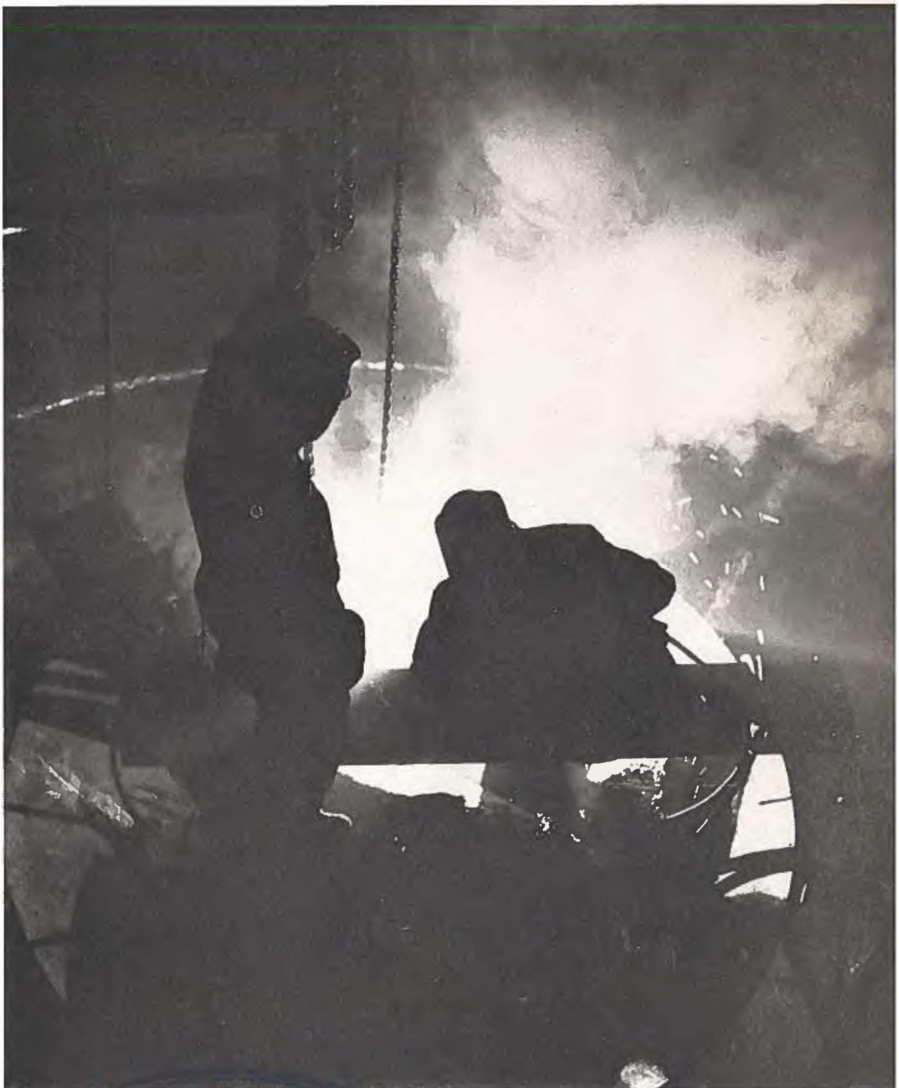
foreign trade

NOVEMBER 8, 1952



Steel Makes a Comeback (page 5)

Who Reads "Foreign Trade"?

Every Saturday "Foreign Trade" sets out on its journey from printer to subscriber. That journey begins in the Government Printing Bureau here in Ottawa. It ends in each of our ten provinces and in forty foreign countries, as far apart as Australia and Argentina, Cuba and Ceylon.

Primarily, the Department publishes "Foreign Trade" for the Canadian exporter and importer . . . to keep them in touch with foreign markets and sources of supply. Recently we began combing through our circulation list to see whether we were really reaching the Canadian businessman. Our research turned up some interesting and encouraging facts.

To talk in categories, manufacturers—from "automotive" to "wood products"—naturally comprise the largest group of subscribers. Next in number come "trade and distribution"—the importers, the manufacturers' agents, the retailers. In third place we found the transportation companies—the railways, the shipping firms and their agents, the airlines, etc. Close on their heels are the trade associations and the publishers, followed by educational institutions and libraries, and the banks and insurance companies. In fact, FT readers form a good cross-section of Canadian business life.

The foreign subscribers? They range from the Bank of England in London's Threadneedle Street to the Trade Development Office in Malta, the Parliamentary Library in Cape Town, the China Mission of the Mutual Security Agency in Taiwan, and the Department of Foreign Affairs in Mexico City. Our most unusual reader? Probably His Imperial Highness, the Duke of Harar, Addis Ababa, Ethiopia.

—The Editor

foreign trade

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COVER . . . Recovery from the U.S. steel strike has been more rapid than authorities expected. Shortage of steel is no longer hampering plant expansion—as this picture of oil-refinery workers welding the regenerator cone of a catalytic cracking unit shows. (See story on page 5.)
—Photo by Standard Oil (N.J.)

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The Merchant Marine Expands

. . . and earns foreign exchange to speed postwar economic recovery; keeps Netherlands shipyards bustling with activity.

THE HAGUE—The merchant fleet has contributed substantially to the Netherlands postwar economic recovery. During the war it went down from 2·3 million tons to only 1·6 million, but in the seven years since has made a spectacular comeback. On August 1, 1952, the mercantile marine consisted of 1,263 ships with a gross capacity of 3·2 million registered tons—the largest ever to sail under the Netherlands flag.

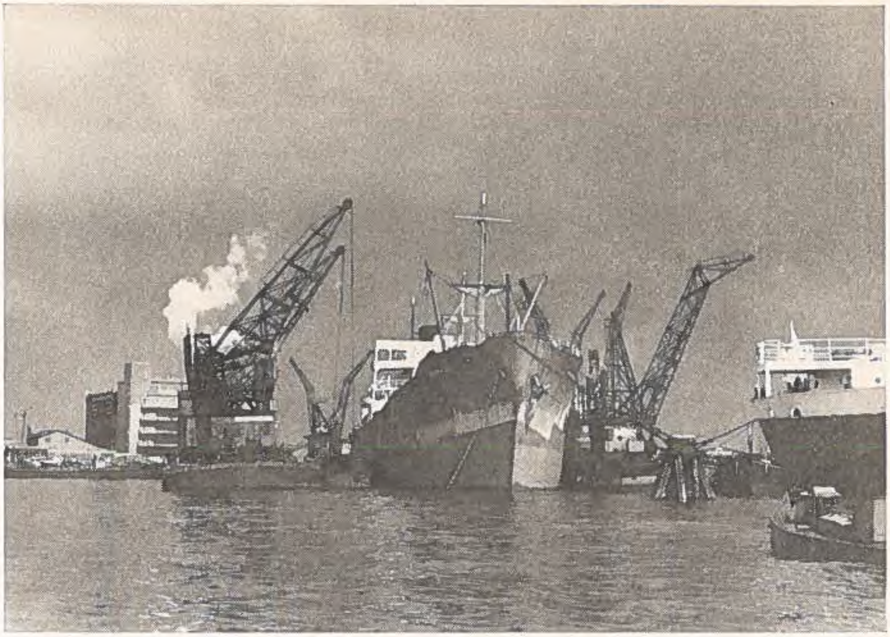
Aids Recovery

This strong shipping revival has had two effects. First, it has stimulated the domestic shipbuilding industry, and second, it has helped to swell revenues.

The Netherlands most pressing long-term economic problem is to maintain a reasonable standard of living for an ever-growing population. A country about half the size of New Brunswick, it has a population of 10·4 million and is thus one of the most densely settled regions in the world. Each year, in spite of emigration, over 40 thousand new labourers seek employment. The country has little natural wealth to support this growing multitude. Self-sufficiency in salt, 60 per cent of its coal needs, and 30 per cent of petroleum requirements, with agricultural land, exhaust its list of natural resources.

Before the war, Netherlands colonies in the Far East provided a substantial source of income and also served to employ many of its people. In the postwar years, the Netherlands has been forced to re-organize its economy. And the expansion of international services—of which shipping is one of the most important—is one of the principal means by which it hopes to solve its long-term economic difficulties.

The success of the merchant marine in earning foreign currency is shown in a survey carried out by the Netherlands Central Bureau of Statistics and covering 10 major shipping companies, representing over 60 per cent of the total mercantile fleet. The survey shows that in 1951 the ten companies studied earned a total of just over 800 million guilders in foreign currencies on freights covering Netherlands exports and shipping services between third countries. Freights on imports into the Netherlands paid in foreign currencies, and savings of foreign currency effected by payment of incoming cargoes and passages in Dutch currency, amounted to over 200 million guilders. Gross total of foreign currencies earned thus



Some 532 ships, with a gross tonnage of 1·7 million, have Rotterdam as their home port. Busiest harbour in the Netherlands, it is equipped with modern machinery installed to speed up both loading and unloading.

equalled over 1,000 million guilders. The ten shipping companies spent about 500 million guilders in foreign currencies for services abroad, leaving a net foreign currency earning of just over half a billion guilders for the year—or approximately seven per cent of the Netherlands total commodity exports.

Net earnings of foreign exchange by the shipping companies for 1949 and 1950 were 300 and 350 million guilders, respectively. The large increase to 500 million in 1951 came from increased ocean traffic, higher freight rates, and the greater tonnage of the ocean-going mercantile fleet.

The Merchantmen

The Netherlands merchant marine has 37 passenger ships with a total tonnage of 338·5 thousand gross registered tons. Fifteen vessels of the passenger fleet are steamers and the remainder are motorships. The S.S. *Nieuw Amsterdam*, of over 36 thousand tons, is the largest of the fleet. There are 409 passenger-cargo and cargo ships operating under the Netherlands flag.

The tanker fleet of 114 ships has a capacity of over 600 thousand gross registered tons. One-quarter of this tonnage sails out of home ports in the Netherlands Antilles.

The heavy loss of oil tankers during World War II and their importance after the war is evidenced by the fact that the Netherlands has built 35 of these in the past seven years, with a total tonnage of over 180 thousand gross registered tons.

Coasters up to 500 gross registered tons total 661, with a combined tonnage of just over 200 thousand gross registered tons. Expressed in

63881—2

percentages, coasters comprise 56 per cent of the total fleet and seven per cent of the gross tonnage. Practically all the coasters are powered by marine diesel engines; more than half are from 200 to 500 G.R.T. capacity, and one out of three is less than five years old.

Netherlands Shipyards Busy

Netherlands shipyards at the beginning of 1952 had under construction for the merchant fleet some 175 ships, to a total of over 475 thousand G.R.T. In addition, Dutch shipbuilders are working on 96 ships, with a combined deadweight of almost 800 thousand tons, on orders from 27 different foreign countries. Included in this are passenger-cargo vessels, tankers and coasters.

The Netherlands has shown great versatility in ship construction. Dutch shipyards can build vessels ranging from the large transatlantic passenger liners to the smallest of dinghys. On the naval side they are building two cruisers, 12 destroyers, four submarines and 32 minesweepers. Construction of dredgers has become a specialty and the ocean-going tug too is particularly associated with the Netherlands flag. Holland's preeminence in the building of dredgers has resulted mainly from the national need over the centuries to master the science of dredging.

Additions to Fleet in the Year 1951

	Gross Tonnage
1 passenger ship	15,000
7 ships	between 7,000 and 10,000
5 ships	" 4,000 " 7,000
3 ships	" 1,000 " 4,000
129 ships	under 1,000

Holland has 82 shipyards along her coastline and on her inland waterways. Through the heart of the country flow the river Maas (Meuse) and the outlets of the Rhine. The greatest concentration of shipbuilding is along the rivers between Schiedam and Dordrecht, with Rotterdam the focal point of activity. Although Amsterdam has not as many shipyards, there are important companies operating there. The important shipbuilding area in the north of the country, centered around Groningen, is famous for its coastal vessels. A large and prosperous marine engine industry has grown up to supply the numerous domestic shipyards and fill export orders.

All the shipyards are working to capacity at present and, in spite of the uncertainty of the long-term shipping outlook, are expanding their operations.

Outlook for Netherlands Shipping

During the past two years, shipping activity has been greatly stimulated by the political tensions between East and West. However, worldwide inflation has boosted shipping construction and operational costs. Inflation in the Netherlands has been better controlled than in most other countries, largely because of stable labour-management relations. As a result, the country has been well able to compete in world shipping. A somewhat lower cost structure puts her merchant fleet in a good position to navigate both the smooth waters of a boom and the rougher seas of a slump.

—W. G. Pybus
Assistant Commercial Secretary for Canada

United States

Steel Makes a Comeback

Rapid repair of shutdown mills, and newly installed capacity, made possible September's record steel output of over nine million net tons.

WASHINGTON—A recent report of the American Iron and Steel Institute indicates that September's output of raw steel from U.S. mills was the highest on record for a 30-day month. In fact, the turn-out of ingots and steel for castings was exceeded only by the March 1952 tonnage. It was 535 thousand tons more than was poured in August of this year, and 373 thousand tons above the production total for September 1951.

However, the eight-week steel strike in June and July adversely affected the production totals for the third quarter and the first nine months of the current year, in comparison with the respective periods of 1951.

Output by Quarters

Steel production in the first nine months of 1952 totalled 64,192,393 tons—or nearly 14·2 million tons under the 1951 output for the similar period. The third-quarter production this year was 19,159,645 tons, compared with 26,083,947 tons in the third quarter of 1951, 17,835,229 tons in the second quarter of 1952, and 27,197,518 tons in the first quarter of 1952.

The country's mills operated at an average rate of 101·6 per cent of theoretical capacity last month, against 92·4 per cent in the preceding month and 101·2 per cent in September of last year. Furnace operations averaged 70·3 per cent of capacity in this year's third quarter, compared with 66 per cent in the preceding three months and 99·4 per cent in the third quarter of 1951. The rate for the first nine months dropped to 79 per cent from 100·5 per cent in the same part of last year.

The following table shows the output of steel ingots and castings in net tons by months for the last three years:

	1952	1951	1950
September	*9,034,000	8,660,357	8,204,997
August	†8,498,687	8,739,095	8,242,174
July	1,626,958	8,684,495	8,082,922
June	1,639,491	8,662,348	8,143,230
May	8,204,596	9,100,155	8,564,207
April	7,991,142	8,845,979	8,224,504
March	9,404,191	9,076,630	7,497,822
February	8,657,210	7,770,407	6,803,032
January	9,136,117	8,848,466	7,941,797
	1951	1950	1949
December	8,885,129	8,355,311	7,717,258
November	8,793,651	8,023,393	4,216,262
October	9,116,134	8,752,688	925,433

* Preliminary.
† Revised.

The table below shows the rate of operations in percentage of installed capacity by open hearth (O.H.) Bessemer (Bess) and electric (Elec.) furnaces by months for the last twelve months, with the total for the industry:

1952	O.H.	Bess.	Elec.	Av.
September	*103·0	79·9	99·6	101·6
August	† 94·4	67·8	84·5	92·4
July	16·8	0·4	39·8	17·7
June	18·6	5·2	25·1	18·4
May	90·6	69·9	85·2	89·2
April	91·1	73·2	83·9	89·7
March	104·4	83·1	89·5	102·2
February	102·4	89·8	87·6	100·7
January	100·7	89·9	89·7	99·3
1951				
December	102·1	83·3	94·3	100·6
November	103·4	89·1	101·8	102·5
October	103·8	95·9	98·3	102·9
September	102·4	87·7	96·4	101·2

* Preliminary.
† Revised.

These figures are noteworthy. However, it is important to remember that they refer to raw steel and not finished mill forms and shapes such as large castings, plate, and tubular goods, production of which has not kept pace with that of ingots, blooms, billets and slabs.

September's increased raw steel output, however, indicates the rapidity with which the residual damage to blast furnaces and other raw steel facilities caused by the summer's steel strike has been repaired and new capacity brought into production.

—G. A. Browne
Commercial Secretary for Canada

TRANSPORTATION

The Transportation and Communications Division of the Department of Trade and Commerce will be glad to supply shippers and others interested with information on water, rail, air and road transport services to and from Canada.

The Division has compiled a list of the principal Canadian trade routes and of the steamship companies maintaining services on them. To obtain this list and any further help with international transportation problems, write to the Director, Transportation and Communications Division, Department of Trade and Commerce, Ottawa.

The New Import Program

Japan's budget for the next six months provides for larger purchases from the dollar area—including commodities Canada can supply.

TOKYO—The Japanese Government has made provision for increased imports during the next six months. The foreign currency budget for the period October 1, 1952, to March 31, 1953, approved early in October, has been fixed at $1,681 million. This compares with $1,429 million for the April-September budget period, an increase of more than $250 million.

The budget does not provide for the repayment of Japan's foreign debts which is scheduled to begin on December 22nd. It does, however, allocate foreign exchange for imports and services for the next six months and includes funds for the purchase of Canadian products such as wheat, barley, iron ore, coking coal, asbestos, lumber and pulp. The budget contains a contingency reserve fund which can be used to import urgently required items as the need arises.

Dollar Purchases Raised

The allocation for imports from dollar areas, including Canada, has been raised to $655 million—an increase of $105 million over the figure for the previous six months. The additional dollar exchange has been allocated to permit importers to procure raw materials required by Japanese manufacturers to produce export commodities and for special procurement orders for the United Nations' armed forces and Korean rehabilitation. Dollar earnings derived from armed forces expenditures and army procurement in Japan have continued high. An important percentage of Japan's accumulated U.S. dollar holdings, recently placed at more than $700 million, has been forthcoming from these sources.

The favourable dollar position permits Japan some leeway in purchasing essential raw materials and foodstuffs from dollar areas. The principal imports from dollar areas include wheat, rice, sugar, raw cotton, and machinery.

Sterling Area Imports

The allocation for purchases from the sterling area over the next six months has been fixed at $463 million, about the same level as the last foreign currency budget. Japan's exports to sterling area countries have been running ahead of imports, with the result that the country's sterling reserves recently exceeded £100 million. The position is gradually being adjusted but nevertheless, Japan still has adequate sterling exchange for contemplated purchases from sterling area sources of supply. It is the intention to increase purchases from the sterling area of rice, wheat, sugar, raw wool, and other foodstuffs over the next six months.

Open Account Countries

Japan has favourable trade balances with a number of countries with whom trade agreements have been made, including Indonesia, Sweden, France and West Germany. The favourable balances are usually required, under the balanced trade agreements, to be settled at stated intervals in U.S. dollars. Because they stem from an excess of Japanese exports, every effort is made to settle them by increased imports from the individual countries. A number of so-called "switch transactions" have been permitted in an effort to adjust the outstanding balances. Such transactions may involve Japan's purchasing commodities procured by the country possessing a credit trading balance from a third country. The present foreign currency budget makes provision for increased imports from open account countries. The total allocation set up for open account countries is $296 million, an increase of $85 million over the previous budget.

Principal Imports

The main items which Japan will import over the next six months are:

Raw cotton	$143,500,000
Raw wool	$114,400,000
Machinery	$ 63,630,000
Crude oil	$ 21,869,000
Raw sugar	$ 11,000,000
Rayon pulp	$ 6,340,000
Phosphate ore	$ 5,320,000
Daily necessities	$ 6,000,000
Rice	790,000 metric tons
Wheat	870,000 " "
Barley	500,000 " "
Iron ore	3,150,000 " "
Coking coal	1,070,000 " "

"Daily necessities" include provisions, alcoholic beverages, household articles, clothing, and a wide range of miscellaneous products handled by department and provision stores for sale to both Japanese and foreign nationals. These items were, before January 1952, only available to foreign nationals and handled by overseas supply stores and specialty shops. It is understood that imports under this heading may, in future, be confined to a selected list of 100 trading firms, both Japanese and foreign. The allocation for the import of daily necessities in the October-March foreign exchange budget has been reduced to $6 million, $2 million less than the allocation for previous six months.

—J. C. Britton
Commercial Secretary for Canada

France

Wine Production in 1952

—French Information Service

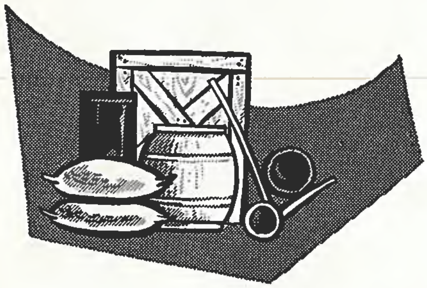
PARIS—A preliminary report indicates that French wine production in 1952 will total approximately the same as last year—53 million hectolitres. The quality is expected to be "very good". Vineyards in France now cover 53·2 million hectares, as compared with 52·8 million last year and an average of 58·9 million during the thirties.

Because of the hot summer, the grape harvest has been from ten days to three weeks earlier than usual. In the Departments bordering the Mediterranean—where slightly over half the vineyards are located—the production is expected to be 10 per cent below last year, the result of very dry weather during the growing season. However, in all other regions except Alsace, output is expected to be considerably higher than last year and should, to a certain extent, offset the decrease in the south.

Continental France is a net importer of wine; in 1951 brought in 10 million hectolitres against exports of 1·3 million. However, 96 per cent of these imports consist of common table wine and come mainly from French North Africa.

The French Government has established prices for the 1952-53 output of common table wine, assuring a support price of 290 francs per hectolitre and a ceiling price of 330 francs. At the same time, it issued instructions about the dates on which various types of wine may be released for internal consumption, thus assuring orderly marketing and price stability.

—J. P. Manion
Commercial Counsellor for Canada



COMMODITY NOTES

BRAZIL

Sisal—A recent regulation prescribes that sisal fibres must be divided into four classes, and each of these subdivided into five types. Classes are:

1. Extra-long fibres with a minimum length of 111 centimetres;
2. Long, with a length of 91 to 110 centimetres;
3. Medium, with a length of 71 to 90 centimetres, and
4. Short, with a length of 45 to 70 centimetres.

Each type is subdivided according to lustre, softness and strength, moisture content, etc.—Rio de Janeiro, October 10.

CUBA

Tobacco—Leaf and manufactured tobacco exports in the first six months of 1952 amounted to $19·3 million, or $570 thousand over the same period last year. Total leaf exports were 18·6 million pounds, with a value of $16·5 million, and 16·7 million cigars valued at $2·7 million. Cigarettes and cut tobacco are also being exported in lesser quantities. The United States was Cuba's principal purchaser of tobacco products generally; Spain led the cigar buyers' list —Havana, October 15.

IRELAND

Leather—A new tannery will be built shortly in Monaghan to produce heavy upper leathers for which a market exists in Ireland as well as on the continent of Europe. Later it is hoped to begin the production of finer leathers—Dublin, September 30.

JAPAN

Textiles—Japan's textile exports in September were valued at $31,204,000, the lowest monthly total this year and some $3,050,000 below the August figure. Overseas demand for Japanese textiles has not improved noticeably since the beginning of the year. September textile exports comprised cotton textiles, $12,436,000; raw silk, $4,248,000; silk fabrics, $3,524,000; chemical textiles, $9,457,000; woollen textiles, $804,000, and miscellaneous textiles, $735,000—Tokyo, October 15.

NETHERLANDS

Potato Flour—A new potato flour mill, said to be the largest in the world, has replaced the plant of the Co-operative Potato Flour Factory of Groningen which was destroyed by fire a year ago. The new plant is capable of processing up to 8,820 m. tons of potatoes per week—The Hague, October 15.

NORWAY

Cod—The Norwegian cod fisheries this year have made a total catch of 156,311 tons, compared with 169,342 tons in 1951. Of this, 52,469 tons have been dried and 80,813 tons salted. During the first half of the year Norway exported 27,500 tons of klipfish (salted and dried cod), to a total value of 110 million kroner. The corresponding figure for 1951 was 20 thousand tons valued at 81 million kroner. Of the 500 thousand barrels of salted herring produced for export this year, 450 thousand have already found a market—Oslo, October 15.

PAKISTAN

Tea—Pakistan exported a record quantity—over 42,853,000 pounds—of tea last year, valued at approximately \$16·7 million. In the previous four years the annual export of tea has not exceeded 30 million pounds—Karachi, October 15.

SOUTH AFRICA

Uranium—The project for extracting uranium from gold mill slimes has expanded. Five mines were originally included and were later increased to 13; now 22 are taking part. Three additional extraction plants have been announced for the Orange Free State goldfields and a further two for the Rand. Each will cost initially over £1·6 million. This enlargement calls for a bigger associated sulphurated acid works, and additional electric plants beyond the three already under construction at a cost of £45 million—Cape Town, October 1.

SWEDEN

Aircraft—The Swedish Air Force will sell 32 Mustangs to the Dominican Republic and 25 to Israel; deliveries begin this fall. Most of these surplus planes have seen six years' service in Sweden—Stockholm, October 16.

Hot-Rolled Iron—The Norrbotten iron foundry, owned by the Swedish State, recently signed a contract with Associated Metals and Minerals Corporation, New York, for the delivery of 55-60 thousand tons of hot-rolled steel, valued at approximately \$7 million. The material is to be processed in other European countries before the final product is delivered to the United States. Deliveries are to be completed by the end of 1953. This is apparently the largest export transaction for rolled iron made by a Swedish firm—Stockholm, October 16.

Trade Picture Brightens

With imports for the first six months of '52 down and exports up, Ireland's adverse balance of trade has declined by over £6 million.

DUBLIN—During the first six months of 1952, the adverse balance of trade in the Republic of Ireland fell steadily. In fact, this adverse balance (imports minus exports, including re-exports) went down from £9,575,801 in January to £3,193,161 in June. The corresponding figures for 1951 were £10,723,738 for January and £14,025,124 for June.

This improvement stemmed from various causes. One is that the Republic had been stockpiling; now, imports of some goods can be reduced temporarily. When present stocks are exhausted, imports may rise again.

Trade Position

Highlights of the trade position are:

- Imports from January to June, 1952, totalled £95,196,416, compared with £106,350,840 during the same period of 1951.
- Sterling-area imports (chiefly from Great Britain and Northern Ireland) totalled £55,631,000, during this period.
- Dollar-area imports totalled £19,706,000; of this, £11,737,000 came from the United States and £5,068,000 from Canada.
- Exports from Ireland, January-June 1952, reached £44,985,934, compared with £31,986,529 for the first six months of 1951.
- Sales to the sterling area totalled £38,829,000 during the period.
- Total exports to the dollar area reached £1,953,000; of this, goods worth £1,796,000 went to the United States, and worth £152,000 to Canada.

If Ireland is to maintain this improved trading position or reduce the adverse balance further, the country must step up exports as much as possible. At the invitation of Coras Trachtala Teoranta (the government-sponsored Dollar Exports Board established in November 1951) a team of American experts came to Ireland earlier this year to study potentialities for exports to the dollar area. As a result of their report, a representative of C.T.T. is at present doing a trade promotion tour of Canada.

Trade with Canada

For the first six months of 1952, Canada sold to the Republic of Ireland goods valued at £5,067,449, compared with £3,507,502 for the same period last year. During this same period, Canada bought from Ireland £152,225 worth of goods as against £195,248 in 1951.

The following table shows the trade in principal commodities for the six months January to June 1952.

Imports from Canada

cwt.=112 lb.

	Quantity	Value
Wheat	1,860,271 cwts.	£2,998,686
Beans, dried	9,106 "	30,370
Copper bars and rods	2,900 "	35,794
Lumber, sawn, planed or dressed:		
conifer deals, battens, scantlings, and boards	10,938 (standard)	932,924
Other—soft	2,449 "	206,343
Newsprint	169,608 cwts.	459,822
Paperboard (not including corrugated or building board)	31,435 "	107,484
Chemical wood pulp	12,665 "	64,879

Exports to Canada

	Quantity	Value
Beef and veal, frozen	4,405 cwts.	£ 70,364
Iron and steel scrap	30,000 "	18,000
Woven fabrics—jute	222,222 sq. yds.	12,775

Industry and Agriculture

Here in Ireland, industry is working at a good pace. The Census of Industrial Production for 1950 shows that the net output of all industries and services rose from £83·9 million in 1949 to £93·4 million in 1950. The number of workers employed went from 206,232 in 1949 to 219,009 in 1950. Net output in transportable goods industries rose from £59·7 million in 1949 to £67 million in 1950, with employment rising from 129,122 to 137,305—an increase of 6·3 per cent. All industries and services showed increases between 1949 and 1950 in the average earnings per week.

It is estimated that in 1950 the volume of output per wage-earner went up 24 per cent and 7 per cent as compared with 1938 and 1949 respectively.

Out of an estimated total value of gross agricultural output of £143·9 million in 1951, exports were valued at £42·7 million. In the same year, the estimated value of livestock and livestock products consumed at home was £69·0 million and of exports, £39·7 million. (Cattle and calves accounted for £25·2 million of the latter figure.) Home consumption of crops and peat was £32·2 million; the value of crops exported was £2·9 million.

Electricity Production

Heartening progress has been made in improving the supply of electric power. Twenty-five years ago the Electricity Supply Board was established to control, co-ordinate and improve the production and distribution of electricity in the Republic of Ireland. In 1927, the production of electricity was under 60 million units a year. Generating capacity is now about 1,200 million units and by 1957 the demand probably will be for 2,000 million units.

Recently, a new hydro-electric scheme on the River Erne was inaugurated. When it is finally completed it will produce about 215 million units a year. Other hydro-electric projects are planned and it is estimated that, by 1956, 70 per cent of the potential waterpower of the Republic of Ireland will be harnessed.

The Electricity Supply Board has also made use of peat, coal and oil. Two new peat-burning stations have been erected on the Bog of Allen in Central Ireland and two more are planned. Two stations are being built which can use either coal or oil.

Under the Board's rural electrification scheme, about 25 per cent of potential consumers have already been supplied. This work is hampered by shortage of technical staff and of certain materials and equipment.

Tourist Trade

The tourist industry in the Republic of Ireland earns more dollars than all merchandise exports to dollar markets. In 1951, out of the total net receipts of £25 million from tourists, £4·5 million came from visitors from the dollar area. The Irish therefore welcomed the good news that, during the first six months of 1952, 7,640 tourists arrived from the United States and 261,811 from Great Britain and the Continent of Europe. These figures represent an increase of 1,481 and 15,452 respectively over last year.

An Irish National Festival to be known as "An Tostal" (Ireland at Home) is planned for April 2-26, 1953, and this, it is hoped, will boost the off-season tourist traffic.

—George Shera
Office of the Commercial Counsellor for Canada

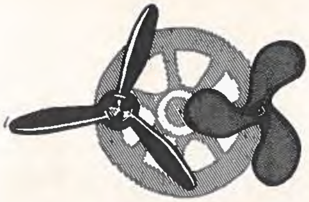
TRADE COMMISSIONERS ON TOUR

To familiarize themselves with conditions in this country and the special requirements of businessmen, Canadian Trade Commissioners return to Canada periodically. Exporters and importers are invited to discuss with the Trade Commissioner the markets and sources of supply in his territory.

C. S. Bissett, Commercial Counsellor for Canada in Buenos Aires, will begin a tour of Canada in Vancouver on November 19. His itinerary follows:

Vancouver—Nov. 19-22	Montreal—Dec. 1-6
Toronto—Nov. 24-29	Ottawa—Dec. 8-11

Businessmen may get in touch with Mr. Bissett through the Board of Trade in Montreal, the Canadian Manufacturers Association in Toronto, and the Department of Trade and Commerce in Ottawa (No. 1 Temporary Bldg.) and Vancouver (355 Burrard St.).



TRANSPORTATION NOTES

LEOPOLDVILLE, BELGIAN CONGO—One of the Belgian Congo's main preoccupations is improving its transportation facilities. As an example, in the 200 miles between the capital, Leopoldville, and Matadi, a series of falls and rapids make navigation of the Congo River impossible. Ships unload at Matadi and freight then goes by rail to Leopoldville—and vice versa. Last year, inadequate rail and river transport increased the congestion at Matadi to such a pitch that the port was temporarily closed to many imports.

Improving Ports

Of an approximate 14,500 miles of navigable waterways in the Congo, about 7,500 can be negotiated by 40-ton barges, 5,500 by barges from 150 to 350 tons and only 1,500 miles by barges from 800 to 1,200 tons.

Of these navigable waterways, the two main routes are:

1. Leopoldville-Stanleyville.
2. Leopoldville-Port Francqui.

These routes are served by river steamers running on more or less regular schedules. It is, however, a slow method of transportation.

On the lower level of the Congo River, from the ocean to Matadi, traffic is often delayed. Ocean-going vessels can navigate the river by daylight and at high tide; the channel is not marked for night sailing. More dredging and placing of buoys have been proposed. But this is not enough; the ports also must be modernized.

The Ten-Year Plan for the Congo now being carried out does provide for some port improvements. There are, however, two main problems.

First, there is some doubt whether Matadi, 92 miles up the river, can be developed into a large maritime port, or whether it would be preferable to establish a port nearer the coast. Matadi, however, could certainly be equipped to handle heavy traffic. The second problem concerns Leopoldville. Merchandise brought by rail from Matadi is transferred at Leopoldville to barges for Stanleyville on the Congo or Port Francqui on the Kasai. It is doubtful, however, whether Leopoldville should be developed further as a shipping and industrial centre and the Ten-Year Plan contemplates moving the port installations 20 miles up the river.

Railways

At present six public railway systems are linked with the water route but have no connection with each other. The railroad from Leopoldville to Port Francqui crosses the Congo from one end to the other and links Katanga with the sea. The line already begun along the bank of the Congo River by the Great Lakes Railroad will be joined with this great artery. This project has now been incorporated in the Ten-Year Plan.

This aerial view of Leopoldville shows the extensive port improvements going forward for the past few months.

The question of constructing a railroad between Costermansville and Stanleyville has been raised on several occasions. No one denies the necessity for joining these two cities by rail and giving the Kivu and Ruanda-Urundi direct communication with the national route and the Atlantic Ocean. However, some experts prefer a highway which would serve the same purpose and be less expensive to maintain. The Ten-Year Plan looks also to the replacement of the Kamaniola Railroad by a heavy traffic highway.

Total cost of the rail transportation program will exceed $20 million.

Highways and Airlines

In general, roads are poor in the western and southwestern districts of the Congo and fairly good in the northern, eastern and southeastern.

Until recently, construction and maintenance of the roads was done by poorly equipped labour but the authorities now realize the need for mechanization. However, the problem is difficult because it is not only a matter of obtaining machines but of educating workers to operate them. The Ten-Year Plan has set aside $120 million for construction and maintenance of highways.

Air travel has transformed life in the Congo by bringing communities scattered over that immense territory closer together. Development of these airlines has been largely confined to private enterprises. The most important of the companies serving the colony is Sabena, in which the influence of the Colonial Government predominates. Sabena has a monopoly over the lines it now operates, and last January inaugurated a new line from Costermansville to Dar-Es-Salaam.

—L. A. Campeau
Acting Canadian Government Trade Commissioner

Goodwill Trade Mission

. . . Trade Minister, businessmen and government officers will visit ten Latin American countries early in 1953.

CANADA'S Minister of Trade and Commerce, the Right Hon. C. D. Howe, announced today that he will head a goodwill trade mission of government officials and businessmen to Brazil, Argentina, Colombia, Haiti, Cuba, Mexico, and several other Latin American countries early in the New Year.

The mission will leave Ottawa by air on January 5, 1953, and is due to return home on February 10.

Purpose of Mission

Mr. Howe said that, while the principal purpose of the mission is to assist in the development of trade between Canada and the countries concerned, it will also seek to strengthen Canada's general relations with these countries. Over the years, various official and semi-official missions from Canada have visited Latin America. The Canadian Government, in conjunction with the Canadian Chamber of Commerce and the Canadian Manufacturers' Association, sent a large delegation to Buenos Aires in March 1931, when the Canadian pavilion at the British Empire Exhibition was opened. Visits were also made at that time to Uruguay, Brazil, and Trinidad.

The Hon. James A. MacKinnon, former Minister of Trade and Commerce, headed a trade mission to South America in 1941, and in February 1946 he visited Mexico, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, Panama and Colombia.

Trade Has Grown

The increase in trade between Canada and the ten countries that the mission will probably visit is indicated by the fact that the value of trade in 1951 amounted to $429 million, compared with only $33 million in 1938, immediately prior to the Second World War. Canadian exports have risen in value from $19 million to $176 million during those thirteen years. Mr. Howe said this increase indicates how great are the possibilities of the Latin American market for Canadian goods, and how much can be accomplished by continuous and intelligent efforts to sell in that area.

Canadian imports from the countries expected to be on the mission's itinerary increased in value from $14 million in 1938 to $253 million in 1951. "When I am in Latin America," said Mr. Howe, "I shall take the opportunity of discussing the market for Latin American goods in Canada, because Canada thrives by two-way trade".

GENERAL NOTES

AUSTRALIA

Imported Labour—The Minister for National Development has announced a new policy of giving preference to Australian men and materials in the Snowy Mountains project. Originally, the policy governing the Snowy works was to import as much labour and materials as possible because of the labour shortage. The situation has now changed and new contracts call for the employment of Australian men and materials. Under the old system, contracts let overseas specified that the contractor must supply 90 per cent of the labour and all materials in short supply. On this basis contracts had been let to Italian, Norwegian and Dutch contractors—Sydney, October 12.

Oil Refineries Shares Sold—The Commonwealth Government has sold its shares in Commonwealth Oil Refineries Ltd., to the Anglo Iranian Oil Company, its partner, for £2,762,506.10.0 or £6.10.0 per share. The Anglo Iranian Oil Company plans the construction of a new £40 million refinery in Western Australia—Sydney, October 12.

BELGIUM

Bank Deposits Grow—The annual report of the Belgian Banking Commission, covering the year 1951-52, indicates that banking deposits have shown the following increases:

1947	46,591	million	Belgian	francs
1948	49,486	"	"	"
1949	52,679	"	"	"
1950	53,371	"	"	"
1951	58,804	"	"	"

In 1936, at the beginning of the new banking regime, the number of banks in Belgium stood at 125. At the end of 1950 this number had been reduced to 87 and at the end of 1951 to 86. On the other hand, the number of branches has increased from 1,130 in 1936 to 1,162 in 1950 and 1,205 in 1951. In 1936 Belgian banks had 32 branches or offices in the Congo. These increased to 39 in 1951—Brussels, October 4.

BRAZIL

International Harvester Expands—International Harvester is planning to expand its Santo Andre plant in São Paulo to manufacture parts for trucks, tractors and agricultural machinery. This factory is already assembling trucks and recently began to make cabs, after an investment of Cr$30 million for plant enlargement—São Paulo, October 2.

CUBA

Imports of Foodstuffs—Official statistics reveal that Cuba's purchases in 1951 reached a total $650·2 million, of which foodstuffs took $181·6 million—over six times the average import food bill in the period 1935-1939 ($28 million out of average total imports of $108 million). Main food items imported in 1951 were: rice, $59·2 million; lard, $25·2 million; flour, $16·7 million; beans, $7·6 million; canned and powdered milk, $6·9 million; olive oil, $6·2 million—Havana. September 22.

FRANCE

Electricity Production—During the first eight months of this year, production of electricity in France reached a total of 24,560 million kwh. Extended, this would assume an annual rate of 38,244 million kwh. but, because production generally reaches its peak in the last three months of the year, it is probable that the actual total will be closer to 40,000 million. This compares with a total for 1951 of 36,024 million kwh.—Paris, October 9.

TURKEY

Fertilizer Factory—An artificial fertilizer factory with a daily capacity of 6,000 tons will be set up at Kutahya, it is reported. The Ministry of State Enterprises is in negotiation with the German firm "Badische Anilin Anstalt" of Karlsruhe which is interested in the erection of this new plant. German specialists have already visited Kutahya and have made preliminary investigations. The factory will occupy an area of approximately one million square metres and will be situated on the banks of the Porsuk near the Kutahya road. The raw material will be obtained from rich lignite deposits at Seyyit Omer, 20 kilometres from Kutahya. The new plant will cost 60 million liras, of which 50 per cent will be financed by the German firm. Although the management of the firm will be jointly in the hands of Turks and Germans, the machinery will operate under the supervision of German technicians—Istanbul, September 5.

UNITED KINGDOM

Manufacturers and Exporters to Canada Listed—A register of United Kingdom manufacturers and exporters interested in selling goods in the Canadian market, showing their agents and distributors, is to be compiled under the auspices of the Dollar Exports Council. The trade associations behind the undertaking feel that the United Kingdom is losing business in Canada because many Canadian firms do not know where to go for their requirements of British goods. It is proposed to put the register on the desk of every important buyer in Canada—London, October 25.

TRADE AND TARIFF REGULATIONS

BERMUDA

Christmas Tree Imports Permitted—The Bermuda Supplies Commission announced on October 7 that it will consider issuing permits for imports of Christmas trees from Canada and the United States up to a maximum c.i.f. value of $400 for each importer.

The Commission will not consider any permit which is not for direct import and ultimate sale by the importer concerned.

GREECE

Contribution on Imports—Greece has introduced contributions on certain imports ranging from 25 to 200 per cent of their c.i.f. value, by a ministerial decision effective October 11, 1952. Generally speaking, the contributions are levied on processed goods, while raw materials are exempted. One half of the contribution is collected upon the opening of the credit and the other half when the transaction is finally settled.

Among the items affected, the following may be of interest to Canadian firms exporting to Greece, the amount of the contributions being shown in parentheses: passenger automobiles (200 per cent); whisky, aluminum foil and alimentary substances containing meat (150 per cent); beeswax, plywood for furniture and spectacle lenses (50 per cent); tires and needles (25 per cent).

The contributions on imports are intended to subsidize certain Greek exports, it is stated, including dried currants, wine, olives, sponges, ores and cigarettes, the new subsidies ranging from 15 to 50 per cent of the f.o.b. value of the commodities. In addition, a specified amount of the proceeds is to accrue to the Greek budget.

The new levies replace a similar list of contributions which came into force at the beginning of 1952 and which were mainly intended to raise revenue rather than to subsidize Greek exports. However, the new list includes more items and the rates have been increased in many cases—Athens, October 17.

Tariff Coefficient on Indigo Reduced—The coefficient for converting the rate of duty on indigo from metallic drachmae into actual currency was reduced from 40 to 20, effective August 15, by a Cabinet decision published in the Greek Government Gazette of September 24. In practice, the measure reduces the rate of duty on this article by one-half.

Indigo is among the commodities on which the coefficients were increased in July 1952, as reported in *Foreign Trade* of August 16. The present decision restores the coefficient to the former amount—Athens, October 15.

INDIA

Licensing Policy Announced—In a Public Notice of October 15, the Indian Ministry of Commerce and Industry announced the import licensing policy for some of the items which were reserved for further consideration when the licensing program for the period July-December 1952 was published last June.

The new announcement, in general, continues the policy of reducing imports from both dollar and soft currency sources. As regards most items, it reflects a satisfactory supply position in India, the result partly of increased local production, and partly of large imports when restrictions were less severe.

Among the scheduled goods, only the following are to be licensable from the dollar area, the percentage quotas shown being calculated on a base period, usually one-half of the best year's imports: specified precision and measuring tools, 15 per cent; parts of motors and generators, 100 per cent (or 10 per cent if based on imports of motors or generators); photographic negatives and printing paper (excluding X-ray films), 50 per cent; various photographic instruments, apparatus and appliances, other than cinema, 50 per cent. Licences granted for photographic goods will be valid for six months; for the tools or motor or generator parts, twelve months.

Goods for which no quota is provided include kraft paper weighing 39 grammes per square metre and above, semolina, self-raising flour, starch and farina, safety-razor blades, wireless apparatus, cycles and parts, door locks and hinges, and staple fibre.

Packing, wrapping, printing (other than newsprinting), and writing paper, and aluminum powder and paste are among the goods from soft currency countries for which quotas have been reduced—New Delhi, October 20.

JAPAN

Duties, Taxes on Gift Parcels—The Japanese Government has announced that, effective October 1, gift packages addressed to the Japanese people from abroad will be subject to customs duties and consumer's tax if containing goods worth more than 1,500 yen (approximately $4 Canadian) or if the tax estimation amounts to 300 yen (80 cents) or over. This replaces the previous regulation that gift packages weighing up to 22 pounds are exempt from duty, which has been in force since the end of the war. The weight limit on parcel post from Canada to Japan is 11 pounds—Tokyo, October 3.

NEW ZEALAND

Dollar Import Licences—The New Zealand Department of Customs has announced that the following goods from Canada or the United States will be granted import licences in 1953 on the basis indicated:

Printed books, papers and music—100 per cent of 1952 licences.

Cash registers—75 per cent of 1952 licences.

Wooden handles for tools—75 per cent of 1951 licences.

Engines for motor vehicles (excluding mufflers, pistons and cylinder sleeves)—50 per cent of 1951 licences.

Important spare and service parts for motor vehicles—50 per cent of 1951 licences.

Specified artificers' tools—50 per cent of 1951 licences.

Further details of the goods included in the last two items may be obtained from the International Trade Relations Branch, Department of Trade and Commerce, Ottawa—Wellington, October 22.

Department of Trade and Commerce

HEAD OFFICE DIRECTORY

This directory is intended as a useful reference for the business man who wishes to consult head office personnel on particular problems. Correspondence should be addressed to the heads of branches or divisions. Local government telephone numbers follow each name. (In Ottawa dial 9, followed by the local; when calling from out of town call the Government, 2-8211, and ask for the local only.)

No. 1 Building, 375 Wellington Street*

	Gov. Local
Minister: The Rt. Hon. C. D. Howe, P.C., M.P.	3693
Parliamentary Assistant: G. J. McIlraith, M.P.	7042
Deputy Minister: Wm. Frederick Bull	6748-2326
Executive Assistant: H. A. Gilbert	2380
Trade Policy Adviser: H. R. Kemp	5151
Associate Deputy Minister: M. W. Sharp	2888-5838
Economic Adviser: O. J. Firestone	4176
Assistant Deputy Minister: Oliver Master	2421
Comptroller-Secretary: Finlay Sim	2262

ECONOMICS DIVISION

Director: V. J. Macklin	5658

TRADE COMMISSIONER SERVICE

Director: G. R. Heasman	2530
Assistant Director: H. W. Cheney	3058
Assistant Director: L. H. Ausman	6800
Area Trade Officers	
Asia and Middle East: R. K. Thomson	8286
Commonwealth: A. B. Brodie	2144
Europe: K. Nyenhuis	5040
Latin America: A. Savard	7641

Western Representative: H. L. E. Priestman, 355 Burrard St., Vancouver.

Newfoundland Representative: Stott Bldg., St. John's, Newfoundland.

COMMODITIES BRANCH

Director: Denis Harvey	5417
Special Assistant: A. L. Neal	8269
Administrative Assistant: J. G. MacKinnon	6905

Export Division

Director: H. B. Scully (Acting)	6519
B.W.I. Trade Liberalization Plan: J. G. MacKinnon	6905-5670
Token Shipments to United Kingdom: A. E. Fortington	5680

Import Division

Director: C. F. McGinnis	7163
Export Controls in Other Countries: W. G. Hopkins	6552

Transportation and Communications Division

Director: G. S. Hall	6236
Assistant: H. A. Hadskis	2737
Traffic Section: J. H. Longfellow	7835

* Unless otherwise noted, all offices of the Department are in No. 1 Building.

Export and Import Permit Division

Chief: T. G. Hills	3640
Processing Officers:	
Food, Steel, Non-Ferrous Metals, All Strategic Materials: S. C. Cooke	6976
Textiles, Lumber and Products: K. A. Peaker	5508
Chemicals, Leather, Automobiles and Trucks and Parts: D. Alger	6963

Commodity Sections

(Export and Import)

Automotive, Agricultural and Construction Equipment	
Chief: H. B. Scully	6519
Automotive and Self-Propelled Construction Equipment: H. B. Scully	6519
Agricultural Machinery and Implements: G. C. Clarke	3873
Chemicals, Oils and Minerals	
Chief: S. G. Barkley	7601
Chemicals and Allied Products: S. G. Barkley	7601
Oils and Fats: R. T. Elworthy	5177
Non-Metallic Minerals: E. J. Bonkoff	5823
General Products	
Acting Chief: P. G. Jones	4160
Toys, Recreational Products, Musical Instruments: P. G. Jones	4160
Electrical Appliances, Sewing Machines: W. H. Grant	3209
Office, Hospital, Radio and Store Equipment: D. G. W. Douglas	6197
Handicrafts, Photographic Equipment, Jewellery: P. E. Jensen	5337
Plumbing, Heating and Hardware Products: G. W. Rahm	6958
Imported Foods	
E. B. Paget	4161
Machinery, Metals and Electrical Equipment	
Chief: E. C. Thorne	4082
Assistant to Chief: A. A. Dejausserand	5207
Non-Ferrous Metals: A. Tedford	5159
Miscellaneous Capital Goods: J. D. Moorman	7546
Textiles, Leather and Rubber	
Chief: G. R. Poley	3004
Fabrics: G. R. Poley	3004
Wearing Apparel: E. G. Gerridzen	5378
Fibres and Products: A. C. Fairweather	7815
Leather and Rubber Products: F. T. Carten	4966
Wood and Wood Products	
Chief: G. H. Rochester	4447
Lumber and Manufactured Wood Products: J. C. Dunn	4863
Logs and Lumber Products: R. Bonnar	5127
Paper: E. Clarke	6974
Pulp and Pulpwood: M. N. Murphy	5811

Export and Import Directories

Chief: G. L. Tighe	6681

AGRICULTURE AND FISHERIES BRANCH

Director: G. R. Paterson	4301
Wheat and Grain Division: Assistant Director, G. N. Vogel	5830
Agricultural Products	
Plants and Plant Products: G. F. Clingan	7523
Livestock, Dairy and Poultry Products: K. L. Melvin	3172
Animal Products: A. J. Stanton	5859
Fish and Fish Products: T. R. Kinsella	7385

INTERNATIONAL TRADE RELATIONS BRANCH

Director: C. M. Isbister	4042 2250
Foreign Tariffs Division	
Director: B. G. Barrow	2250
Assistant: H. V. Jarrett	5642
Australia, New Zealand, South Africa: E. J. McMeekin	8727
Europe: F. P. Weiser	5642
Latin America, France, Spain, Portugal: A. M. Baldwin	8727
United Kingdom, British West Indies, Asia: Miss H. K. Potter	8469
United States: B. S. Shapiro	8469
Foreign Tariff Adviser: G. C. Cowper	5642
Commercial Relations	
R. B. Nickson	7594
M. Schwarzmann	7594
W. Lavoie	6531

INFORMATION BRANCH

Director: H. Leslie Brown	2479-6394
Assistant Director: J. Fergus Grant	2186
Editor: Foreign Trade and Commerce Exterieur: Miss O. Mary Hill	6588
Advertising: Roy A. Abrahamson	6435

TRANSLATION BRANCH

Chief: J. C. Letellier de St-Just	2760
Miss M. J. Bourque	2760
M. Roy	2760

INDUSTRIAL DEVELOPMENT DIVISION

Director: G. D. Mallory	3819
Assistant Director: B. R. Hayden	7886
Technical Officer: W. J. Moloughney	5909

CANADIAN GOVERNMENT EXHIBITION COMMISSION

479 Bank St.

Director: Glen Bannerman	3558
Assistant Director: F. P. Cosgrove	7818

EXPORT CREDITS INSURANCE CORPORATION

Birks Bldg., 107 Sparks St.

General Manager: H. T. Aitken	2-4828
Chief Credit Officer: A. W. Thomas	2-4828
Secretary: T. Chase-Casgrain	2-4828

DOMINION BUREAU OF STATISTICS

Parkdale Ave.

Dominion Statistician: Herbert Marshall	6371-2529
Assistant Dominion Statistician: J. T. Marshall	7695
Agriculture Division	
Director: C. V. Parker	4774
Census Division	
Director: O. A. Lemieux	2088
Education Division	5933
Information Services Division	7544
Canada Year Book and Canada Hand Book	
Director: J. E. Robbins	
Health and Welfare Division	
Director: F. F. Harris	6651
Industry and Merchandising Division	
Director: W. H. Losee	2125
International Trade Division	
Director: C. D. Blyth	8340
Labour and Prices Division	
Director: H. F. Greenway	7424
Public Finance and Transportation Division	
Director: J. H. Lowther	5396
Research and Development Division	
Director: S. A. Goldberg	3071
Special Surveys Division	
Director: A. B. McMorran	5570

STANDARDS BRANCH

West Block, Wellington St.

Director: R. W. MacLean	2132
Assistant Director (Electricity and Gas): E. F. Power	2956
Assistant Director (Weights and Measures): C. S. Phillips	2000
Assistant Director (Precious Metals Markings): W. L. Berry	7075

INTERNATIONAL ECONOMIC AND TECHNICAL CO-OPERATION DIVISION ("COLOMBO PLAN")

No. 2 Building, 70 Lyon St.

Administrator: Nik Cavell	8495
Assistant Administrator: R. W. Rosenthal	8429
Technical Co-operation Service	
Chief: J. A. Macdonald	5542
Assistant Chief: J. T. Hobart	8662

Foreign Commercial Representatives in Canada

ARGENTINA
Ottawa—Economic Attache, Embassy of Argentina, 193 Sparks Street.
Montreal—Consul General of Argentina, 1111 Beaver Hall Hill.

AUSTRALIA
Ottawa—Australian Government Trade Commissioner, 100 Sparks Street.
Vancouver—Australian Government Trade Commissioner, 643 Hornby Street.

AUSTRIA
Ottawa—Consul General of Austria, 136 Queen Street.
Montreal—Austrian Trade Delegate, 1507 Crescent Street.

BELGIUM
Montreal—Consul General of Belgium, 709 Sun Life Building.

BOLIVIA
Montreal—Consul General of Bolivia, 5612 Canterbury Avenue.

BRAZIL
Montreal—Commercial Attache, Brazilian Government Trade Bureau, Room 302, 400 St. James Street West.

BRITISH GUIANA
Montreal—Trade Commissioner for British Guiana, 37 Board of Trade Bldg.

BRITISH WEST INDIES and THE BAHAMAS
Montreal—Trade Commissioner for the British West Indies and The Bahamas, 37 Board of Trade Bldg.

CHILE
Montreal—Consul General of Chile, 1410 Stanley Street.

CHINA
Ottawa—Commercial Attache, Embassy of the Republic of China, 201 Wurtemburg St.
Vancouver—Consul General of China, 510 Hastings Street West.

COLOMBIA
Montreal—Consul General of Colombia, 3757 Wilson Avenue, Notre Dame de Grace.
Vancouver—Consul of Colombia, 550 Beatty Street.

COSTA RICA
Montreal—Consul General of Costa Rica, 434 Elm Avenue, Westmount.

CUBA
Ottawa—Commercial Attache, Embassy of Cuba, 400 Holland Ave.

CZECHOSLOVAKIA
Montreal—Commercial Attache of Czechoslovakia, 1255 Phillips Sq.

DENMARK
Montreal—Consul, Royal Danish Consulate, Room 815, Keefer Building, 1440 St. Catherine Street West.

DOMINICAN REPUBLIC
Ottawa—Consul General of the Dominican Republic, 105 Cameron Avenue.
Montreal—Consul General of the Dominican Republic, Apt. 4, 3201 Forest Hill Ave.

ECUADOR
Montreal—Consul General of Ecuador, 59 Belvedere Road, Westmount.

EGYPT
Ottawa—Consul, Royal Egyptian Consulate General, Room 616, Chateau Laurier.

EL SALVADOR
Montreal—Consul General of El Salvador, Apt. 14, 1452 Bishop Street.

FINLAND
Ottawa—Second Secretary, Legation of Finland, 140 Wellington Street.

FRANCE
Ottawa—Commerical Attache, Embassy of France, 464 Wilbrod Street.
Montreal—Commercial Attache of France, 610 St. James St. West.
Toronto—Commercial Attache of France, 185 Bay Street.

GERMANY
Ottawa—First Secretary (Commercial Affairs), Embassy of the Federal Republic of Germany, 580 Chapel Street.
Montreal—Consul of the Federal Republic of Germany, 1529 McGregor Street.

GREECE
Ottawa—Commercial Attache, Royal Greek Embassy, Suite 110, Chateau Laurier.

GUATEMALA
Montreal—Consul General of Guatemala, 401 Metcalfe Ave., Westmount.

HAITI
Montreal—Consul of Haiti, 1405 Bishop Street.

HONDURAS
Montreal—Consul General of Honduras, Suite 2, 1448 Sherbrooke Street West.

ICELAND
Ottawa—Legation of Iceland, ℅ Chateau Laurier.

INDIA
Ottawa—Second Secretary, Office of High Commissioner for India, 200 MacLaren St.

IRELAND
Ottawa—Secretary, Embassy of Ireland, 140 Wellington Street.

ISRAEL
Montreal—Consul General of Israel, Bank of Montreal Bldg., 1260 University Street.

ITALY
Ottawa—Commercial Attache, Embassy of Italy, 133 Sparks Street.

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Ottawa—First Secretary (Commercial), Embassy of Japan, Room 701, Metcalfe Bldg.

LEBANON
Ottawa—Consul General of Lebanon, 199 Wurtemburg Street.
LUXEMBOURG
Montreal—Consul General of Luxembourg, 4832 Western Avenue.
MEXICO
Montreal—Consul General of Mexico, Room 506, Castle Bldg.
MONACO
Montreal—Consul of Monaco, 5 St. James Street East.
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Ottawa—Commercial Counsellor, Embassy of the Netherlands, 168 Laurier Ave. East.
NEW ZEALAND
Montreal—New Zealand Trade Commissioner, Room 609, Sun Life Building.
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Ottawa—Secretary, Norwegian Legation, 140 Wellington Street.
Montreal—Vice-Consul of Norway, 1410 Stanley Street.
PAKISTAN
Ottawa—Commercial Attache to the Pakistan High Commissioner, 499 Wilbrod St.
PARAGUAY
Winnipeg—Consul of Paraguay, 908 Confederation Life Bldg.
PERU
Ottawa—Secretary, Embassy of Peru, 539 Island Park Drive.
POLAND
Ottawa—Acting Commercial Attache of the Polish Legation, 183 Carling Ave.
PORTUGAL
Montreal—Consul General of Portugal, 1499 Bishop Street.
SPAIN
Montreal—Consul of Spain, Commercial Office, 451 Mount Pleasant Ave.
SWEDEN
Ottawa—Attache, Royal Legation of Sweden, 720 Manor Road, Rockcliffe Park.
Montreal—Commercial Secretary, Royal Consulate General of Sweden, 1511 Bishop St.
SWITZERLAND
Ottawa—Secretary, Swiss Legation, 5 Marlborough Avenue.
Montreal—Consul General of Switzerland, 1572 McGregor Street.
Toronto—Consul of Switzerland, 159 Bay Street.
Vancouver—Acting Consul of Switzerland, 402 West Pender Street.
Winnipeg—Acting Consul of Switzerland, 210 Mitchell-Copp Bldg., 334 Portage Avenue.
THAILAND
Toronto—Consul of Thailand, 200 Bay Street.
Vancouver—Consul of Thailand, 5416 Marguerite Street.
UNION OF SOUTH AFRICA
Ottawa—Commercial Secretary, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street.
UNION OF SOVIET SOCIALIST REPUBLICS
Ottawa—Representative of the Commercial Counsellor, Embassy of the USSR, 285 Charlotte Street.
UNITED KINGDOM
Ottawa—United Kingdom Senior Trade Commissioner and Economic Adviser to the High Commissioner, 56 Sparks Street.
Edmonton—United Kingdom Trade Commissioner for Alberta, 10053 Jasper Avenue.
Montreal—United Kingdom Trade Commissioner for Quebec, United Kingdom Trade Commissioner for the Maritimes and Newfoundland, 1111 Beaver Hall Hill.
Toronto—United Kingdom Trade Commissioner for Ontario, 67 Yonge St.
Vancouver—United Kingdom Trade Commissioner for British Columbia, 850 West Hastings Street.
Winnipeg—United Kingdom Trade Commissioner for Manitoba and Saskatchewan, 403 Royal Bank Building.
UNITED STATES
Ottawa—Commercial Attache, Embassy of the United States, 100 Wellington St.
Calgary—Vice-Consul of the United States, Toronto General Trusts Bldg.
Edmonton—Consul of the United States, 214 Empire Block.
Halifax—Consul General of the United States, Bank of Nova Scotia Bldg.
Hamilton—Consul of the United States, 42 James Street South.
Montreal—Consul General of the United States, 1410 Stanley Street.
Niagara Falls—Consul of the United States, Newman Hill, Falls Street.
Quebec—Consul of the United States, 65 St. Ann Street.
Regina—Consul of the United States, 22-23 Government Insurance Bldg.
Saint John—Consul of the United States, 204 Union Street.
St. John's—Consul General of the United States, Commercial Chambers Bldg., 197-199 Water Street.
Toronto—Consul General of the United States, 302 Bay Street.
Vancouver—Consul General of the United States, 355 Burrard Street.
Victoria—Consul of the United States, 805 Government Street.
Windsor—Consul of the United States, Guaranty Trust Bldg.
Winnipeg—Consul General of the United States, 402 Tribune Bldg.
URUGUAY
Ottawa—Charge d'Affaires a.i., Legation of Uruguay, 36 Marlborough Avenue.
VENEZUELA
Montreal—Consul General of Venezuela, 2052 St. Catherine Street West.
YUGOSLAVIA
Ottawa—Embassy of the Federal People's Republic of Yugoslavia, 17 Blackburn Avenue.

Foreign Exchange Rates

The following nominal quotations may prove useful in checking prices. Canadian traders should consult their banks before making any firm commitments.

Conversion into Canadian dollars have been made at cross rates with sterling or the United States dollar on the date shown.

Except when buying and selling rates are specified, the mid rates only are quoted. The buying rate is that at which banks purchase exchange from exporters. The selling rate is that at which banks sell exchange to importers.

When several rates are indicated, the rate applicable depends on the commodity traded. Information on the rate for any specific commodity may be obtained from the International Trade Relations Branch, Department of Trade and Commerce, Ottawa.

Rates used exclusively in non-merchandise trading are not included in the table.

For conversion to United States dollar equivalents multiply by 1·0353.

Country	*Unit*	*Type of Exchange*	*Canadian dollar Equiv. Oct. 30*	*Notes (See below)*
Argentina	Peso	Preferential buying	·1288	
		Basic buying	·1932	(1)
		Preferential selling	·1932	
		Basic selling	·1286	
		Free	·0695	
Austria	Schilling		·0452	
Australia	Pound		2·1640	
Belgium-Luxembourg & Belgian Dependencies	Franc		·0193	
Bolivia	Boliviano	Official	·0161	tax 5% (1)
		Differential	·0096	tax 3% (2)
British West Indies (except Jamaica)	Dollar		·5635	
Brazil	Cruzeiro		·0522	tax 8% (2)
Burma	Kyat		·2029	
Ceylon	Rupee		·2028	
Chile	Peso	Official	·0311	(1)
		Commercial	·0161	
		Free	·00767	
Colombia	Peso	Basic	·3864	tax 3% (2)
		Coffee Buying	·4257	
Costa Rica	Colon	Official	·1724	(3)
		Free	·1446	*Aug. 29
Cuba	Peso		·9659	tax 2%
Czechoslovakia	Koruna		·0193	
Denmark	Krone		·1398	
Dominican Republic	Peso		·9659	
Ecuador	Sucre	Official	·0644	(4)
		Free	·0555	
Egypt	Pound		2·7737	
Fiji	Pound		2·4369	
Finland	Markka		·0042	
France	Franc		·00276	
French Africa	Franc		·00552	
French Pacific Ter.	Franc		·01519	
Germany	D Mark		·2300	
Greece	Drachma		·000064	
Guatemala	Quetzal		·9659	
Haiti	Gourde		·1932	
Honduras	Lempira		·4830	
Hong Kong	Dollar	Free	·1512	*Sept. 8
Iceland	Krone	Official	·0593	
		Special buying	·0456	
		Special selling	·0371	
India	Rupee		·2028	
Indonesia	Rupiah	Basic	·0847	
		With Surcharge I	·0424	(5)
		With Surcharge II	·0282	
		Dollar certificate	·0018	*Sept. 15

* Latest available quotation date.

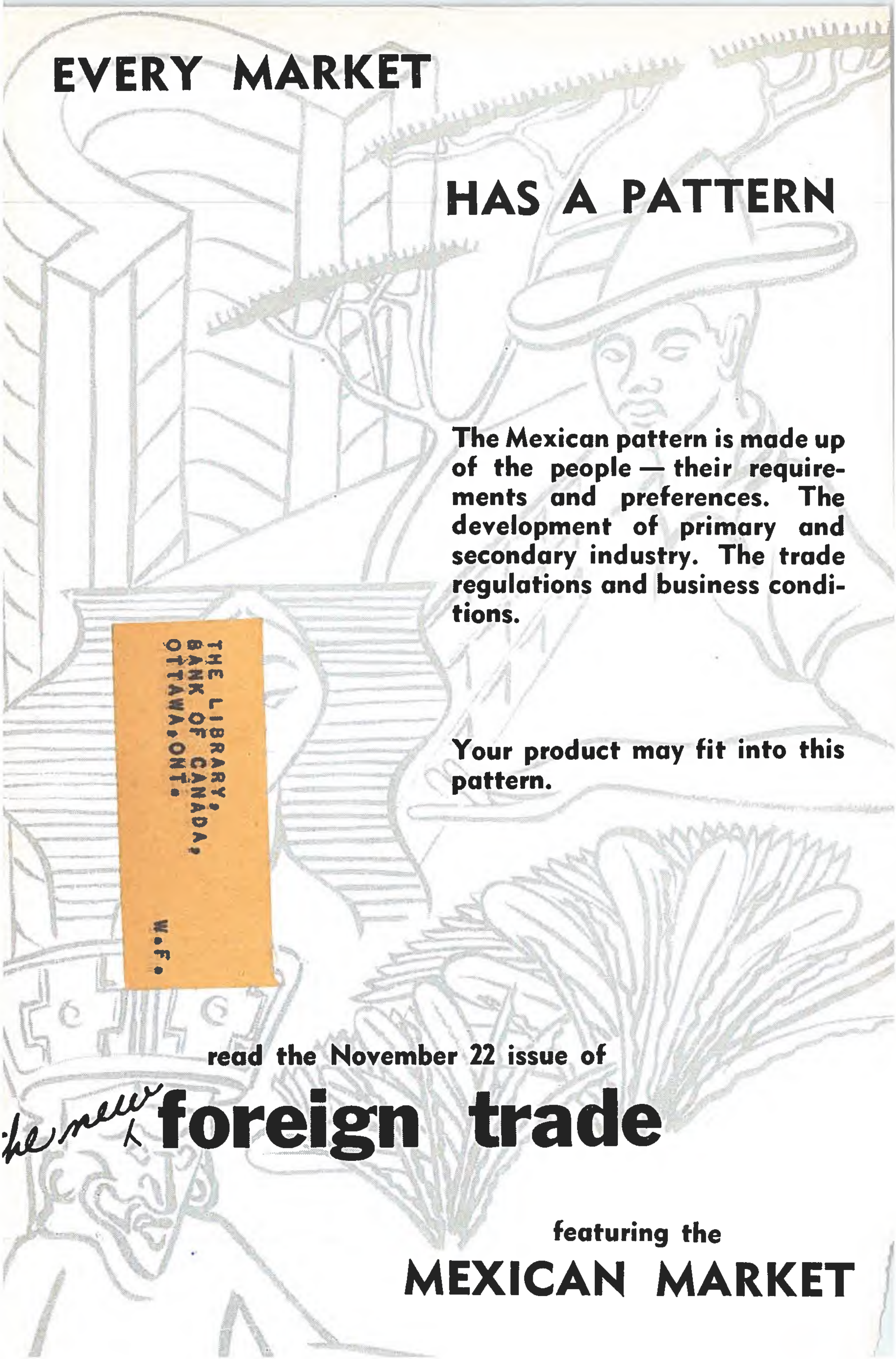
Country	Unit	Type of Exchange	Canadian dollar Equiv. Oct. 30	Notes (See below)
Iran	Rial	Certificate I	·01265	*Aug. 29
		Certificate II	·01233	*Aug. 29
Iraq	Dinar		2·7050	
Ireland	Pound		2·7050	
Israel	Pound	Basic	2·7046	
		Special	1·3523	
		Investment	·9659	
Italy	Lira		·00155	
Jamaica	Pound		2·7050	
Japan	Yen		·00268	
Lebanon	Pound	Free	·2701	*Aug. 29
Luxembourg (See Belgium)				
Mexico	Peso		·1117	
Netherlands	Guilder		·2542	
Netherlands Antilles	Guilder		·5122	
New Zealand	Pound		2·7050	
Nicaragua	Cordoba	Effective buying	·1464	(6)
		Official selling	·1370	
		With Surcharge I	·1200	
		With Surcharge II	·0961	
Norway	Krone		·1352	
Pakistan	Rupee		·2920	
Panama	Balboa		·9659	
Paraguay	Guarani	Basic	·0644	(1)
		With Surcharge I	·0460	(7)
		With Surcharge II	·0322	
Peru	Sol		·0619	
Philippines	Peso		·4830	tax 17% (2)
Portugal	Escudo		·0336	
El Salvador	Colon		·3864	
Singapore & Malaya	Straits dollar		·3156	
South Africa (Union of)	Pound		2·7050	
Spain & Dependencies	Peseta	Basic buying	·0441	
		Basic selling	·0861	(1)
		Free	·0244	
Sweden	Krona		·1867	
Switzerland	Franc		·2253	
Syria	Pound		·2710	*Sept. 11
Thailand	Baht	Official	·0773	(1)
		Free	·0540	*Aug. 29
Turkey	Lira		·3450	
United Kingdom	Pound		2·7050	
United States	Dollar		·9659	
Uruguay	Peso	Official	·6359	
		Basic buying	·5427	
		Special buying	·4110	(1)
		Basic selling	·5084	
		Special selling	·3943	
Venezuela	Bolivar		·2883	(8)
Yugoslavia	Dinar		·0032	

* Latest available quotation date.

NOTES

1. Additional rates are in effect for specified goods.
2. Tax affects selling (import) rates only.
3. Costa Rica: Official rate applies to all Costa Rican exports.
4. Ecuador: Exchange surcharges of 33 per cent and 44 per cent apply to imports of less essential and luxury items respectively.
5. Indonesia: Effective rate for all Indonesian exports to dollar area is basic rate plus 70 per cent of dollar certificate rate. Cost of imports is increased by full amount of dollar certificate rate.
6. Nicaragua: Effective buying rate applies to all Nicaraguan exports.
7. Paraguay: Basic rate applies to all Paraguayan exports.
8. Venezuela: There are special rates for exports of petroleum, cocoa and coffee.

For additional explanatory note see *Foreign Trade* of October 11.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