construction of important high-ways—Railway system to be extended—To improve telephone, telecommunication, and postal services—To develop airport facilities—Import of essential construction machinery and materials to be facilitated.*

By A. W. Evans, Assistant Commercial Secretary, Canadian Embassy

Mexico City, February 7, 1947.—The President has approved a large program of construction for 1947 covering roads, railways, telecommunications, civil aviation, automotive transport and the postal system. The idea is to expand and complete the already large undertakings which have been carried on by the former government. If necessary, private firms are to be employed so that the program may be kept to schedule. Better communications will mean a more even distribution of the country's products, as well as linking together the various centres of population.

## **To Complete Important Roadways**

The Pan-American Highway, Christopher Columbus Road and other highways now under construction will be completed not only because of international obligations, but because they will constitute important links with other countries of Latin America. Also, high on the list are roads linking up northern and southern states, which will be most useful in bringing about the unity of the country. For many years, the Peninsula of Yucatan has been isolated from the rest of the Republic, due to the lack of suitable roads. The new administration is strongly interested in establishing good communications with the peninsula.

## **Extension of Railways Considered**

The Ministry is considering an extension of the railway system to all parts of the Republic as another step towards linking together communities still isolated from the rest of the country by lack of communications. With the end of the war, new equipment and parts are now becoming more available, aiding in the over-all effort to increase the efficiency of the railways. The Government has taken a firm attitude towards irresponsible and illegal strikes, called "paros", which may last from one hour to two days. Technical improvements are to be recommended by experts and these, together with modernization of existing equipment, will tend to ameliorate the situation which is badly out of hand at present.

In telecommunications, the intention is to check all equipment and apparatus, which will be almost totally replaced by modern machines, such as carriers, multiplexes and perforators. A study of the actual capacity of existing telegraph lines is to be made so that where the traffic is heavy, new lines can be installed to better the services.

## **Amalgamate Two Telephone Companies**

There are two telephone companies in Mexico, necessitating the use by business and other subscribers of two separate lines, one for each company. These are being amalgamated by a government order. With the availability of new equipment, the installation of new lines will help to relieve a very serious congestion.

Radio communications are to be improved by the construction of four monitor stations, which are to be placed in the parts of the country where they will be of the most benefit. Existing radio equipment is to be modernized and technical studies made of television and frequency modulation.

## **To Improve Airport Facilities**

In a mountainous country such as Mexico, aviation is of the utmost importance. Up to the present time, all development of air fields, etc., has been done by private companies, most of which are financed indirectly by the United States Government. It is proposed to construct new airports and improve existing ones. Especially needed is the proposed improvement of the central airport in Mexico City, which is having difficulty in handling the greatly increased volume of traffic. Existing runways need to be extended and new ones constructed.

The Mexican Civil Aeronautics Association has laboured under the handicap of not having sufficient technicians and specialists. The Civil Aeronautics School, therefore, is to be reorganized so that the necessary

personnel will be available. Steps are to be taken to ensure efficient communication between Mexico and the rest of the world. The international treaties regarding aviation are to be studied for the most efficient co-ordination between Mexico and foreign governments.

The program of bettering the automotive transport system ties in, of course, with the building of new highways and roads. Highways will be kept in good repair and the motor vehicle inspection system is to be tightened in order to prevent the driving of overloaded vehicles on the highways.

### **Will Improve Postal Services**

The present post office system is to be improved in many ways, including a proposed salaries raise in order to obtain more efficient personnel. Regular deliveries are to be made on Sundays and holidays. A study is to be made for the drawing up of new postal rates and the extension of the airmail services to areas at present inaccessible on account of their topography. With the opening of new roads and railway lines, new post offices will be established to take care of the adjacent villages and towns. Advantage will also be taken of the new air lines, both domestic and international which it is proposed to operate.

### **Studying Tariff to Facilitate Import of Essential Items**

The program will be extremely difficult to complete in one year in view of existing shortages of machinery and material. A special tariff study is being made to facilitate the import of essential items. Mexico will be a very large customer for all exporters interested in construction.

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## **Commodity Comments**

**By Export Division, Foreign Trade Service**

**H**EREUNDER are reproduced a series of comments on various commodities, furnished by specialists of the Export Division. Although a comprehensive report could be prepared on each item, limited space is available in *Foreign Trade* for the presentation of such a wealth of information. This summary is introduced, as a special feature, in the expectation that the data will assist producers and exporters. It is realized that many are already familiar with the conditions outlined, but their presentation in this form provides some conception of the assistance that may be rendered by the Foreign Trade Service to firms and individuals wishing to expand their commercial relations with other countries.

### **Foods and Related Commodities**

#### **Food Products on Free List**

Export permits are now being freely granted for the following products: Meat extracts; fruit juice concentrate; mustard, dry and prepared; olives; pickles, sour; coconuts; desiccated coconut; rolled oats and oatmeal; macaroni and spaghetti; tree nuts; Postum; ice cream cones; ice cream mix; apple pomace; vegetables, fresh; canned solid pack rhubarb; canned tomato juice; canned tomato juice cocktail; canned vegetable juices; canned solid pack apples (no sugar content); canned fruit juices; canned spaghetti; prepared wheat cereals; corn flakes; coffee and substitutes; carraway seed; cake mix; apple pectin; apple juice; potatoes; pickled pork products (tails, snouts, feet, etc., but not primary cuts—B.W.I. and Newfoundland); beef casings (round, middles, bungs and bladders); blood sausage (except U.S.); canned chicken (B.W.I. and Newfoundland); poultry, dressed

(B.W.I. and Newfoundland); eggs, shell, liquid and dried (B.W.I. and Newfoundland); canned turkey (when processed from imported U.S. frozen turkey); dehydrated fruits (except apples); frozen vegetables in large-size containers (i.e., 66 oz. or over); gelatine (except technical gelatine); imported dried fruit (except currants, raisins and prunes); proprietary cocoa (in consumer packages); cocoa expeller cake (if expelled through an Anderson expeller); malt syrup and extract (B.W.I. and Newfoundland); salt (B.W.I. and Newfoundland); abrasives, less than 3 per cent soap (B.W.I. and Newfoundland); biscuits and crackers (unsweetened); spices (except pepper, nutmeg and mace and imitations thereof); flavouring extracts (no sugar content); fruit pulp (except strawberry and raspberry); soup, canned; vegetables, canned, except corn and tomatoes; berries, fresh, except strawberries and raspberries; tree fruits, fresh, except apples, to April 30 only.

#### **Potatoes—Table and Certified Seed**

Potato production rose from 35,986,000 cwt. in 1945 to over 48,000,000 cwt. in 1946. Three-quarters of the present holdings, which are nearly double those of last year, are in the Maritimes.

#### **Fresh Apples**

The 1946 crop of apples totalled 17,624,000 bushels, and was well over twice that of 1945, all producing provinces showing substantial increases. Of the Nova Scotia crop of 5,400,000 bushels, marketings are as follows: Fresh apples to the United Kingdom, 600,000 bushels; fresh apples for domestic consumption and coastal exports, 350,000 bushels; canned apples for domestic consumption and export to the United Kingdom, 300,000 bushels; pie filler, 150,000 bushels; dried apples, 200,000 bushels; and apple juice, 200,000 bushels.

British Columbia, with a crop of over 8,900,000 bushels, is supplying the United Kingdom with about 2,500,000 bushels of fresh apples. More than 1,000,000 bushels have gone to other export markets, including Newfoundland, the British West Indies and Bermuda, South Africa, Brazil, Uruguay, Palestine, the Philippine Islands and the United States, thirty-one states of the Union having purchased Canadian apples.

Holdings as of January 2 were 4,465,000 bushels, as compared with 1,736,000 bushels last year. This situation is considered very satisfactory.

No export permits are required for shipments of fresh fruit to any part of the British Empire, St. Pierre-Miquelon or to Iceland. Permits to other destinations have been on a Special Permit basis for the producing provinces.

#### **Confectionery**

Export in 1947 is under Special Permit Licence. Supplies for export are limited by material shortages. Both sugar and cocoa beans are under I.E.F.C. (International Emergency Food Council) allocation. While sugar is possibly a little easier than in 1946, cocoa bean supplies will be substantially less.

#### **Tobacco**

With 1945 production exceeded, increased exports have been approved, although the necessity of building up seriously depleted reserve stocks requires the maintenance of strict export control. The United Kingdom is to receive 20,000,000 pounds of flue-cured tobacco, as compared with 8,000,000 pounds in 1945, together with smaller amounts of burley and dark tobaccos. Newfoundland and the British West Indies are to obtain their normal requirements under program arrangement. Exports to other markets will be limited to token shipments.

## **Pulp and Paper**

### **Woodpulp, Paper and Products**

The outlook for 1947 is much the same as for 1946. Demand, rather than lessening, continues to increase, while there appears little hope of an appreciable production increase, as the industry is already working as close to capacity as conditions permit. Despite some difficulties in attracting men to the timber limits, a record pulpwood cut is anticipated.

### **Woodpulp**

Canada now provides 32 per cent of the estimated current world exports, as against a prewar average of only 12 per cent. Due to the war and its aftermath, total world exports of pulp have fallen materially. Annual world pulp exports in 1934 to 1938 averaged approximately 5,900,000 tons, of which Canada contributed only 700,000 tons. The estimated world exports in 1946 were 4,400,000 tons, with Canada supplying 1,400,000 tons. As Canada's pulp exports have increased, those of the Scandinavian countries have declined.

While Canada's war-spurred production has risen, the United States has necessarily looked more and more to this country for her supplies.

Several new kraft pulp plants are under construction or near completion. Production in 1947 should be greater than in 1946, but the export position will be about the same.

There is no export permit control on woodpulp.

### **Newsprint**

Estimated 1947 production approximates 4,000,000 tons, of which some 250,000 tons will be for domestic consumption. Roughly, 3,250,000 tons will go to the United States and about 500,000 tons to overseas markets.

Newsprint is not under export permit control.

### **Paper Boxes and Shipping Containers**

The situation at present is probably worse than at any time since the start of the war, with deliveries running from three to four months. There is no indication that anything will improve this situation other than a drop in demand.

These items are under export permit control.

## **Iron and Steel**

### **Iron and Steel Products**

Canada's 1946 steel requirements were placed at 4,000,000 tons, of which 75 per cent was to come from Canadian mills and the remainder from abroad. Work stoppages reduced domestic production by about one-third and imports from the United States by 25 per cent, creating a shortage of some 1,000,000 tons against essential needs.

Pig iron offers to finishers fell off at a time when the scrap shortage became accentuated, forcing many foundries to a drastic cut, or temporary suspension, of production.

While the position has improved from the extreme low, the expectation is that permission of volume exports will not come before the fourth quarter of 1947.

## **Non-Ferrous Metals**

### **Antimony**

Antimony remains in very short supply, as exports from the United States have been discontinued. There were no imports in October, and estimated receipts of 2,000,000 pounds in 1946 may not now be achieved. The shortage is estimated to be 2,000,000 pounds. Canada is now dependent upon supplies from China.

### **Copper and Manufactures**

Primary copper remains in short supply, with the 1947 exportable surplus already committed. Of this, 75 per cent will be taken by the United Kingdom. Copper mill products, such as sheet, coils, tubes, plates, etc., continue in tight supply. Manufacturers of wire and cable have no material for new accounts. On orders for old accounts, delivery is anywhere up to eighteen months, depending upon sizes and types. Due to the shortage of cotton, only small quantities of insulated cable are permitted for export to old contacts.

### **Plumbing Fixtures**

The present shortage of plumbing fixtures will probably continue indefinitely, due to the demands of the housing program. Valves are also in poor supply, but are expected to be easier by the second half of 1947. At present, token shipments by established exporters are being permitted, particularly for sizes above one inch.

### **Gold**

Gold and its alloys are in poor supply, as 95 per cent of Canada's production is taken by the Bank of Canada. The remainder, only a few thousand ounces a month, barely meets domestic industrial needs.

### **Aluminum and Products**

Primary aluminum is available for export in fairly substantial quantities. Delivery on semi-fabricated forms remains poor. The basic price of aluminum has risen to 13 $\frac{3}{4}$  cents per pound in 50-ton lots. A shortage of secondary aluminum is developing, due to the exceptional demand in the United States for scrap.

Three firms are engaged in the manufacture of hand knitting needles of aluminum, which are available for export.

## **Non-Metallic Minerals**

### **Asbestos Products**

Asbestos building products remain in short supply. Exports are being licensed to old customers in Newfoundland and the British West Indies.

## **Chemicals and Allied Products**

### **Paints, Varnishes, Enamels and Lacquers**

Export control of paint products, hitherto by country allocations, is now by export quotas, based on linseed oil content, established for individual firms. Paint manufacturers may now ship to markets of their choice under one blanket Special Export Permit, valid for 1947.

## **Radium**

The Eldorado Mining and Refining (1944), Limited, a Crown-owned company, reports having ample stocks of radium, a staff experienced in handling radium and a filling laboratory equipped to prepare all types of applicators. Improved filling techniques make possible accurate filling of needles, tubes, etc., to customer specifications. A new method of identification has been devised, which eliminates doubt as to the quantity of radium in a needle, and which accordingly is of marked assistance to doctors and radiologists.

Where radium now on hand is in applicators of a type inconvenient for present needs, the company will undertake its transfer to others of more modern and suitable design. It will also design and prepare special types of applicators where these are required.

## **Manufactured Products**

### **Golf Balls**

Canadian manufacturers of golf balls are preparing to market the new American-size (1.68) golf ball during 1947, following the decision of the Royal Canadian Golf Association to adopt this ball for official use in 1948. It will be optional, of course, on the part of the player whether he uses the large or small ball during 1947. The general opinion seems to be that nearly every player will want the American-size ball at the earliest possible date. In a normal prewar year, Canadian consumption of golf balls of all grades was approximately 125,000 dozen, including balls imported from the United Kingdom.

### **Dolls and Toys**

More than three hundred manufacturers of dolls and toys are now producing playthings in Canada. Many of these firms are aggressively exploring export markets. So keen is the interest in this direction that, during the closing weeks of 1946, a special meeting was called by the Canadian Playthings Manufacturers' Association to discuss and study export possibilities.

### **Golf Clubs**

Present indications are that production of golf clubs will reach a new high in 1947.

### **Cigarette Lighters**

Cigarette lighters are in good supply. These can be furnished in all-metal or plastic.

### **Motor Toboggans**

Motor toboggans are now being manufactured in Canada. This toboggan operates efficiently on any kind of snow and hauls heavy loads. It has a normal speed of 31 m.p.h., and travels approximately 25 miles on a gallon of gasoline. Purchases have been made recently by the Department of Mines and Resources, the Royal Canadian Mounted Police and public utility companies. It is expected that the export market will be developed, especially that in France, Norway and Sweden.

# Trade and Tariff Regulations

## Italian Foreign Exchange Regulations Extended

Effective January 25, the Italian foreign exchange regulations, under which Italian exporters are entitled to dispose freely of 50 per cent of the foreign currencies received in payment for exports, while the remaining 50 per cent must be surrendered to the Ufficio dei Cambi, have been extended to tourist remittances and to financial remittances having the character of investments or maintenance or donation.

No devaluation or modification of the rate of exchange has taken place, but only an extension of the benefits which were already enjoyed by Italian exporters.

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## Increase Import Quota for Commercial Vehicle Chassis

Wellington February 4, 1947.—(FTS)—By virtue of a New Zealand Customs Order dated December 23, 1946, an additional allocation for imports of "knocked down" commercial chassis from the United Kingdom, Canada and the United States has been provided to the extent of 50 per cent of the value of the applicant's imports of similar goods from the same source in 1938. As a result of this increase, the total allocation of imports for 1947 in terms of percentages of value in 1938 now is: United Kingdom, 250; Canada, 150; United States, 150.

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## U.K. Issues Open General Licence for Certain Products

London, February 4, 1947.—(FTS)—The Board of Trade announce that, with effect from February 4, they have granted an open general licence for the importation of olives in brine packed in casks, capers in brine packed in casks, coir yarn and coir fibre, kapok, and refined natural cryolite, when consigned from any country; and for the following sheep's and lambs' raw wool when consigned from any part of the British Empire, viz., slipped or skin wool, and wool in the fleece, greasy, washed, scoured or carbonized.

The effect of the open general licence is to obviate the necessity for separate import licences for individual transactions.

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## Postal Information

### Procedure for Mailing Catalogues to Belgian Congo

When sending catalogues or other printed material to the Belgian Congo other than by first-class mail, it is advisable to send them as "printed matter" rather than by parcel post. By parcel post, the packages are delayed for customs examination and, even if there is no import duty, there are other charges for customs formalities. Such charges and the delay in clearing through the post office may tend to create a feeling of antagonism on the part of importers to whom Canadian catalogues are addressed.

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### Greece Levies Surcharge on Parcels

Information has been received from the Postal Administration of Greece that, owing to the abnormal cost of transportation in that country under present conditions, postage at their domestic parcel post rate is being collected, as a temporary measure on parcels received in Greece, from the addressees. This surcharge collected in Greece will not affect the rates applicable in Canada on parcels to that country, which remain unchanged.

## Foreign Trade Inquiries

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

12. **Scotland**—Harvie and Watson Limited, 48 Brunswick Street, Glasgow, C.1, Scotland, a firm well reported on, have expressed interest in securing buying connections for canned foods and honey. File: T.E. 177.
13. **Mozambique**—P. Santos Gil and Company, Limited, P.O. Box 325, Lourenço Marques, Mozambique, are in the market for 146,000 screw spikes, 16,000 track bolts, rails, fish plates, tirefonds and turnouts, for the Mozambique Railways. Tenders must be received in South Africa by May 9. Further particulars, including drawings, may be obtained from the Foreign Trade Service, Department of Trade and Commerce, Ottawa. File: 36444.
14. **Cuba**—Alegret and Llera, Calle E No. 454, Vedado, Havana, Cuba, an experienced and reliable firm, are interested in the purchase of an agency for drugs, pharmaceuticals and fine chemicals. File: 528.
15. **Mexico**—Agencias Generales, S.A., V. Carranza No. 944, Mexico, D.F., an old established and highly esteemed firm, are interested in obtaining an agency for flour. File: 28173.

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### Captain J. A. Heenan Succeeds F. E. Bawden

Captain J. A. Heenan, O.B.E., has been appointed Director of Trade Routes and Steamship Subsidies, succeeding F. E. Bawden, O.B.E., in this position. Born at Newcastle-on-Tyne, England, in 1892, Captain Heenan went to sea at the age of fifteen in a four-masted sailing ship. During the First World War, he served with the Royal Navy in the Indian Ocean, East African waters and throughout the Arabian campaign in the Red Sea, where he co-operated with the late Colonel T. E. Lawrence in the capture of coastal ports. He was later transferred to H.M.S. *Repulse* in the North Sea.

During the Second World War, Captain Heenan served at Naval Headquarters, in Ottawa, as Shipping Liaison Officer and Naval member of the Canadian Shipping Board. He assumed command of H.M.S. *Provider* in 1942, and carried out escort duties in the Caribbean with a flotilla of motor launches. The following year, Captain Heenan was appointed Captain (M.L.) Coastal Forces, in charge of all anti-submarine motor launches on Canada's East Coast. He was appointed Naval Officer in Charge of the Port of Saint John, N.B., in January, 1945.

Captain Heenan was navigating officer aboard vessels of the White Star Line from 1919 to 1928, and for two years served in that capacity aboard the R.M.S. *Majestic*, then the largest ship afloat. For seven years, he sailed in the "Lady" ships of the Canadian National Steamships. During his sea career, he has circumnavigated the world seven times. Captain Heenan joined the Department of Trade and Commerce in 1937 as Inspector of Subsidized Steamship Services, and returned to the department in November, 1945. He was an Honorary A.D.C. to the Governor General of Canada from 1940 to 1946, and for fifteen years has been a Fellow of the Royal Astronomical Society.



Canadian purebred cattle were purchased recently for shipment to Australia during the visit to this country of the Hon. E. H. Graham, Minister of Agriculture for New South Wales. While in Ottawa, he inspected the Ayrshire herd at the Dominion Central Experimental Farm. Left to right: George W. Muir, animal husbandman at the Central Experimental Farm; Hon. Mr. Graham, of Sydney, N.S.W.; Fred McIntosh, prominent Australian Ayrshire breeder, of Berry, N.S.W.; and R. Watson Hewett, president of the Australian Jersey Breeders' Association, of Rowse, N.S.W.

*National Film Board Photo*

## Canadian Fairmiles Converted for Transportation in Venezuela

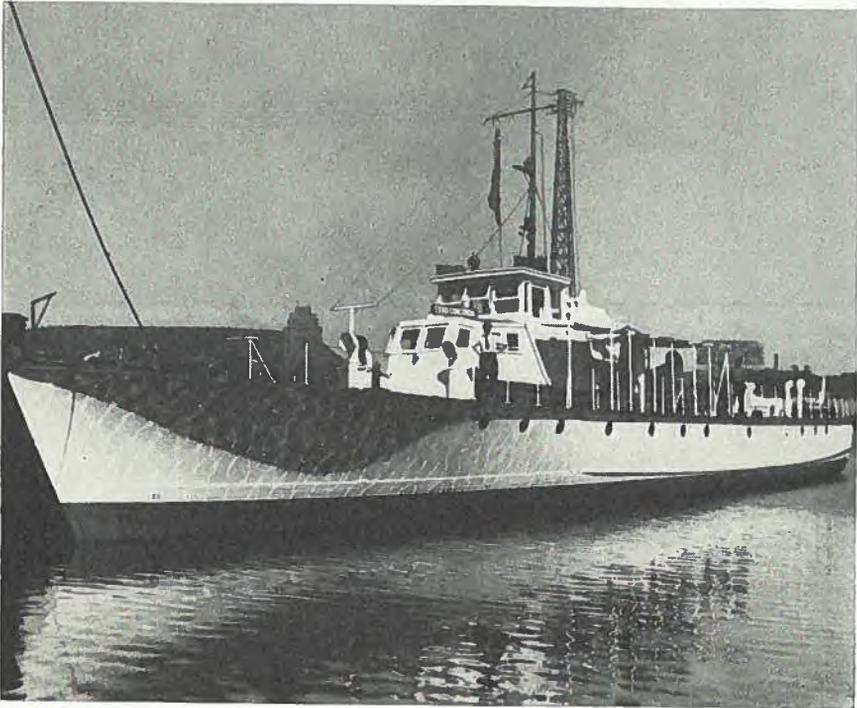
*Four anti-submarine vessels purchased for peaceful operation on Lake Maracaibo — Low-compression pistons installed to permit of low-octane gasoline being used.*

Four Canadian "Fairmiles" will engage in peaceful pursuits on Lake Maracaibo, Venezuela, having been purchased by the Creole Petroleum Corporation for the transportation of oil workers from the city of Maracaibo to drilling sites along the shores of the lake of that name. Fast vessels were required to serve three shifts during the day, and it was maintained that the craft which served Canada in combating the submarine menace during the war would be most suitable for the purpose. Although their fuel consumption is high, the relatively low cost of gasoline in Venezuela enables them to be operated economically.

The hulls of these vessels are solid mahogany, and their dimensions are: Length, 112 feet; beam, 18 feet 6 inches; depth, 6 feet 9 inches. They are powered with two 625 horsepower Hall Scott gasoline engines, which consumed high-octane fuel when they were being operated by the Royal

Canadian Navy, gasoline consumption being approximately fifty gallons per hour per engine. The Creole Petroleum Corporation has installed low-compression pistons in these engines, enabling them to utilize a low-octane gasoline. It has been reported that the cost of this fuel in Venezuela is approximately twelve cents per gallon.

Disposal of these vessels was made by War Assets Corporation, but the sale to the Creole Petroleum Corporation was effected by the C. C. Pratt Company of Canada, Limited. They were reconditioned and converted by the Montreal Drydocks, Limited, which was required to raise the wheelhouse and make certain structural alterations, to overhaul the engines, scrape the hulls and to paint the craft.



**Canadian "Fairmile", one of four similar craft purchased by the Creole Petroleum Corporation, of Venezuela, for the transportation of oil workers on Lake Maracaibo, and renamed the *Esso Concordia*. She was converted by the Montreal Drydocks, Limited, where this photograph was taken.**

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#### **D. W. Jackson Seconded to Mission in Germany**

Douglas W. Jackson, Assistant Commercial Secretary at the Canadian Embassy in Paris, has been seconded to the Canadian Military Mission in Germany. He replaces Brigadier F. C. Gilbert-Berthiez as Canadian Economic Representative, the latter having resigned for family reasons. Mr. Jackson will represent the Canadian Commercial Corporation in Germany, and will assist in obtaining German materials for industries and other Canadian importers.

Born in Vernon, B.C., in 1909, Mr. Jackson graduated from the University of Western Ontario and served in the R.C.N.V.R. during the Second World War.



## 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
<b>Argentina—</b>			
Buenos Aires.....	February 28	<i>Vernon S. Hood</i>	Montreal Shipping
Buenos Aires.....	March 15-20	<i>A Ship</i>	Montreal Shipping
<b>Belgium—</b>			
Antwerp.....	February 28	<i>Mont Sandra</i>	Montreal Shipping
<b>Curaçao.....</b>	March 1-4	<i>A Ship</i>	Saguenay Terminals
<b>Dominican Republic—</b>			
Ciudad Trujillo ....	March 1-4	<i>A Ship</i>	Saguenay Terminals
<b>Greece—</b>			
Piræus.....	February 25	<i>Makedonia</i>	Montreal Shipping
<b>Haiti—</b>			
Port au Prince.....	March 1-4	<i>A Ship</i>	Saguenay Terminals
<b>Italy—</b>			
Genoa.....	February 25	<i>Makedonia</i>	Montreal Shipping
Venice.....			
<b>Mediterranean—</b>			
Central and Western Areas....	February 25	<i>Makedonia</i>	Montreal Shipping
<b>Netherlands—</b>			
Rotterdam.....	February 28	<i>Mont Sandra</i>	Montreal Shipping
<b>Newfoundland—</b>			
St. John's.....	February 21-24	<i>Fort Amherst</i>	Furness Withy
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 1-3	<i>Fort Townshend</i>	Furness Withy
St. John's.....	March 7	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	March 15	<i>Baccalieu</i>	Montreal Shipping
St. John's.....	March 25	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	April 1	<i>Baccalieu</i>	Montreal Shipping

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>New Zealand—</b>			
Auckland.....	Feb. 17–Mar. 1	<i>Ottawa Valley</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
<b>Poland—</b>			
Gdansk.....	February 28	<i>Mont Sandra</i>	Montreal Shipping
<b>Scandinavia—</b>			
Baltic Ports.....	March 29	<i>Svanholm</i>	Swedish American Line
<b>Trieste.....</b>	February 25	<i>Makedonia</i>	Montreal Shipping
<b>United Kingdom—</b>			
Avonmouth.....	March 1–4	<i>Middlesex Trader</i>	Furness Withy
Liverpool.....	February 20–26	<i>Pacific Enterprise</i> <i>Vasconia</i>	Furness Withy Cunard White Star
Liverpool.....	Feb. 23–Mar. 1		
Newcastle.....	February 27	<i>Cairnesk</i>	Furness Withy
Southampton.....	March 1	<i>Aquitania</i> <i>Aquitania</i> <i>Aquitania</i>	Cunard White Star Cunard White Star Cunard White Star
Southampton.....	March 19		
Southampton.....	April 12		
<b>Uruguay—</b>			
Montevideo.....	February 28	<i>Vernon S. Hood</i> <i>A Ship</i>	Montreal Shipping Montreal Shipping
Montevideo.....	March 15–20		
<b>Venezuela—</b>			
La Guaira.....	March 1–4	<i>A Ship</i>	Saguenay Terminals
Puerta Cabello.....			
Maracaibo.....			
<b>West Indies—</b>			
Antigua.....	Feb. 21–Mar. 4	<i>A Ship</i> <i>Canadian Highlander</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National Canadian National
Antigua.....	February 25–28		
Antigua.....	March 7–12		
Bahamas.....	February 22	<i>Canadian Observer</i> <i>Canadian Leader</i> <i>Canadian Victor</i> <i>Canadian Leader</i>	Canadian National Canadian National Canadian National Canadian National
Bahamas.....	March 11		
Bahamas.....	March 25		
Bahamas.....	April 10		
Barbados.....	Feb. 21–Mar. 4	<i>A Ship</i> <i>Canadian Highlander</i> <i>Canadian Challenger</i> <i>Chomedy</i>	Alcoa Steamships Canadian National Canadian National Canadian National
Barbados.....	February 25–28		
Barbados.....	March 7–12		
Barbados.....	March 15–20		
Bermuda.....	Feb. 21–Mar. 4	<i>A Ship</i> <i>Canadian Observer</i> <i>Canadian Highlander</i> <i>Fort Amherst</i> <i>Canadian Challenger</i> <i>Canadian Leader</i> <i>Canadian Victor</i> <i>Canadian Leader</i>	Alcoa Steamships Canadian National Canadian National Furness Withy Canadian National Canadian National Canadian National Canadian National
Bermuda.....	February 22		
Bermuda.....	February 25–28		
Bermuda.....	March 1–3		
Bermuda.....	March 7–12		
Bermuda.....	March 11		
Bermuda.....	March 25		
Bermuda.....	April 10		
British Guiana.....	Feb. 21–Mar. 4	<i>A Ship</i> <i>Canadian Highlander</i> <i>Canadian Challenger</i> <i>Chomedy</i>	Alcoa Steamships Canadian National Canadian National Canadian National
British Guiana.....	February 25–28		
British Guiana.....	March 7–12		
British Guiana.....	March 15–20		
Dominica.....	March 7–12	<i>Canadian Challenger</i>	Canadian National
Grenada.....	Feb. 21–Mar. 4	<i>A Ship</i> <i>Canadian Highlander</i> <i>Canadian Challenger</i>	Alcoa Steamships Canadian National Canadian National
Grenada.....	February 25–28		
Grenada.....	March 7–12		
Guadeloupe.....	March 15–20	<i>Chomedy</i>	Canadian National
Jamaica.....	February 18–22	<i>Lake Traverse</i> <i>Canadian Observer</i> <i>Dufferin Park</i> <i>Canadian Leader</i>	Drew, Brown Shipping Canadian National Pickford and Black Canadian National
Jamaica.....	February 22		
Jamaica.....	March 9–13		
Jamaica.....	March 11		

## Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
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.....	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.....	Feb. 21-Mar. 4	<i>A Ship</i>	Alcoa Steamships
St. Lucia.....	March 7-12	<i>Canadian Challenger</i>	Canadian National
St. Vincent.....	Feb. 21-Mar. 4	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	February 25-28	<i>Canadian Highlander</i>	Canadian National
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

\*Call at Halifax two days later.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques..	February 15-25	<i>Cottrell</i>	Elder Dempster
Lourenço Marques..	March 1-10	<i>Empire Eddystone</i>	Elder Dempster
Lourenço Marques..	March 15-25	<i>Cabano</i>	Elder Dempster
Lourenço Marques..	April 1-10	<i>Cambray</i>	Elder Dempster
<b>Africa-South—</b>			
Cape Town.....	February 15-25	<i>Cottrell</i>	Elder Dempster
Port Elizabeth.....	March 1-10	<i>Empire Eddystone</i>	Elder Dempster
East London.....	March 15	<i>A Ship</i>	Montreal Shipping
Durban.....	March 15-25	<i>Cabano</i>	Elder Dempster
Durban.....	April 1-10	<i>Cambray</i>	Elder Dempster
<b>Anglo-Egyptian</b>			
<b>Sudan—</b>			
Port Sudan.....	March 15	<i>A Ship</i>	March Shipping
<b>Australia—</b>			
Sydney.....	March 14	<i>Kaikoura</i>	Montreal Australia New Zealand Line
Melbourne.....			
Adelaide.....			
Sydney.....	March 2	<i>King David</i>	Montreal Australia New Zealand Line
<b>Belgium—</b>			
Antwerp.....	March 1	<i>Stad Maassluis</i>	Shipping Limited
Antwerp.....	March 12-20	* <i>Beckenham</i>	Cunard White Star
Antwerp.....	March 25	<i>Marchdale</i>	March Shipping
<b>British Honduras—</b>			
Belize.....	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Ceylon—</b>			
Colombo.....	February 20-25	<i>Trevoie</i>	McLean Kennedy
Colombo.....	March 22	<i>Catrine</i>	McLean Kennedy
<b>China—</b>			
Shanghai.....	Early April	<i>A Ship</i>	McLean Kennedy
Shanghai.....			
Taku Bar.....			
Shanghai.....	March 10	<i>A Ship</i>	March Shipping
Taku Bar.....	April 10	<i>Lakeside</i>	March Shipping

**Departures from Saint John—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>Colombia—</b> Barranquilla.....	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Costa Rica—</b> Port Limon	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Cuba—</b> Havana.....	February 19-22	<i>Empire Gangway</i>	McLean Kennedy
<b>Egypt—</b> Alexandria.....	February 25	<i>Mont Rolland</i>	Montreal Shipping
<b>Eire—</b> Dublin.....	March 10	<i>Torr Head</i>	McLean Kennedy
Dublin.....	March 10	<i>Irish Elm</i>	Shipping Limited
Dublin.....	February 27	<i>Irish Ash</i>	Shipping Limited
Cork.....			
<b>France—</b> Marseilles.....	March 5	<i>Marchport</i>	March Shipping
Le Havre.....			
<b>Germany—</b> Hamburg.....	March 5	<i>Marchport</i>	March Shipping
Hamburg.....	March 25	<i>Marchdale</i>	March Shipping
<b>Greece—</b> Piraeus.....	February 25	<i>Mont Rolland</i>	Montreal Shipping
Piraeus.....	March 27	<i>Mont Sorrel</i>	Montreal Shipping
<b>Guatemala—</b> Puerto Barrios.....	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Hong Kong</b> .....	March 10	<i>A Ship</i>	March Shipping
	Early April	<i>A Ship</i>	McLean Kennedy
	April 10	<i>Lakeside</i>	March Shipping
<b>India—</b> Karachi.....	February 20-25	<i>Trevose</i>	McLean Kennedy
Madras.....			
Bombay.....			
Calcutta.....			
Bombay.....	March 10	<i>A Ship</i>	March Shipping
<b>Iraq—</b> Basra.....	March 10	<i>A Ship</i>	March Shipping
<b>Italy—</b> Genoa.....	February 20	<i>Mont Rolland</i>	Montreal Shipping
Venice.....			
<b>Mediterranean—</b> Central and	February 25	<i>Mont Rolland</i>	Montreal Shipping
Western Areas...}	March 20	<i>Mont Gaspe</i>	Montreal Shipping
	March 27	<i>Mont Sorrel</i>	Montreal Shipping
<b>Mexico—</b> Vera Cruz.....	March 25	<i>Bell Park</i>	McLean Kennedy
Tampico.....			
<b>Morocco—</b> Casablanca.....	February 25	<i>Mont Rolland</i>	Montreal Shipping
Casablanca.....	March 20	<i>Mont Gaspe</i>	Montreal Shipping
Casablanca.....	March 27	<i>Mont Sorrel</i>	Montreal Shipping
<b>Netherlands—</b> Rotterdam.....	March 1	<i>Stad Maassluis</i>	Shipping Limited
Rotterdam.....	March 25	<i>Marchdale</i>	March Shipping
Rotterdam.....	March 12-20	* <i>Beckenham</i>	Cunard White Star
Amsterdam.....			
<b>Northern Ireland—</b> Belfast.....	March 16	<i>Fanad Head</i>	McLean Kennedy

## Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>Palestine—</b> Jaffa..... Haifa.....	February 25	<i>Mont Rolland</i>	Montreal Shipping
<b>Panama—</b> Cristobal.....	February 22-25	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Philippines—</b> Manila..... Manila.....	March 10 Early April	<i>A Ship</i> <i>A Ship</i>	March Shipping McLean Kennedy
<b>Poland—</b> Gdansk..... Gdansk.....	March 5 March 25	<i>Marchport</i> <i>Marchdale</i>	March Shipping March Shipping
<b>Portugal—</b> Lisbon.....	March 20	<i>Mont Gaspe</i>	Montreal Shipping
<b>Singapore.....</b>	March 10	<i>A Ship</i>	March Shipping
<b>United Kingdom—</b> Glasgow.....	February 17-23	<i>Ocean Vagrant</i>	Donaldson Atlantic
Liverpool.....	February 20-22	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	March 10	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	March 14	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	March 16	<i>Fanad Head</i>	McLean Kennedy
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>Beaver Glen</i>	Canadian Pacific
London.....	Feb. 24-Mar. 1	<i>*Port Spokane</i>	Cunard White Star
London.....	March 9	<i>Beaverlake</i>	Canadian Pacific
Manchester.....	March 3-6	<i>Manchester Progress</i>	Furness Withy
Manchester.....	March 17-20	<i>Manchester City</i>	Furness Withy
Manchester.....	March 24-27	<i>Manchester Regiment</i>	Furness Withy
Newcastle.....	March 1-4	<i>Cairnesk</i>	Furness Withy
Newcastle.....	March 5-8	<i>Cairnavon</i>	Furness Withy

## Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b> Beira.....	Feb. 21-Mar. 11	<i>Lake Winnipeg</i>	North Pacific Shipping
<b>Africa-South—</b> Cape Town..... Port Elizabeth..... East London..... Durban.....	Feb. 21-Mar 11 Mar. 26-April 10	<i>Lake Winnipeg</i> <i>Lake Kamloops</i>	North Pacific Shipping North Pacific Shipping
<b>Australia—</b> Sydney..... Melbourne.....	March 1	<i>Wangaratta</i>	Empire Shipping
<b>Chile—</b> Arica..... Antofogasta..... Valparaiso.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson

## Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>China—</b>			
Shanghai.....	Feb. 24-Mar. 9	<i>Briancon</i>	Canada Shipping
Shanghai.....	March 5-19	<i>Turan</i>	Anglo Canadian Shipping
Shanghai.....	February 22	<i>Vito</i>	Empire Shipping
Tsingtao.....	March 7	<i>Mangarella</i>	Empire Shipping
Shanghai.....	Feb. 28-Mar. 15	<i>Lake Sumas</i>	Canada Shipping
Chinwangtao.....			
<b>Colombia—</b>			
Buenaventura.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
<b>Ecuador—</b>			
Guayaquil.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
<b>France—</b>			
Marseilles.....	February 27	<i>Toulon</i>	Empire Shipping
<b>Guatemala—</b>			
San Jose.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
<b>Mediterranean Ports.....</b>	Mar. 20-April 4	<i>Lake Penask</i>	Anglo Canadian Shipping
<b>Morocco—</b>			
Casablanca.....	February 27	<i>Toulon</i>	Empire Shipping
<b>Panama—</b>			
Balboa.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
<b>Peru—</b>			
Callao.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
<b>Philippine Islands—</b>			
Manila.....	February 22	<i>Vito</i>	Empire Shipping
<b>Puerto Rico—</b>			
Punta Arenas.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
<b>Salvador—</b>			
La Libertad.....	March 13-16	<i>Omar E. Chapman</i>	C. Gardner Johnson
<b>United Kingdom—</b>			
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.....	Late February	<i>Samouse</i>	Furness Pacific
London.....	March 3-16	<i>Lake Tatta</i>	Anglo Canadian Shipping
London.....	March 7-21	<i>Lake Okanagan</i>	Empire Shipping
London.....	April	<i>Edward Bruce</i>	Furness Pacific
Manchester.....	Mid-March	<i>Pacific Shipper</i>	Furness Pacific
<b>Venezuela—</b>			
Guanta.....	Feb. 21-Mar. 11	<i>Lake Winnipeg</i>	North Pacific Shipping

### Lack of Transport in Italy Limits Steel Output

To meet Italian needs of industrial reconstruction, the rehousing plan and railway reconstruction, and the great demand of industry in general, and more especially of the engineering, electric-engineering, and shipbuilding trades, the output of the steel works should be raised to its maximum figure, but the serious limitation of transport services which will continue to make itself felt, and will limit output in 1947 to not more than 90 per cent of the 1938 average, or 2,100,000 metric tons of steel and 600,000 metric tons of pig iron.

# Foreign Commercial Representatives in Canada

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is introduced as a special service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Foreign Trade*.

- Argentina**—Carlos M Braceras, Representative of the Argentine Institute of Trade Promotion, 1111 Beaver Hall Hill, Montreal. Telephone—MARquette 2811.
- Australia**—Clifton J. Carne, Commercial Attaché, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.
- Belgium**—Jean Querton, Consul-General, Room 709, Sun Life Building, Montreal. Telephone—PLateau 8375.
- Brazil**—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 400 Wilbrod Street, Ottawa. Telephone—5-1485.
- A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, 662A Rideau Street, Ottawa. Telephone—5-1486.
- British West Indies and British Guiana**—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.
- Chile**—Carlos Crocharé, Second Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.
- China**—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.
- Cuba**—His Excellency Dr. Mariano Brull, Minister, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.
- Czechoslovakia**—K. Bala, Commercial Attaché, 171 Clemow Avenue, Ottawa. Telephone—2-1545.
- Denmark**—Viggo Theis-Nielson, Vice-Consul, Danish Consulate General, Room 812, Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.
- Dominican Republic**—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.
- France**—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
- Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
- Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HARbour 2271.
- Greece**—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.
- Haiti**—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.
- India**—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.
- Ireland**—John M. Conway, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.
- Italy**—Pietro Migone, Second Assistant to the Representative of Italy (Personal rank of Vice-Consul), 384 Laurier Avenue East, Ottawa. Telephone—2-8761.
- Mexico**—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LANcaster 2502.
- Netherlands**—E. L. Hechtermans, Commercial Secretary, Netherlands Legation, 8 Range Road, Ottawa. Telephone—4-3312.
- Dr. A. S. Tuinman, Agricultural Attaché, Netherlands Legation, 8 Range Road, Ottawa. Telephone—2-4142.
- New Zealand**—J. A. Malcolm, Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.
- A. W. Broadbent, Assistant to the Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.

# Foreign Commercial Representatives in Canada

- Norway**—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.
- Peru**—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.
- Poland**—T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076.
- Sweden**—B. G. Järndstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.
- C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.
- Switzerland**—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 252, Chateau Laurier, Ottawa. Telephone—2-5455.
- E. R. Zuerrer, Swiss Office for the Development of Trade, 159 Bay Street, Toronto. Telephone—ELgin 2959.
- Turkey**—Rifki Zorlu, Counsellor, Turkish Legation, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.
- Union of South Africa**—Herbert Neethling, Secretary, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.
- Union of Soviet Socialist Republics**—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.
- United Kingdom of Great Britain and Northern Ireland**—A. M. Wiseman, C.M.G., M.C., United Kingdom Senior Trade Commissioner and Economic Adviser to the High Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.
- A. R. Bruce, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.
- R. K. Jopson, O.B.E., Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.
- W. D. Lambie, Trade Commissioner for the Maritime Provinces, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.
- J. Paterson, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.
- A. P. Timms, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.
- D. Broad, Trade Commissioner, 703 Royal Bank Building, Winnipeg. Telephone—9-2956.
- H. Oldham, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PACific 4644.
- United States of America**—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Joseph L. Dougherty, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Terry B. Sanders, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Yugoslavia**—Pero Cabrić, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

## Coloured Steel Produced in Russia

Large-scale production of coloured steel has begun in the Ural metal plants in Russia. One type of steel now in production is gold-coloured, and another pink. The new types of steel will have a wide application in the construction of monuments and memorials.

# Foreign Trade Service

## Head Office Directory

The work of the Service is co-ordinated by an executive committee, of which the undernoted directors are members, and the Deputy Minister of the Department of Trade and Commerce is chairman.

Head office personnel, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers in parentheses, are as follows:

### Trade Commissioner Service

Director, G. R. Heasman (2530)

Recruiting, training and posting of trade commissioners; direction and supervision of overseas officers; trade inquiries concerning countries and areas.

Assistant Director, H. W. Cheney (3058)

*Area Officers—*

*Asia*, G. S. Hall (5249)

*British Commonwealth*, V. A. White (4404)

*Europe*, R. T. Young, R. W. Rosenthal, K. Nyenhuis (4404)

*Latin America* (4404)

*Area Traffic Officer*, W. J. Fisher (6236)

### Export Division

Director, W. F. Bull (6748)

General liaison with Canadian export industries; trade inquiries concerning commodities; maintenance of Exporters' Directory; administration of Export Permit Branch.

Assistant Director, G. A. Newman (5983)

Assistant to Director, A. E. Fortington (5670)

*Commodity Officers—*

*Foods Section*—Chief, H. A. Gilbert (2380)

Live stock and products, fish and products, H. A. Gilbert (2380)

Plants and products, G. F. Clingan (7523)

Food allocations, K. L. Melvin (3172)

*Machinery, Metals and Chemicals Section*—Chief, C. J. Gardner (4082)

Machinery and industrial equipment, C. J. Gardner (4082)

Iron and steel products, E. L. Smith (4082)

Non-ferrous metals and non-metallic minerals, A. M. Tedford (4863)

Chemicals and allied products, S. G. Barkley (7601)

Electrical machinery and equipment, A. S. MacRae (7601)

Automotive equipment and vehicles, B. R. Hayden (7886)

*Textiles, Leather and Rubber Section*—Chief, G. R. Poley (3004)

Textiles and apparel, G. R. Poley, J. U. Curtis (3004)

Leather, rubber and products, Miss M. A. Wood (3004)

*Wood and Paper Section*—Chief, G. H. Rochester (4863)

Wood and products, G. H. Rochester (4863)

Paper and products, E. Clarke and N. R. Chappell (6974)

*General Products Section*—Chief, W. H. Grant (3209)

General products, W. H. Grant (3209)

Miscellaneous products, P. G. Jones (4160)

Durable consumer-goods, W. H. Grant (3209)

*Exporters' Directory*—E. B. H. Wright (6681)

*Export Permit Branch*—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills. (3640)

*Token Shipments to U.K.*—A. E. Fortington (5670).

W. H. Black (5670)

# Foreign Trade Service

## Head Office Directory—Continued

### Import Division

Director, Denis Harvey (5417)

Assistance to importers in locating and procuring desirable imports; general import trade inquiries; maintenance of Importers' Directory.

Assistant Director, C. F. McGinnis (7163)

*Raw Materials Section*—Chief, C. F. McGinnis (7163)

Supply Research, A. C. Fairweather (6905), F. T. Carten, P. E. Jensen,  
M. C. Hughes (6958)

Trade Controls, W. G. Hopkins (6552)

*Manufactured Goods Section*—Chief, H. B. Scully (6519)

G. C. Clarke, G. W. Rahm (3873)

*Trade Services Directory*—A. J. Langdon (6905)

*Canadian Importers' Directory*—Miss M. E. Adams (6552)

### Commercial Relations and Foreign Tariffs Division

Director, H. R. Kemp (5151)

Preparation of data pertaining to the negotiation of trade treaties; general economic and commercial policy; maintains complete records of foreign tariffs and trading regulations.

*Treaty Research Section*—Acting Chief, A. L. Neal (7696)

L. E. Couillard (7594)

*Foreign Tariffs Section*—Chief, G. C. Cowper (2250)

*United States*, G. C. Cowper (2250)

*British Commonwealth*, Miss H. K. Potter (2250)

*Europe*, E. J. McMeekin (2250)

*Latin America*, H. V. Jarrett (2250)

### Industrial Development Division

Director, G. D. Mallory (3819)

Liaison with other agencies connected with the establishment of new industries; special problems connected with the development of new export business.

### Trade Publicity Division

Director, B. C. Butler (2479)

Publication of *Foreign Trade*, weekly journal of the Foreign Trade Service, and preparation of brochures, news letters and press releases; advertising programs in Canada and abroad.

Assistant Director, J. Fergus Grant (2186)

*News Service*—Chief, S. L. Tilley (6588)

**Foreign Trade Service**  
**Head Office Directory**  
**Associated Agencies Concerned With**  
**Development of Foreign Trade**  
**Canadian Government Exhibition Commission**

479 Bank Street, Ottawa

Director, Glen Bannerman (3776)

Responsible for arrangements concerning participation by Canada in all exhibitions, display promotions and trade fairs outside Canada, and for international trade fairs held in Canada; advises individual firms in the display of their commodities in foreign countries.

Assistant Director, F. P. Cosgrove (7818)

**Wheat and Grain Division**

Director, C. F. Wilson (5648)

Serves as the medium through which wheat, flour, and other cereal products are procured for other countries. It maintains a constant survey of Canada's grain position, respecting supply, transportation, domestic and export demand. The Director is secretary to the Wheat Committee of the Cabinet, and liaison officer between the Department of Trade and Commerce and the Canadian Wheat Board.

Assistant to Director, J. B. Lawrie (5830)

**Canadian Commercial Corporation**

No. 2 Temporary Building, 70 Lyon Street, Ottawa

Managing Director, W. D. Low (3736)

Serves as a purchasing agent in Canada for governments of other countries, and for international bodies. Assists private enterprise in obtaining from ex-enemy territories essential supplies that cannot be obtained through ordinary commercial channels. Cable address—*Cancomco*.

Assistant Manager and Secretary, J. D. McCarthy (4955)

Comptroller, G. F. Wevill (5316)

Foreign Purchasing Division, Director, E. J. Wadley (5092)

General Purchasing Agent, C. B. Doheney (4204)

**Export Credits Insurance Corporation**

17 O'Connor Street, Ottawa

General Manager, H. T. Aitken (2-4828)

Provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—*Excredcorp*.

Chief Credit Officer, A. W. Thomas (2-4828)

Secretary, T. Chase-Casgrain (2-4828)

# Foreign Trade Service Abroad

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

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

## Argentina

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

Territory includes Uruguay and Paraguay.

## Australia

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

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

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

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

## Belgian Congo

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

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

## Belgium

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

## Brazil

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

## Chile

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

Territory includes Bolivia.

## China

*Shanghai*—L. M. COSGRAVE, Commercial Counsellor for Canada, 27 The Bund.

## Colombia

*Bogotá*—M. T. STEWART, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

## Cuba

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

Territory includes Haiti, Dominican Republic and Puerto Rico.

## Egypt

*Cairo*—R. CAMPBELL SMITH, Acting Canadian Government Trade Commissioner,

22 Shari Kasr el Nil. Address for letters: Post Office Box 1770.

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

## France

*Paris*—YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy, 3 rue Scribe. Territory includes Switzerland, Algeria, Morocco and Tunisia.

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

Territory includes Belgium, the Netherlands and Denmark.

## Greece

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

Territory includes Turkey.

## Guatemala

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

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

## Hong Kong

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

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

## India

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

Territory includes Burma and Ceylon.

## Ireland

*Dublin*—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 66 Upper O'Connell Street.

*Belfast*—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

## Italy

*Rome*—J. P. MANION, Canadian Commercial Representative, Casella Postale 475.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

## Jamaica

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

Territory includes the Bahamas and British Honduras.

## Malayan Union

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

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

# Foreign Trade Service Abroad

## Mexico

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

## Netherlands

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

## Newfoundland

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

## New Zealand

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

## Norway

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

## Peru

*Lima*—W. G. STARK, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212. Territory includes Ecuador.

## Portugal

*Lisbon*—L. S. GLASS, Canadian Government Trade Commissioner, Rua Rodrigo da Fonseca 103. Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

## South Africa

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

*Cable address, Cantracom.*

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

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

*Cable address, Cantracom.*

## Sweden

*Stockholm*—F. H. PALMER, Canadian Government Trade Commissioner, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

*Cable address, Canadian Stockholm.*

## Trinidad

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

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

## United Kingdom

*London*—A. E. BRYAN, Commercial Counsellor 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, Agrilison.*

*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

*Chicago*—J. M. BOYER, Canadian Government Trade Commissioner, Suite 1607, 188 West Randolph Street.

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

*New York City*—J. A. STRONG, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre. Territory includes Bermuda.

*Cable address, Cantracom.*

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

## Venezuela

*Caracas*—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, Edificio America. Address for letters: 8° Piso. Esq. Veroes. Territory includes Netherlands West Indies.

## Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations Feb 10	Nominal Quotations Feb. 17
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	....	•0544	•0544
Chile.....	Peso	Off.	•0517	•0517
		Export	•0322	•0322
China.....	Dollar	....	•0003	•0003
Colombia.....	Peso	....	•5714	•5714
Cuba.....	Peso	....	1-0000	1-0000
Czechoslovakia.....	Koruna	....	•0200	•0200
Denmark.....	Krone	....	•2083	•2083
Ecuador.....	Sucre	....	•0740	•0740
Egypt.....	Pound	....	4-1330	4-1330
Eire.....	Pound	....	4-0300	4-0300
Fiji.....	Pound	....	3-6306	3-6306
Finland.....	Markka	....	•0073	•0073
France and French North Africa.....	Franc	....	•0084	•0084
French Empire—African.....	Franc	....	•0142	•0142
French Pacific Possessions.....	Franc	....	•0201	•0201
Haiti.....	Gourde	....	•2000	•2000
Hong Kong.....	Dollar	....	•2518	•2518
Iceland.....	Krona	....	•1541	•1541
India.....	Rupee	....	•3022	•3022
Iraq.....	Dinar	....	4-0300	4-0300
Italy.....	Lira	....	•0044	•0044
Jamaica.....	Pound	....	4-0300	4-0300
Mexico.....	Peso	....	•2059	•2059
Netherlands.....	Florin	....	•3769	•3769
Netherlands East Indies.....	Florin	....	•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