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In This Issue

Regular Features

COVER SUBJECT—Locomotives under construction for the Indian State Railways, which have placed orders for 145 "Dominion" type engines with the Canadian Locomotive Company, Limited, in Kingston, and the Montreal Locomotive Works, Limited, in Montreal. They are designed to operate on broad gauge rails, 66-inch as compared with the standard 56½-inch in Canada, weigh 161 tons and to haul trains of some fifty loaded cars. Fifteen locomotives a month are being delivered by this plant in Montreal.

National Film Board Photo

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Cotton Consumption Throughout World Exceeds Production

Current world crop estimated at 21,500,000 bales, whereas 27,500,000 bales used during year—Stocks declining from 1945 peak of 28,000,000 bales—Prices three times prewar levels—Cotton textiles more plentiful in Canada.

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

WASHINGTON, June 18.—Cotton consumption during the current season, which ends on July 31, is estimated at 27,500,000 bales, which is nearly 95 per cent of the average between 1934 and 1939 of approximately 29,000,000 bales. Production, on the other hand, has declined sharply for the second successive year, after continuing at a high level during most of the period of conflict. This information is contained in a report on the world situation, recently released by the International Cotton Advisory Committee, which held its sixth meeting in Washington between June 9 and June 11. It is estimated that the current world crop will be around 21,500,000 bales, or not quite 70 per cent of the prewar average of 31,000,000 bales.

Although there are indications of increased production, it is not as large as was generally anticipated. As a result of the marked discrepancy between consumption and production, stocks on August 1, 1945, which reached an all-time peak of 28,000,000 bales, have been decreasing at a rapid rate. The reduction last season was nearly 4,500,000 bales, and this year will likely be around 6,000,000. It is expected that, by next August 1, world stocks in all countries will have been scaled down to something between 17,500,000 and 18,000,000 bales. If consumption and production were in approximate balance, this could be considered a substantial carryover. If consumption should continue to outrun production through another season, however, as in the present one, a tight supply situation could easily develop in 1948.

Some Countries Have Drawn Heavily on Stocks

International trade in raw cotton may be somewhat less in 1946-47 than it was in the preceding year. Several importing countries have drawn heavily on stocks they had on hand at the beginning of the present season. Accordingly, they will possess smaller reserves at the beginning of the 1947-48 season, and their imports in that period should not be much less than their consumption.

Reflecting the inequalities of production and consumption, prices are roughly three times what they were in the five recovery years preceding the war, although costs and other prices have advanced materially. The American future markets evaluate cotton of the new crop at six cents per pound or more below the current spot prices. However, the price received next season will depend, of course, on the market situation at that time.

The current situation in countries in which the external trade in cotton exceeds 100,000 bales is based on information tabled at the recent meeting of the International Cotton Advisory Committee, on which the author of this article and Denis Harvey, Director of the Import Division, Foreign Trade Service, are the accredited Canadian representatives. Conditions in twenty-four countries are outlined, as follows:

Conditions in Various Countries

Argentina—The indicated 1946-47 supply of cotton in Argentina approximates 830 thousand bales. This estimated figure is made up of a 1946-47 crop of 360 thousand bales and the remainder consisting of stocks on hand on August 1, 1946. In 1944, stocks on hand exceeded 700 thousand bales, but since that time the expanding rate of consumption, increased exports and short crops in 1944-45 and 1945-46 have resulted in a substantial reduction in the surplus. Further extensive increases in the textile industry are planned.

Belgium and Belgian Congo—Belgian spinning mills are increasing their activity, and in early 1947 were reported to be operating at or near capacity. Cotton is now being consumed at an annual rate of 400 thousand bales, which is substantially above the prewar rate. The principal sources of supply of imported cotton are the United States, the Belgian Congo, Brazil, India, Peru and Egypt. Stocks on hand are about equal to mill requirements for three months, and considerable success has been achieved in the export of textiles. The estimated supply of cotton in the Belgian Congo for the current year is up slightly from that of the two preceding years. The 1946 crop is expected to be about 190 thousand bales, or somewhat larger than in other recent years. Exports are now moving in fairly good volume, mostly to the United Kingdom and Belgium.

Production in Brazil Concerns Canada

Brazil—Brazil's cotton production is of considerable interest to Canada's consuming industries. According to the report, indications are that the 1946-47 supply of cotton in Brazil is considerably less than that of last year. Consumption of cotton in Brazil, together with exports, exceeded substantially the comparatively small 1945-46 crop of about 1·4 million bales. The 1946-47 crop, now estimated at 1·5 million bales, will likely supply only 60 to 65 per cent of normal consumption and exports. As a result, stocks of cotton in Brazil at August 1, 1947, may total only a little over two million bales, a decrease of nearly one million bales from the stock position a year ago. An increase of about 10 per cent in the 1946-47 cotton acreage in South Brazil over that for the preceding season was attributed to lower food prices, with a resultant shift in acreages from food crops to cotton crops. However, excessive rain and insect damage caused very low yields per acre this season, as was the case last year.

British East Africa—Production of cotton in British East Africa is placed at about 229 thousand bales in 1946-47, or a slight increase over the preceding year. The Indian Government takes a major part of the cotton produced in this area.

Cotton Textiles in Canada Plentiful

Canada—Consumption of cotton by Canadian mills appears to have levelled off at a rate of nearly 400 thousand bales per year. This is about one-fifth less than the wartime high of more than 500 thousand bales in 1941-42. The bulk of the cotton consumed currently by Canadian mills is imported from the United States, although sizeable quantities come from Mexico and Brazil. Supplies of cotton textiles are becoming more plentiful, partly as a result of increased imports from the United States in the first quarter of 1947. In consequence, the Canadian Government has reduced import subsidies on some cotton textile items and eliminated them on others.

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China—Although the production of cotton in China has been increasing steadily since V-J Day, the total output is still far short of domestic requirements. Imports of cotton into China, which will be required in large quantities during the remainder of the 1946-47 season and in 1947-48, are currently restricted because of the shortage of exchange. In Shanghai, the mills are required by the government to use a minimum of 30 per cent of native cotton. Mill consumption for 1946-47 is estimated at about 1·5 million bales (500 pounds gross). The spindles available for operation in the spring of 1947 totalled 3·3 million. With increased availability of power, installation of new spindles and improvement in operating conditions, the total mill consumption might easily increase to as much as 1·8 million bales in 1947-48 if sufficient cotton can be obtained. The Chinese Government is making a strong effort to increase domestic cotton production through distribution of new seed and by loans to producers.

Czechoslovakia—The consumption of cotton from the liberation of this country in May, 1945, to August 1, 1946, was about 143 thousand bales. Consumption targets, which call for a rate of consumption per spindle considerably higher than during the prewar years, are 234 thousand bales for 1946-47, 361 thousand for 1947-48 and 430 thousand for 1948-49. The Soviet Union supplied about one-third of all cotton used from the end of the war to August 1, 1946, and UNRRA about 60 per cent. Since that date, imports have been arranged from other sources and Czechoslovakia has actively resumed the export of textiles on a commercial basis.

Egypt—Although they are gradually being relaxed, acreage restrictions on cotton remain in effect. In 1946, the cotton acreage was increased 23 per cent but, due to high floods and cotton leaf-worm damage, production rose only 12 per cent. Stocks on hand as of August 1, 1946, equalled about 3 million equivalent 500-pound bales, which included 1·21 million bales from the 1946 crop. Egyptian mills consumed only a small part of the total crop, which is mainly exported. Exports of Egyptian cotton are expected to total about 1¼ million bales in 1946-47, as compared with a prewar average of 1¾ million bales.

France and French Equatorial Africa—Consumption of cotton in France had increased to an annual rate of a little more than a million bales by early 1947, or three-fourths of total capacity based on installed plant equipment. With adequate stocks of cotton on hand, the 1947 target is intended to raise consumption by nearly 100 thousand bales, although the principal factors limiting substantial extension in consumption this year are shortages of coal, labour and spare parts for mill equipment. A considerable increase in textile production and the development of an export trade in textiles is contemplated in the Monnet plan for economic development. Current figures are not available for the production of cotton in French Equatorial Africa. However, the 1945 crop was slightly in excess of 100 thousand bales. Stocks on August 1, 1946, were estimated at less than a year's production and considerably smaller than in other recent years. This reflected increased exports to France, which is the major outlet for cotton from this colony except during the war when the British Government bought most of the surplus.

German Textile Industry Retarded

Germany—Due to war damage, lack of coal, electric power and materials, rehabilitation of the German cotton textile industry is progressing very slowly. Reports indicate that consumption in all zones does not exceed an annual rate of 250,000 bales, which is only about one-fifth of the annual consumption in Germany from 1934 to 1938. Imports of about 220 thousand bales of cotton have been recorded from the United States under an arrangement by which about half of the product is exported in payment. Some Egyptian cotton has also been obtained.

India—Supplies of cotton in India for 1946-47 are well below those of the preceding year. Stocks at the beginning of the crop year amounted only to 3 million bales, against 4½ million bales on August 1, 1945. The 1946-47 crop is estimated at about 3 million bales or about the same as the crop of the preceding year. Cotton production is still restricted in the interest of food crops, and reports indicate this policy will be continued for some time. Mill consumption of cotton in India in the first eight months of the current season was down about 25 per cent from the same period last year. Government restrictions have been relaxed to permit the export of about 1½ million bales during the current crop year, but actual exports have been running at a rate considerably below this figure.

Iran—Stocks on hand at August 1, 1946, totalled 60 thousand bales, or a little less than a year earlier but much more than prewar. The 1946-47 crop is placed at 65 thousand bales and it is expected that the same amount will be harvested from the 1947-48 crop. This production is equal to about 35 per cent of the average prewar (1935-39) crops. Iranian mills are reported operating at an annual rate of just under 100 thousand bales. There is some household consumption of native cotton. Recent imports have come chiefly from the U.S.S.R. and the United States.

Italy—Although mill operations increased considerably during 1946, the annual consumption of almost 600 thousand bales is about 100 thousand bales less than prewar average consumption. Shortages of electric power appear to be the principal limiting factor. Supplies of cotton for Italy in recent months have come largely from the United States, Egypt and Brazil, and domestic production in 1946 is estimated at 12 thousand bales, against a prewar average of 21 thousand. During the past year, there has been a sharp increase in exports of cotton textiles.

Japan Obtains Raw Cotton from U.S.

Japan—The Japanese cotton textile industry resumed operation on a restricted scale during 1946. In early 1947, mills were operating at a rate equivalent to approximately 800 thousand bales annually, which is about one-quarter of the prewar annual consumption of cotton in Japan. Rehabilitation of the industry is under the supervision of the occupation authorities. The cotton has been furnished by the United States Government, with provision for payment from proceeds of the sale of textile exports. Arrangements are also being completed for the importation of a substantial quantity of Indian cotton. The peak of spinning activity was reported in Japan in 1937, when about 9 million spindles were operating and more than 3 million remained idle. During the war, this number deteriorated rapidly. At the conclusion of hostilities there remained only about 3·3 million spindles, of which a small number were in good operating condition. Considerable rehabilitation of the industry has since occurred, and plans have now been approved for an increase to 4 million. This will afford capacity for consumption of about 1¾ million bales or approximately half the prewar annual average.

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Mexico—The 1946-47 indicated supply of cotton in Mexico, totalling almost 700 thousand bales, is less than the record high stocks of well over 800 thousand bales in the two preceding seasons, but substantially more than the prewar average. Consumption for the current season may total about 300 thousand bales, or slightly less than during the war years, reflecting some reduction in the export sales of Mexican textiles. It is too early to get any clear indication of the probable production of cotton in Mexico in 1947-48, but early reports point to an increase in acreage of about 20 per cent. However, since prospects seem to indicate a decreased yield per acre, the supply of cotton in Mexico in 1947-48 may not differ greatly from the 1946-47 figure.

Netherlands—Although the cotton textile industry of the Netherlands has recovered rapidly since the end of the war, consumption of cotton is still far below the prewar average of about 250 thousand bales annually. Supplies of cotton appear ample, but the extension of mill activity has been retarded by shortages of skilled textile workers and of coal. Brazil is furnishing most of the cotton currently required.

Peru—The 1946-47 indicated supply was slightly more than 500 thousand bales of cotton in Peru, which is about one-third less than the record high of 1945-46. Since 1942, the acreage of cotton in Peru has been controlled by the government at a level equal to about 80 per cent of the 1935-39 average. The growth of the 1946-47 crop was retarded by adverse weather conditions, and it is expected that yields will be adversely affected. Exports from Peru continued heavy throughout 1946, but dropped sharply in 1947 as stocks were depleted. Latest reports indicate that all stocks of cotton in the country at the end of April do not exceed 50 thousand bales.

Spain—Consumption of cotton in Spain was sharply reduced during the first half of the 1946-47 season, because of a scarcity of cotton and lack of sufficient electric power. Mill activity has recently shown some increase, but stocks of cotton remain exceptionally low. Consumption last season was about 350 thousand bales. Current receipts of cotton were largely from Brazil, the United States and Egypt, although some cotton is being received from India and Peru. The 1946 Spanish cotton crop is estimated at 23 thousand bales or about double the prewar average.

Sudan—It is indicated that the 1946-47 supply of cotton in the Sudan approximates 300 thousand bales, which is less than the prewar annual average. Increased exports have sharply reduced stocks in the Sudan, and a total of about 80 thousand bales remained on August 1, 1946. Production in 1946-47 totalled 226 thousand bales or a little less than the prewar average.

Switzerland—Cotton spinning capacity in Switzerland was only slightly decreased during the Second World War. During the five prewar years, consumption of cotton averaged about 125 thousand bales per year, and it is currently estimated that the annual rate will be a little more than 100 thousand bales. The supply of cotton on hand is sufficient to maintain operations at this rate for more than a year.

Manpower Shortage Limits U.K. Textile Production

United Kingdom—Cotton consumption in the United Kingdom totalled about 1·6 million bales in 1945-46. The number of workers in textile mills is currently about one-quarter less than in prewar years. This shortage of manpower is the principal factor limiting mill activity and the recovery of cotton textile exports. However, a program of consolidation and modernization of textile mills is now under way, and it is hoped to increase the output of textiles per worker. Stocks of cotton in the United Kingdom totalled nearly 2 million bales on August 1, 1946, which is about double the quantity on hand on the same date in 1939. During the current season, cotton stocks imported have been approximately equal to stocks consumed, and recent figures show stocks on hand to be only a little less than at the beginning of the season.

Consumption Exceeds Output in U.S.

United States—Surplus stocks of cotton existing in the United States for many years have now largely disappeared into trade channels. Operations of domestic mills during the first quarter of 1947 were at the highest peacetime rate in history, and consumption for the season will exceed production by at least 1·5 million bales. Although exports for the year will be much smaller than prewar, present indications are for a total of about 3¼ million bales. The carry-over of cotton anticipated as at August 1, 1947, will not be in excess of 3 million bales. This compares with 7½ million bales a year earlier, and the record high of 13 million bales in 1939. The United States Government will continue to support prices to growers for cotton harvested through December, 1948. The actual level of the loan throughout the 1947-48 season will depend on the value of parity on July 15, 1947.

U.S.S.R.—Incomplete reports of conditions in the Soviet Union suggest that, although targets have been set for substantial production increases, immediate gains are expected to be only moderate because of the diversion of manpower either for food crops or away from the land. Production in 1946 is estimated at slightly more than 2·2 million bales, or approximately two-thirds as much as the prewar average. Before the Second World War, practically all the cotton produced in the Soviet Union was consumed domestically. Since the war, however, there has been some cotton exported to the countries of eastern and central Europe and to the United Kingdom.

Yugoslavia—Latest reports indicate that, despite the shortage of experienced textile workers, the industry is currently operating at a high rate. Although the government is sponsoring the expansion of cotton production, the yield in 1946 of 10 thousand bales was considerably short of the target set for that year. In the first months of 1947, Yugoslavia received something less than 200 thousand bales of cotton from UNRRA, in addition to some from the U.S.S.R.

German Chemical Production Reduced by Lack of Fuel

Minden, June 3, 1947.—(FTS)—Some small chemical factories in North Rhine-Westphalia have had to close down owing to shortage of fuel. Other large factories have had reduced fuel allocations, causing a rapid decline in the production of chemicals. In particular, the buna and solvents output from Chemische Werke Huls has dropped by 60 per cent owing to the low May delivery of coal.

It is hoped that the former synthetic oil factory at Wesseling will begin production of synthetic ammonia in August. Certain ferrous metallurgy firms closed last week through fuel cuts, which also applied to free brown coal for domestic use. Pulp and paper output is on the increase, but transport shortage has left large stocks of finished paper in the mills.

Applications for precious metals continue to show an increase, rising sharply in late May to four times the average number of the past three months.

91687—3

Ships Building Here For China to Have Aluminum Superstructure

Design of five vessels for operation on Yangtze Kiang provides for additional payload by saving weight—Large credit established for Ming Sung Industrial Company—Special high-tensile steel used for hulls.

By Asia Section, Foreign Trade Service

ALUMINUM will feature the design and construction of nine ships building in Canada for operation on the Yangtze Kiang, one of China's most important arterial waterways. The superstructure, bulkheads, window frames, doors and furniture will be made of this metal, in order to save weight and provide for additional payload. As indicated in the November 30th issue of *Foreign Trade,* provision for the construction of these vessels was made through the establishment of a credit in favour of the Ming Sung Industrial Company, Limited, whose commitments are guaranteed by the Central Government of China. Arrangements were made with three Canadian banks to obtain a credit of $12,750.000 under the Export Credits Insurance Act. This sum represents 85 per cent of the funds required to finance the shipbuilding program, the balance being provided by the company in cash.

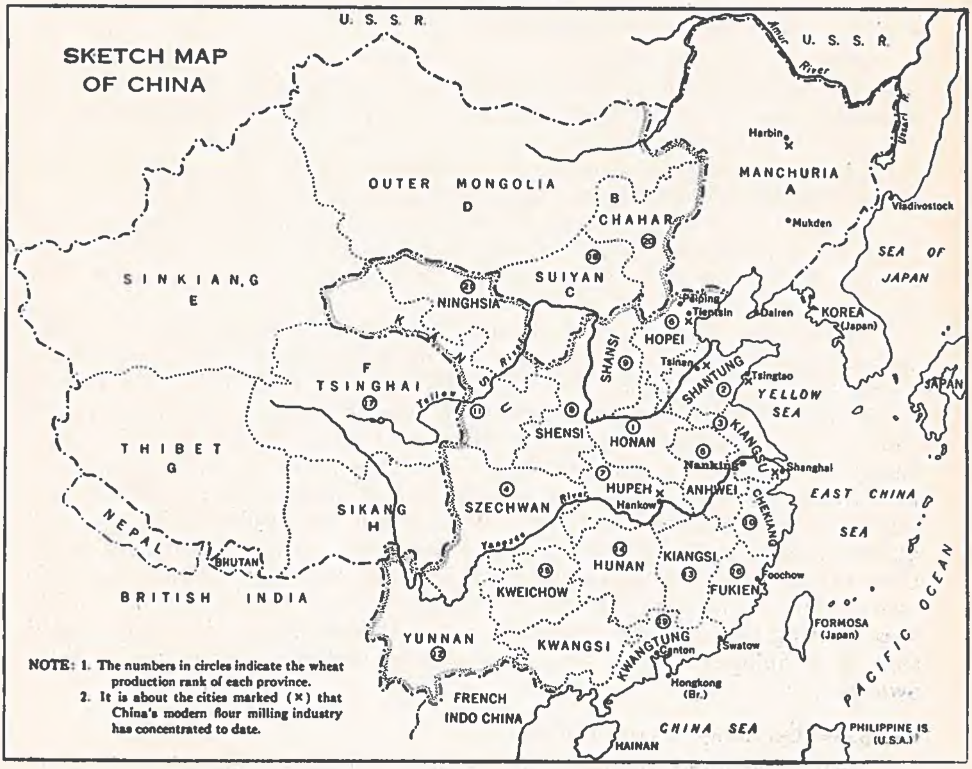
Three large ships of 283 feet 8 inches in length and two smaller ships of 168 feet are being built in the yards of George T. Davie & Son, Limited, at Levis, Que., while four small ships of 168 feet have been ordered from the St. Lawrence Metal and Marine Works, Inc., Quebec City. The large ships, having a beam of fifty fect and draft of twelve feet, will be powered with steam turbines, generating 5,000 shaft horsepower. Each will have twin screws and three electrically controlled rudders. The small ships, having a beam of 33 feet and a draft of 8 feet, will be powered with two diesel engines of 2,500 shaft horsepower. Each will have twin screws and multiple rudders to provide for greater manoeuvrability.

Special High-Tensile Steel Used for Hulls

Because of the shallow draft required, the design and construction of these vessels somewhat resembles that involved for aircraft, as the saving of weight is of prime importance, being estimated in pounds and ounces. The hulls of the large ships will be built of a special low-alloy, high-tensile, corrosion-resistant steel, believed to be an innovation in ship construction, though it has been used in railway coaches and in some lighters. Double bottoms are being provided, and the sheets of steel will be welded together, as this form of construction is considered more suitable in a stream where collision with rocks may occur.

Electrically operated towing equipment will be installed to assist in the navigation of these ships through the swift waters of the Yangtze gorges, thereby eliminating the employment of coolies and oxen, ordinarily required to tow vessels upstream. Whistles with two distinct tones are being provided, one being known as an "upstream" whistle and the other as a "downstream" whistle. In sharp bends of the gorges, the sound of a whistle echoes for many miles as a warning to approaching ships. Regular wireless equipment and ship-to-shore radio telephone facilities will be installed.

Towering walls of the Yangtze Gorges will soon echo the "upstream" and "downstream" whistles of nine ships presently building in Quebec for the Ming Sung Industrial Company. The international language of ships that sail the seven seas will be understood equally well on two of the world's greatest arterial waterways, the St. Lawrence and the Yangtze Kiang.



Course of the Yangtze Kiang may be traced on this map from Shanghai to Hankow, the head of ocean navigation, and thence to the borders of Tibet.

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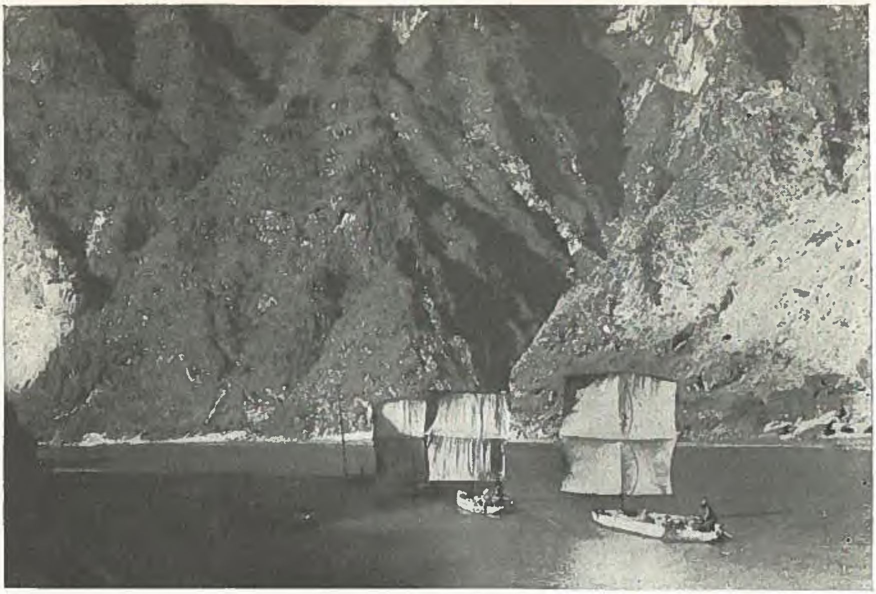

Traffic on the Yangtze Kiang, one of the most important arterial waterways of China, penetrates the Gorge Mountains to enter the Red Basin of Szechwan. The river makes a turbulent passage through the gorges, where the stream consists of a dozen major and numerous minor rapids, and the current often reaches fourteen knots.

Provision Made for Carrying Perishables

Accommodation is being provided aboard the larger ships for 362 passengers, in addition to a crew of 26 officers and 54 men. Besides stowage space for dry cargo, refrigeration will be provided for perishables and deep tanks for Chinawood oil. Accommodation in the smaller ships provides for 144 passengers and a crew of 16 officers and 32 men. All ships are supplied with firefighting, salvaging and pumping equipment.

Some twenty engineers of the Ming Sung Industrial Company will make their headquarters in Canada, so they may become familiar with the construction of the components and gain a working knowledge of their operation.

When the Ming Sung Industrial Company presented the required specifications to a well-known firm of naval architects, there was some doubt expressed as to whether the smaller ships could cross the Pacific or Atlantic under their own power. It was suggested that they might have to be prefabricated and assembled in China. While the ships were being designed, three Bay of Fundy type minesweepers were purchased in Canada in May, 1946, and reconverted in this country. The superstructure was removed, a large towing winch was built amidships and other changes made to provide for a long sea voyage. Canadian crews then sailed these vessels to Shanghai through the Suez Canal. As their overall length was only 160 feet, or eight feet less than that of the smaller vessels being designed for operation on the Yangtze Kiang, it was conceded that little difficulty would be experienced in making delivery under their own power.

Company Operating Twenty-two Years

The Ming Sung Industrial Company commenced operations in 1925 with one ship, and expanded until it is now the largest firm operating on the Yangtze, with a fleet of eighty-nine ships. Conditions in that year were far from satisfactory, but steady progress was achieved despite periods of depression, civil strife and the Sino-Japanese war that, in 1941, became one phase of a world conflict. Ships were acquired for the most part from other Chinese operators, and maintained through the purchase of coal mines, engineering shops and yards in which to effect repairs. The company also engaged in salvage operations, and on a number of occasions raised its own ships that had run ashore in the treacherous upper reaches of the Yangtze.

Coal, Forestry and Wood Products Main German Exports in First Quarter

Total exports valued at $31,011,796—Largest purchasing countries include Great Britain, Austria, France and Luxembourg—Shipments to Canada valued at $5,300—Coal exports totalled $17,118,565, while forestry and wood products were valued at $4,203,883.

MINDEN, June 5, 1947.—(FTS)—Exports delivered from the Combined U.S.-U.K. zones during the three-month period January 1-March 31, 1947, totalled $31,011,796, the largest purchasing countries including Great Britain, Austria, France and Luxembourg. Approximately a third of this total, $11,359,773, represented exports during the month of March. Export of coal was the largest item in the list of products sold, totalling $17,118,565 for the quarter, with forestry and wood products following second at a valuation of $4,203,883.

German Exports, by Countries

Country of Destination	Value March 1947	Value Jan.-Mar. 1947
Australia	$ 4,514	$ 4,514
Austria	1,371,746	3,712,289
Belgium	800,365	2,577,061
Canada	5,300	5,300
Czechoslovakia	76,705	190,672
Denmark	1,227,473	2,810,206
Finland	....	60,160
France	1,921,518	3,872,811
Greece	....	287,222
India	1,290	1,290
Italy	102,197	1,072,553
Luxembourg	988,700	3,374,234
Netherlands	488,144	2,515,357
Norway	208,380	793,276
Portugal	....	136,279
South Africa	....	649
Sweden	98,562	266,499
Switzerland	96,901	344,090
United Kingdom	1,785,007	5,270,395
United States	772,313	1,391,921
UNRRA	....	64,480
Yugoslavia	....	45,363
*Miscellaneous	1,410,653	2,215,167
	$11,359,773	$31,011,796

*Invisible exports	$ 1,402,915
International relief organizations	7,738
	$ 1,410,653

Australian Domestic Production Replacing Imports of Vehicle Parts and Accessories

Survey made in 1945 indicated that 508 firms manufacture all but 20 of the 352 components and/or assemblies required by the modern motor vehicle—Tariff protection afforded domestic industry.

By T. R. Fletcher, Assistant Canadian Trade Commissioner

(Editor's Note—This is the third of four articles on the Australian automobile industry. The first two articles appeared in the June 7th and June 21st issues of *Foreign Trade.*)

MELBOURNE, February 21, 1947.—Although imports of chassis have not been replaced by local production, there has been a very definite tendency for imports of vehicle parts and accessories to be replaced by the products of Australian parts manufacturing companies. This trend has been especially noticeable since 1930. A survey made in 1945 by the Federal Council of Automotive Products Manufacturers, of the Associated Chambers of Manufacturers of Australia, indicated that 508 firms were engaged in making chassis parts, engine parts and general vehicle accessories; and that of 352 components and/or assemblies required by the modern motor vehicle, only 20 were not being made. Generally speaking, these 20 were sections of the engine and ignition groups.

The parts industry roughly divides into two sections: (*a*) where the products manufactured are intended both for original equipment and replacement purposes, i.e., the Australian firms supply all possible requirements; and (*b*) where manufacture is for replacement purposes only.

Domestic Parts Manufacturers Protected by Tariffs

In the former case, the situation exists where the demand for, and the production economics of, certain parts are such that local producers can satisfy the complete market. The result in such cases has been that these parts have been excluded from the precise customs definition of "chassis" for import duty purposes, and have been included in the tariff schedule under a new specific tariff item, whereby the local manufacturer is protected from competition from the foreign supplier. Imports of these particular parts are, therefore, discouraged, no matter whether the reason for their import was their proposed use as original equipment of the vehicle or for replacement.

It has been ruled that any other chassis parts which are imported separately and which are not mentioned specifically in the customs schedule under any item shall gain entry subject only to the duty charged on the unassembled chassis with which they are commercially usable.

British Preferential Tariff on Certain Parts Removed

A customs by-law (under tariff item 174(Y)) formerly provided that generators, starting motors, magnetos, and high-tension distributors, would be permitted entry, when imported separately, at the reduced rate of British preferential tariff free and 15 per cent (general tariff) instead of under their specific tariff item. A Tariff Board enquiry of August, 1946, recommended that this by-law be amended to remove the articles when imported for use in the manufacture in Australia of chassis. Accordingly, by-laws were passed which still permit entry under 174 (Y) of dynamos, starting motors, magnetos and high-tension distributors, provided they are used only for cars not manufactured in Australia. It would appear, therefore, that these articles otherwise imported will be dutiable under individual tariff items at higher rates.

Another customs bylaw (tariff item 404) provides that the following items may be permitted entry, when imported separately, at reduced rates of free (British preferential tariff) and 15 per cent (general tariff), where it has been guaranteed that they are to be used in the manufacture of motor chassis within the Commonwealth, i.e., carburetors, axle assemblies, crank-cases, oil and grease cups, engines, oil gauges, lighting systems, self-starting systems, pumps, rims, switches and fuses, stephangers and mudguard brackets, vacuum tanks, transmission assemblies and wheels. For the purpose of this ruling, the assembly of chassis is not considered a manufacturing operation. The enquiry by the Tariff Board also recommended that this by-law be cancelled. By-law 120 was amended to omit these articles and they no longer enter under item 404. It would appear, therefore, that these articles will be dutiable under individual tariff items at higher rates.

Difficult to Estimate Efficiency and Productive Capacity of Parts Industry

It is very difficult to estimate the present efficiency and productive capacity of the Australian vehicle parts industry because a proper analysis requires consideration of the various products in turn. Any general statement can only be approximate and the following remarks should be so accepted: in 1936 the Commonwealth Tariff Board estimated that costs of production of a wide range of vehicle parts made in Australia were some 40 per cent higher than the c.i.f.e. value of similar parts when imported. However, the recent war afforded every opportunity for an increase in technical experience and knowledge, and also plant capacity, and the difference in costs of production may be much less now.

Local Industry Supplies Nearly all Repair and Maintenance Parts

In 1939 the managing director of General Motors-Holden's Limited stated that the local parts industry supplied 70 per cent of all parts required for repair and maintenance in Australia. And a large wholesale distributor of vehicle parts and accessories stated, in 1946, that from a value standpoint only 30 per cent of his stock was imported, but imports were confined chiefly to cylinder blocks, crankshafts, manifolds, housings for gearboxes or differentials, stub axles, wheels and rims, generators, starter motors, distributors, carburetors, bendix drives, ball-races, head-lamps and electrical wiring-harness.

Commonwealth statistics give further evidence of the ability of the local parts industry to supply demand. A list of items respecting which average annual imports have not exceeded £A10,000 each, in value since 1932, includes axles, inner tubes, piston rings, piston pins, springs, storage batteries, valves, warning devices and windscreens. Imports of gears, pumps, speedometers, tires and tire valves were each about £A20,000 in value, prewar. A list of items whose average prewar annual imports ranged in value around £A60,000 includes brake and transmission linings, finished body panels and spark plugs. Prewar annual imports over £A150,000 in value were shock absorbers, while over £A300,000 each were imports of motor parts (not detailed) and chassis parts (not detailed).

Principal Canadian Parts Imported into Australia

Canadian statistics show only one aggregate value for exports of vehicle parts to Australia, and give no indication of the kinds and types. Australian import statistics, however, reveal that annual principal prewar imports from Canada were: motor parts, not detailed, £A85,000; chassis parts, not detailed, £A60,000; shock absorbers, £A40,000; spark plugs, £A30,000; and brake and transmission linings, £A14,000.

Imports Necessary to Meet Certain Requirements

It should be noted, however, that, in some respect at least, the local industry has proved unable to cope with the sudden unleashing of the demand pent up during the war years. The Tariff Board in April, 1946, approved entry, under by-law concession rates, of a prescribed quantity of batteries, tires and tubes and pressed body panels. This ruling arose from the fact that when imports of private car chassis were again permitted from non-sterling countries, under licence, from July, 1945, the domestic industry had not reconverted from its wartime pursuits sufficiently to supply the named parts as original equipment, though it maintained that it could meet repair and replacement demands. The concession was confined, however, only to those body panels, tires, tubes and batteries respecting unassembled car chassis which could be made available for export to Australia from non-sterling areas up to June 30, 1946, and was from first to last only a temporary measure. The figures involved aggregated 54,500 chassis, 4,100 sets of panels, 53,995 batteries, and 36,781 sets of tires. These figures do not represent a very large proportion of normal Australian annual production. A ruling in July, 1946, has extended this admission under by-law concession rates to the end of 1946, due to overseas production delays.

Two Distinct Classes of Users Absorb Vehicle Parts

The total supplies of vehicle parts in Australia—the output of local parts manufacturers, and the total imports—are absorbed by two distinct classes of users, the big vehicle companies and the large wholesale parts-distributing houses.

Vehicle companies exercise complete control over the provision and distribution of parts for their particular vehicles. Provision is made either by sub-contracting with local producers or by importing. Where importing takes place, the Australian vehicle company deals directly with, and only with, its overseas affiliate and not with an independent Canadian vehicle parts manufacturer. Distribution is handled through the vehicle company's own distribution organization. Under the terms of the exclusive contracts each vehicle company has with the members of its dealer chain, only the vehicle company may import parts or buy from local firms. It is the province and prerogative of the vehicle company alone to supply its distribution system with the required parts and accessories, and such parts come, therefore, to be merchandised as "genuine" for the particular vehicle.

Wholesale parts-distributing houses, who are quite independent of the vehicle companies, import and/or buy locally as they see fit. These wholesale houses supply the multitude of independent garages and service stations who are willing and free to repair or service any kind of vehicle. The wholesalers carry stocks of parts for all vehicles, merchandising them as "suitable for" a particular make, but often buying them from the same independent manufacturer who supplies the vehicle company.

Canadian Parts Sold Both Indirect and Direct

In the last analysis, therefore, the Canadian vehicle parts industry makes its export sales to Australia either indirectly by selling, within Canada, to the Canadian affiliates of the Australian vehicle companies, or directly, by outright sales to the independent Australian wholesale distributing houses. On the basis of the figures available, it is not possible to say with certainty what proportion of the total Canadian vehicle parts sales is made by the one method and what proportion by the other. All that can be said is that the Canadian industry can expect the Australian market to steadily diminish, as far as the overseas supplier is concerned, in view of the policy of the Commonwealth Government.

In 1945 there were 2,888 establishments engaged in the repair and servicing of motor vehicles, employing 17,168 persons and representing a capital investment of £A6·6 million. The value of materials used was £A4·2 million.

New Zealand Continues Policy of Stabilization to Curb Inflation

In past two years, prices of stabilized commodities have been held, but increased subsidies necessary to meet rising import or internal costs—Government realigned wages to restore proper relationship with rates of other workers—Firm control over farm prices considered to be basic factor for success of policy.

By M. R. Dale, Assistant Commercial Secretary for Canada

(Editor's Note—This is the first of two articles on the stabilization policy in New Zealand from 1945 to 1947.)

WELLINGTON, May 8, 1947.—In the two years that have followed the war, the dangers of inflation in New Zealand have probably been greater than during the war period. The government has continued its policy of stabilization, modifying and relaxing it, however, wherever the circumstances have permitted. There has been broad general agreement in the country on the need for a stabilization policy, although, as the dangers of actual warfare receded, each group in the community has shown an increasing tendency to clamour for adjustments in the policy that would give them more preferential treatment.

During this period, the prices of stabilized commodities have continued to be held. However, it has been necessary to pay increasingly heavier subsidies to cover higher import costs of these items, or to meet rising internal costs. Rising prices overseas have created problems in holding the stabilized prices of export products, e.g., pelts and woolly sheepskins. In the main, the broad problems faced have been those of the war period. The volume of purchasing power has continued to increase, but the shortage of raw materials and finished goods has not been relieved. In addition, the country has been operating under conditions which might be described as over-employment. The problem of increasing production and thus bridging the gap between supplies and purchasing power has not been easy.

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General Realignment of Wages Undertaken

An important development in 1945 was the regulations gazetted in February, 1945, affecting the conditions of wage stabilization. Towards the end of 1944, dissatisfaction with the conditions of wage stabilization had begun to grow, mainly as the result of a feeling that some groups of workers were receiving preferential treatment. The government considered that a general realignment of wage rates was necessary. The regulations of February, 1945, required the Court of Arbitration to have regard not only for economic stability, but also for the desirability of so fixing rates of remuneration as to restore or preserve a proper relationship with the rates of other workers or classes of workers. The amendment also empowered the Court on application to amend awards made before a certain date for the purpose of restoring or preserving proper relationships. The force of this particular regulation was to allow unions to apply to the Court for amendment of their awards without going through the process of a dispute and a conciliation conference with employers. Wage Commissioners were also given similar power to approve wage increases to restore or preserve proper relationships.

Firm Control over Farm Prices Maintained

A firm control over farm prices has been maintained and this has been the basic factor in the continued success of the stabilization policy as a whole. Some increase in the payout prices to farmers, however, has been necessary due to higher costs. Where the increased costs have been incurred on import items, it has been possible to hold the cost to the farmer by subsidy. But in some other cases this has not been possible, and the farmer has had to be compensated by a higher payout price. The government has not departed from its earlier policy of basing payouts to farmers on production costs in New Zealand and not on export parity. The increases in returns from overseas sales received during this period have, as before, been paid into the appropriate Farm Industry Stabilization Account.

Proper Relationship Established Between Competing Crops

Government policy continued to have close regard for the maintenance of the proper relationships in prices between competing crops, e.g., wheat and other cereals and fat lambs. Price increases for one crop will usually result in applications for similar increases for other crops competing for the same class of land. Unless these claims are soundly based on comparable statistics, the result is likely to be a pyramiding of prices without any overall increase in production.

Production during the 1945-46 and 1946-47 seasons continued to be hampered by shortages of capital equipment and fertilizers. This last factor, however, should have disappeared by the end of the 1946-47 season.

Increased Costs Incurred by Dairy Industry Investigated

Cost increases incurred by the dairy industry have been investigated since 1942-43 by a special Dairy Costs Committee which made recommendation to the government. Since 1942-43, cost allowances have been paid to dairy farmers to cover costs above the 1938-39 level. The guaranteed price for 1942-43 was 16·490d. per pound butterfat. Cost allowances granted since then have brought the price up to 21·675d. per pound butterfat for the 1946-47 season. These cost allowances have been paid from the Dairy Industry Stabilization Account.

New Marketing Scheme for Coming Season Adopted

For the coming season, 1947-48, a new scheme for the marketing of dairy produce has been agreed upon by the government and dairy industry representatives. A Dairy Industry Commission is to be set up and will be responsible for the marketing of produce and will also fix the price to be paid for each season's produce. This Commission will be composed of three members nominated by the dairy industry, three by the government and a chairman. The first task of the Commission will be to review the 1946-47 guaranteed price and give consideration to the claim of the industry that the price should be adjusted on the basis of a 40-hour working week.

Meat Export Schedule Increased in Past Two Seasons

Increases in the export schedule for meat were approved by the government for the past two seasons. In the 1945-46 season, prices paid to the farmer for export meat were approximately 17·6 per cent higher, calculated on a 1939-40 base. In 1946-47 a further increase of 7·4 per cent approximately was approved, making the total increase approximately 25 per cent, calculated on a 1939-40 base. These increases would also be reflected in the prices paid in the local auction markets. These increases have not been passed on to the New Zealand consumer, but have been held by a subsidy to butchers. Up till the end of the 1945-46 season, £400,000 of this subsidy was met from the Meat Stabilization Account. But in the 1946-47 season, the full amount of the subsidy, £1,000,000 approximately, will have to be met from the Consolidated Fund. In the cases of pelts and hides, the producers do not receive export parity for skins, the increases over the level of December 15, 1942, being paid into the Meat Stabilization Account.

Price of Wheat Guaranteed by Government

The government continued its guaranteed price scheme for wheat grown in New Zealand, but it recognizes that the scheme of self-sufficiency aimed at during the war years would be unnecessarily uneconomic to pursue now. A policy of self-sufficiency would involve sowing down approximately 400,000 acres, an area that has been reached only once in over three-quarters of a century. The average area of 230,000 acres may be regarded as the area which represents the best economic use of arable land for wheat growing, based on proved methods of crop rotation when pastures have to be broken up in order to sow new grass.

Prices for wheat have been fixed on production costs and in the light of the foregoing broad principles. In 1945-46 the basic price was 6s. 6d. per bushel f.o.b. In addition, a bonus of 7d. per bushel was paid as an incentive to production. In 1946 a committee, representing the United Wheat Growers, the Economic Stabilization Commission and the Department of Agriculture, was set up to investigate costs of production. The government agreed beforehand that the guaranteed price for the 1946-47 and 1947-48 seasons should not be lower than 7s. 1d. per bushel f.o.b. and that if the cost survey showed costs to be higher, the price would be raised accordingly. The findings of this Committee were:

(i) That the cost of producing wheat for the 1946-47 harvest was 7s. 4d. f.o.b. per bushel.

(ii) That the price of wheat for the 1947-48 harvest should be based on 7s. 4d. f.o.b. per bushel, plus an allowance for any net increase in cost that may occur in the 1947-48 season.

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Remainder of Wheat Requirements Purchased from Australia

For the remainder of its wheat supplies, New Zealand will have to import from Australia. Under the recent contract concluded with Australia, New Zealand will receive 18 million bushels during the period 1945-46 to 1949-50 inclusive. Supplies received from the 1946 crop were imported at 9s. 6d. per bushel f.o.b. and the remainder will cost 5s. 9d. f.o.b. per bushel. All wheat for making flour is supplied to the mills in New Zealand at a basic price of 4s. 9d. per bushel f.o.b. Thus the present prices to New Zealand growers and for Australian wheat entail a heavy subsidy.

Demand for Cuban Leaf Tobacco Continued to Increase in 1946

Total production was nearly 83,500,000 pounds, the highest since 1926, as compared with 63,700,000 pounds in 1945 and prewar average of 50 million pounds—Cigar industry faces shrinking export markets—Dairy and meat industry unable to cope with expanding domestic demands.

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

(Editor's Note—This is the second in a series of articles on economic conditions in Cuba during 1946. The first article appeared in the June 21st issue of *Foreign Trade*. All values shown refer to United States dollars.)

HAVANA, May 23, 1947.—Although the export markets for "Havana" cigars have markedly receded from their wartime high levels, the demand for Cuban leaf tobacco continued to show an increase last year. The 1946 production of tobacco was one of the largest on record, and was the highest since 1926. Total production of tobacco was nearly 83,500,000 pounds, which compares with 63,700,000 in 1945 and an average of some 50,000,000 pounds for the five years prior to the war.

Exports of leaf tobacco were slightly over 46 million pounds valued at over $47 million. This was also a high figure and compares with nearly $38 million in 1945 and a prewar average of about $10 million. At the same time, exports of cigars continued the downward curve started at the end of the war, although the figures were still well above those of prewar. Exports of cigars in 1946 were nearly 60 million units, valued at over $8 million, compared with nearly 110 million units valued at $12·5 million in 1945, and a prewar average of nearly $3 million (about 30 million units).

Tobacco Income Has Increased

It is estimated that the total income from the tobacco crop in 1946 was $115 to $120 million, compared with about $105 million in 1945 and $35 million for the prewar average. Not all of this increase came about from export, as the local consumption of cigars and cigarettes has increased in keeping with the general prosperity, in spite of increased cost of all tobacco products. It may be estimated that about 48 per cent of total revenue from the tobacco crop in 1946 came from exports, which compares with about 39 per cent for the prewar years.

Cigar Industry Perturbed Over Falling Export Markets

Although the exports of cigars are still above prewar figures, it is to be expected that this position will not last for long. Before the war, the United Kingdom was the greatest consumer of Cuban cigars, followed by Spain and the United States. In 1946, United States purchases of cigars amounted to nearly 20 million units, which compares with nearly 62 millions in 1945, and 158 millions in 1944, when the armed forces' requirements reached their peak. Prewar United States purchases averaged only about 3 million units. On the other hand, peacetime purchases by Great Britain averaged about 20 million units annually. Furthermore, the English market always took the best grade of cigars. For example, the average unit value of cigars shipped to England for 1934-38 was about 10·5 cents, which was about equal to the average value for the cigars shipped to the United States, but compares with only about 6·6 cents for Spain.

The English market has now almost disappeared, and presumably will not be opened until the difficult exchange position of that country is ameliorated. Although this loss of the United Kingdom market has been temporarily offset by the large increase in United States purchases and substantial increases for Spain, it is to be expected that the United States market will continue to decline as the United States machine-made cigars become more plentiful.

Although the production and overall marketing position for 1946 was satisfactory, the cigar industry, faced with mounting costs and an apparent shrinkage in export markets, is considerably perturbed over its future.

Country Normally Self-supporting in Meat and Dairy Products

Under normal circumstances, Cuba has been self-supporting in meat and dairy products. In fact, in some years, notably 1940-42, Cuba was able to export fresh meat to the United States. Also, until the last few years, Cuba has been an exporter of butter, and in 1940 and 1941 fairly heavy shipments of condensed milk were made from Cuba.

During 1946 the dairy and meat industry was unable to cope with the expanding domestic demands, and there was a shortage of nearly all meat products, milk and butter. No precise figures of production are available, but the number of cattle slaughtered last year was considerably greater than prewar figures. Official figures, which do not take into account much of the unrecorded slaughterings of "up-country" points, give a yearly slaughter of about 450,000 head of cattle in 1938 and 1939. During the war, the figures rose sharply, and in 1944 one estimate places the number of cattle killed at over 1,200,000 head. In other words, the annual per capita consumption of meat has risen from about 32 pounds in 1938, when there was plenty of meat available, to over 60 pounds at the present time, and there is not nearly enough meat to supply the demand.

This may be considered as an indication of the great improvement in the standard of living, brought about by the favourable sugar marketing conditions.

Cattle Population Being Reduced by Consumption

However desirable this increased meat consumption may be from the consumer's point of view, there can be little doubt that the meat industry has been living on its own capital, and that it cannot for long support this heavier rate of consumption. The cattle census of 1944 showed a cattle population of about 5,300,000 head. While no actual figures are available, it has been estimated that the present population is about 3,000,000 head.

Conditions in the cattle industry, faced with high feed costs—since much must be imported—were not good. Throughout the year the supply of meat grew steadily worse, till at the close there were few or no cattle coming forward to Havana for slaughter. This led to severe measures amounting to expropriation by the government of live cattle at official prices, 8 cents per pound on the hoof. Eventually in February, 1947, a compromise was accepted by the cattlemen on the basis of 9 cents per pound live weight.

United Kingdom Best Customer of Canada During Month of May

Exports valued at $90,481,000, compared with $54,902,000 in same month last year—Shipments reached highest level since final month of the war, amounting to $267,807,000—Wheat, flour, newsprint and base metals among leading items.

CANADIAN exports in May were valued at $267·8 millions, their highest point since the final month of the war, August, 1945. They represent an increase of $76·9 millions over the previous month, and are $70·8 millions higher than the average for the first four months of 1947. The cumulative total for the first five months of 1947 amounted to $1,055·8 millions, 18 per cent higher than the $896·1 millions recorded for the same period in 1946, and well over three times the 1938 total of $321·1 millions.

The opening of navigation on the St. Lawrence in May contributed substantially to the very sharp increase in the value of exports for the month. This was reflected in the fact that the bulk of the increases were concentrated in trade with overseas countries, principally the United Kingdom, India, New Zealand, the British West Indies, Belgium, France, Italy, and the Netherlands. Exports of agricultural products recorded the largest rise, and were more than double those for the preceding month. Wheat exports were valued at $30·2 millions and flour at $24·9 millions. Base metals were also prominent, with aluminum exports at $9·5 millions and nickel at $6·9 millions.

Exports to U.K. Double Those of April

The greatest single increase in May was registered by the $90·5 millions of exports to the United Kingdom, more than double the $43·1 millions recorded for April, and $35·6 millions higher than in May, 1946. Comparable five-month totals for 1946 and 1947 are $235·5 and $276·4 respectively. Wheat to the value of $25·6 millions, and flour at $9·7 millions, accounted for over one-third of total May shipments. Exports of another food product, bacon, were valued at $10·6 millions. Other principal items, with values in millions shown in brackets, were aluminum ($3·6), eggs ($3·3) planks and boards of Douglas fir ($3·1), tobacco ($3·0), copper ($2·7), lead ($2·0), nickel ($1·8), and zinc ($1·5).

Exports to Empire Countries Higher

Exports to the Union of South Africa in May amounted to $4·9 millions. The cumulative total for the first five months of 1947 was $30·7 millions; 50 per cent higher than in 1946. Purchases of Canadian goods by Australia and New Zealand in 1947 were more than double those for the same period of 1946. Exports to Newfoundland were $17·0 millions in 1947, one-third higher than in 1946; and to the British West Indies increased from $19·1 millions in the first five months of 1946 to $33·0 millions in 1947. The principal commodities exported to Australia, New Zealand, and South Africa in 1947 were newsprint, automobiles and trucks, lumber and fish. Exports to Newfoundland and the Caribbean cover a wide range of commodities, with manufactured goods and foodstuffs predominating.

Shipments to Europe Larger

Exports to the continent of Europe in May were at a level higher than any preceding month this year. Trade with France, the Netherlands, Italy and Belgium formed three-quarters of the total. May shipments to France were valued at $9·9 millions, and comprised such items as locomotives and parts, rubber, nickel, aluminum, silver and zinc. Exports for the first five months were $32·1 millions, practically the same as last year. Exports to the Netherlands in May amounted to $7·0 millions, with the principal commodities wheat, woollen clothing, copper and trucks. The five-month total, $22·3 millions, is about 30 per cent higher than last year. Flour formed 80 per cent of total exports to Italy, which in May amounted to $6·4 millions and in the first five months of 1947 to $15·1 millions. Exports to Belgium in 1947, $13·9 millions, are one-half the total for the corresponding period in 1946, due probably to the fact that the Canadian loan to Belgium is running out.

Purchases in May by the United States were valued at $79·8 millions, down slightly from the average for the preceding four months, although $7·5 millions higher than in May, 1946. It is interesting to note that, for the first time since March, 1945, exports to the United Kingdom exceeded in value those to the United States. In the list of commodities shipped to the United States, newsprint continued to dominate, forming 30 per cent of the May total. Woodpulp and other forest products accounted for a further 30 per cent. These precentages are also applicable to the figures of trade with the United States for the first five months of 1947.

Trade Fair Scheduled for Vienna

The Austrian Foreign Trade Office in the United States has announced that a trade fair will be held in Vienna from September 7 to 14. An invitation has been extended to Canadian manufacturers and producers to exhibit at this fair. The cost for space rental is $2 per square foot in the pavilion and $1 per square foot on the open grounds.

Enquiries re applications for space should be made to the Austrian Foreign Trade Office, 25 Broad Street, New York, N.Y. Information concerning shipments from Canada, which should be made from Canadian ports via Antwerp, Amsterdam or Genoa, can be obtained from Mendelssohn Brothers, Shipping Agents, 361 Youville Square, Montreal.

Canadian Exports by Areas

Canadian Exports, by Geographic Areas

Geographic Areas	May 1938	May 1946	May 1947	January-May 1938	January-May 1946	January-May 1947
	(Millions of Dollars)					
British Countries						
United Kingdom and Europe	28·1	56·2	92·6	137·5	240·4	282·3
America	2·1	10·3	17·0	8·0	31·7	50·0
Africa	1·5	8·2	6·4	7·8	23·2	37·0
Asia	0·8	5·9	6·1	4·0	32·7	21·5
Oceania	3·5	4·2	10·2	19·6	16·7	34·8
Total British Countries	36·1	84·8	132·2	177·0	344·6	425·6
Foreign Countries						
United States and Possessions	20·5	72·8	80·5	98·6	333·0	402·7
Latin America	1·7	6·8	10·2	7·7	35·9	55·1
Europe	5·8	25·6	37·9	22·3	144·9	131·3
Other Foreign	2·9	6·9	7·0	15·5	37·7	41·2
Total Foreign Countries	30·9	112·1	135·6	144·1	551·5	630·2
TOTAL DOMESTIC EXPORTS	67·0	197·0	267·8	321·1	896·1	1055·8

Canadian Exports, by Countries

Country	May 1938	May 1946	May 1947	January-May 1938	January-May 1946	January-May 1947
	(Thousands of Dollars)					
British Countries						
Europe:						
United Kingdom	27,889	54,902	90,481	135,332	235,459	276,444
Eire	217	463	1,714	1,989	2,702	3,659
Gibraltar	1	1	32	2	123	168
Malta	21	876	354	189	2,093	2,028
Total Europe	28,128	56,242	92,581	137,512	240,377	282,299
America:						
Newfoundland	725	4,300	5,288	2,504	12,550	16,977
Bermuda	155	358	729	528	1,251	2,050
Barbados	82	594	1,217	385	2,148	3,438
Jamaica	476	1,326	3,092	1,818	4,144	7,414
Trinidad and Tobago	329	2,270	3,760	1,392	6,165	11,018
Bahamas } Leeward and Windward Islands }	163	688	350	766	2,495	1,521
			989			2,910
British Honduras	37	105	165	107	466	609
British Guiana	132	637	1,377	542	2,456	4,109
Falkland Islands	....	....	....	....	2	....
Total America	2,099	10,278	16,967	8,042	31,677	50,046
Africa:						
Northern Rhodesia }			2			134
Union of South Africa }	1,301	7,118	4,887	6,516	19,734	30,689
Other British South Africa }			....			6
Southern Rhodesia	108	481	661	574	1,436	2,147
Gambia	2	8	29	10	29	47
Gold Coast	26	89	48	43	387	447
Nigeria	7	92	364	30	354	1,383
Sierra Leone	24	73	17	86	230	370
Other British West Africa	....	....	....	....	....	2
British Sudan	3	1	36	190	61	210
British East Africa	66	298	351	361	948	1,548
Total Africa	1,537	8,160	6,395	7,810	23,178	36,983

Canadian Exports, by Countries—*Continued*

Country	May 1938	May 1946	May 1947	January-May 1938	January-May 1946	January-May 1947
BRITISH COUNTRIES—*Con.*	(Thousands of Dollars)					
Asia:						
India	248	4,508	4,435	1,336	27,378	12,242
Burma	33	10	82	79	303	464
Ceylon	28	167	461	96	849	1,135
Aden	7	5	68	46	57	359
British Malaya	222	355	407	1,330	1,236	2,544
Other British East Indies	1	2	....	3	47	9
Hong Kong	241	808	455	1,099	1,596	2,244
Palestine	6	71	226	36	1,201	2,478
Total Asia	786	5,926	6,134	4,025	32,667	21,475
Oceania:						
Australia	2,486	3,183	5,231	13,207	11,267	24,348
New Zealand	1,000	1,052	4,917	6,213	5,307	10,173
Fifi	15	1	12	157	110	242
Other Oceania	1	....	....	42	8	9
Total Oceania	3,502	4,236	10,160	19,619	16,692	34,772
TOTAL BRITISH COUNTRIES	36,052	84,842	132,237	177,010	344,590	425,573
FOREIGN COUNTRIES						
United States and Possessions:						
United States	20,441	72,200	79,769	97,960	329,950	400,007
Alaska	7	29	14	39	83	162
American Virgin Islands	3	6	4	12	35	52
Guam	....	....	11	3	3	38
Hawaii	73	253	327	460	1,539	1,190
Puerto Rico	18	305	378	103	1,398	1,209
Total United States and Possessions	20,542	72,793	80,503	98,577	333,008	402,658
Latin America:						
Argentina	493	766	2,011	1,840	4,245	14,988
Bolivia	7	58	39	39	251	264
Brazil	470	1,404	2,347	1,635	8,718	10,027
Chile	68	322	425	303	1,523	1,918
Colombia	80	886	1,061	428	3,691	4,951
Costa Rica	14	46	152	48	460	901
Cuba	52	356	509	397	2,278	2,688
Ecuador	4	43	109	19	241	955
Guatemala	13	24	147	53	385	968
Haiti	7	135	189	39	479	779
Honduras	33	42	88	89	328	340
Mexico	142	847	902	1,252	3,791	4,675
Nicaragua	3	22	55	49	92	290
Panama	36	94	162	158	594	905
Paraguay	2	16	35	5	44	86
Peru	78	206	261	396	1,216	2,295
Salvador	3	4	69	19	162	334
San Domingo	8	130	152	228	558	773
Uruguay	10	120	304	111	839	1,228
Venezuela	143	1,307	1,161	621	6,044	5,690
Total Latin America	1,666	6,828	10,178	7,729	35,939	55,055
Europe:						
Albania	....	1	110	5	51	248
Austria	....	1,285	758	8	1,993	1,486
Belgium	559	3,607	4,937	2,060	27,147	13,850
Bulgaria	3	....	....	6	....	12
Czechoslovakia	327	1,266	665	938	6,877	4,028
Denmark	43	74	242	186	770	907
Estonia	....	....	....	1	....	....
Finland	26	40	31	129	187	329
France	670	5,290	9,922	3,368	32,112	32,036
Germany	1,345	789	712	5,133	3,133	3,092
Greece	208	526	365	398	2,721	3,099
Hungary	....	37	92	1	49	636

Canadian Exports, by Countries—*Concluded*

Country	May			January-May		
	1938	1946	1947	1938	1946	1947
FOREIGN COUNTRIES—Con.	(Thousands of Dollars)					
Europe—Con.						
Iceland	4	706	410	6	1,321	1,274
Italy	116	694	6,448	591	6,268	15,117
Latvia	94	...	...	152	...	...
Lithuania	66	...	...	67	...	...
Netherlands	721	2,423	7,021	3,349	17,395	22,318
Norway	944	1,743	1,791	2,947	8,669	7,264
Poland	56	2,852	247	425	9,938	5,364
Portugal	14	317	320	63	1,420	1,749
Azores and Madeira	...	3	86	1	27	182
Roumania	2	...	...	22	...	20
Soviet Union	143	1,738	3	531	14,995	4,320
Spain	...	186	300	19	224	633
Sweden	422	1,098	1,162	1,639	2,963	5,954
Switzerland	66	241	1,939	267	1,776	3,974
Yugoslavia	1	729	342	4	4,835	3,404
Total Europe	5,830	25,645	37,903	22,316	144,871	131,296
Other Foreign Countries:						
Abyssinia	...	3	...	...	6	39
Afghanistan	...	...	5	...	1	33
Belgian Congo	6	103	117	44	556	522
China	223	1,916	2,926	1,065	9,279	16,245
Greenland	...	...	...	...	19	56
Egypt	54	1,222	824	141	5,934	5,674
French Africa	221	682	371	263	8,361	1,084
French East Indies	3	2	17	11	25	571
French Guiana	2	74	114	3	102	129
French Oceania	4	4	6	39	42	48
French West Indies	12	161	278	60	478	711
Madagascar	1	12	37	4	111	42
St. Pierre and Miquelon	20	87	96	66	281	325
Iraq	3	183	55	24	1,259	1,249
Tripoli	...	...	...	...	...	5
Other Italian Africa	...	...	...	...	3	7
Japan	1,175	...	25	9,789	...	409
Korea	...	...	4	...	...	20
Liberia	4	8	9	12	26	69
Morocco	5	129	23	39	966	595
Netherlands East Indies	87	394	469	325	3,791	2,792
Netherlands Guiana	2	82	152	15	173	310
Netherlands West Indies	21	168	107	90	553	568
Iran	...	39	31	38	277	216
Philippine Islands	132	877	844	684	3,333	7,093
Portuguese Africa	179	200	146	823	813	883
Portuguese Asia	...	2	1	...	5	46
Siam	2	1	40	9	3	216
Canary Islands	...	192	8	...	280	43
Spanish Africa	...	...	...	...	...	53
Syria	3	13	214	27	95	509
Turkey	746	314	65	1,903	895	646
Total Other Foreign	2,905	6,868	6,984	15,474	37,667	41,208
TOTAL FOREIGN COUNTRIES	30,946	112,137	135,570	144,096	551,487	630,214
TOTAL DOMESTIC EXPORTS	66,998	196,978	267,807	321,106	896,077	1,055,788

Canadian Canned Salmon Is Popular in Sydney

Sydney, N.S.W., May 10, 1947.—(FTS)—Canadian canned salmon is popular in this city, as indicated by the experience of a local store. The *Daily Telegraph* reports: "One of Sydney's suburban grocery chains announced tinned fish—salmon, sardines and herrings—for sale yesterday. There were long queues in front of the shops by 8 a.m. When the manageress of the Auburn Road branch arrived to open the shop at 8.45 a.m., two hundred people were waiting."

Registration of Trade Marks
in
Southern Rhodesia

JOHANNESBURG, May 19, 1947.—(FTS)—The registration of trade marks in Southern Rhodesia is governed by the Trade Marks Registration Act (Ch. 221) of 1891. No subsequent legislation has been passed on this subject and no regulations under the Act are available, although such were published in Government Notice No. 60 of 1897, but are now out of print. The regulations as they now stand have been summarized by the Registrar of Deeds, Salisbury, Southern Rhodesia, in the following terms:

Classification of Goods

Goods are classified in 50 classes, as in Great Britain prior to the 1938 Act.

The Application

The following documents are required in an application for the registration of a trade mark:

Power of attorney, to be made, if in the British Empire before a justice of the peace or mayor; if made elsewhere, before a British Consul, or before any officer competent to administer an oath and further legalized by the British Consul.

Form of Application

To the Registrar of Deeds, Salisbury.

I (*insert full name and description of applicant*) hereby apply for the registration of the following Trade Mark, of which a representation is contained in the paper hereto annexed, namely: (*insert in writing a description of the Trade Mark*). I desire that the said Trade Mark may be registered in respect of (*insert description of the goods and the class or classes under which the applicant desires to have them registered*), in the name of (*insert the full name, address, and business of the individual, firm or company; in the case of an individual add trading style if any*).

Dated at ....this .... day of ....

(Signed) ....

(To be signed by the applicant, or in the case of a firm, by a partner, adding "a member of the firm" or in the case of a company, by the Secretary or other principal officer, adding "for the company").

Form of Solemn Declaration

I (*insert full name and description*), do solemnly and sincerely declare that I am lawfully entitled to the use of the Trade Mark described in the application hereto annexed marked "A", which is signed by me, and is shown to me at the time of making this declaration. And I make this declaration conscientiously believing the same to be true.

Declared at ....this ....day of ....

Before me ....

Three clear representations of the trade mark. If the mark is to be registered in more than one class, then two additional representations for each class after the first.

Advertisements

Sections 6 and 7 of the rules are quoted:

"Any person desiring to register a Trade Mark shall advertise his intention so to do once in the *Gazette* and once in a Rhodesian paper to be approved of by the Registrar of Deeds."

The advertisement shall be in the following terms:

Any person who has grounds of objection to any of the following marks may, within two months after the last advertisement of the mark, lodge a notice of objection.

No. ....in class...............in respect of ....

in the name of ....

(Number and representation of the mark.)

Section 8 of the rules is quoted:

"At least two months must lapse between the date of the last advertisement of the application and the date on which application is made for the registration of the Trade Mark."

Duration

Fourteen years, renewable for similar periods.

Objections

Section 13 of the rules is quoted:

"Any person objecting to the registration of a Trade Mark must give notice in duplicate (signed by himself or his solicitor) to the Registrar of Deeds before the expiration of two months, or such further time as the Registrar of Deeds may allow, after the last advertisement of the application. Such person shall state the grounds of his objection, and shall, before the expiration of thirty days of such further time as the Registrar of Deeds may allow after the date of lodging his objection, proceed to have the application set aside by some competent Court, failing which the opposition shall be deemed to be abandoned."

Fees

On application: 10s. for one mark in one class, and an additional 5s. for each class after the first. Where application is made to register more than one mark in one class, for each additional mark after the first, the fee is 5s.

On registration: £2 for a single mark. Where the mark is registered in different classes, an additional 5s. for each class after the first. Where more than one mark is registered at the same time in the same class, an additional £1 for each mark after the first.

On renewal: £1 for each mark, irrespective of the number of classes in which it is registered.

On assignment: £1 for one mark, irrespective of the number of classes in which it is registered, and 5s. for each additional mark assigned at the same time.

Mode of Conducting Business

Section 24 of the rules is quoted:

"Business with the Deeds Registry Office should be conducted in person, or through an agent, and not by correspondence."

There is no regulation prohibiting the importation of goods into Southern Rhodesia having a trade mark embracing, for instance, the words "Registered"; "Registered Trade Mark"; "Registered Number"; "Trade Mark Registered in Canada" or similar notations, despite the fact that such trade mark or number is not registered in Southern Rhodesia.

German Hard Coal Production Reduced by Labour Trouble

Mine workers protest about food ration in spite of preferential treatment accorded them by Military Government—Steady decline in output and consequent deliveries to power plants reflected in decreased power generation and lowered industrial activity—Power plants may not have sufficient stocks for next winter.

By D. W. Jackson, Canadian Economic Representative

MINDEN, May 31, 1947.—Production of hard coal in Western Germany during April and the early part of May showed declines over that of March despite warmer weather and improved working conditions. The decreased output was caused chiefly by strikes and demonstrations in the Rhur as well as the holidays at Easter. Mine workers left the pits on various occasions in general protest against the allegedly insufficient food ration, in spite of the consistent efforts of the Military Government to give preferential treatment to miners by means of increased food rations, housing priorities, wage increases and priorities in consumer goods.

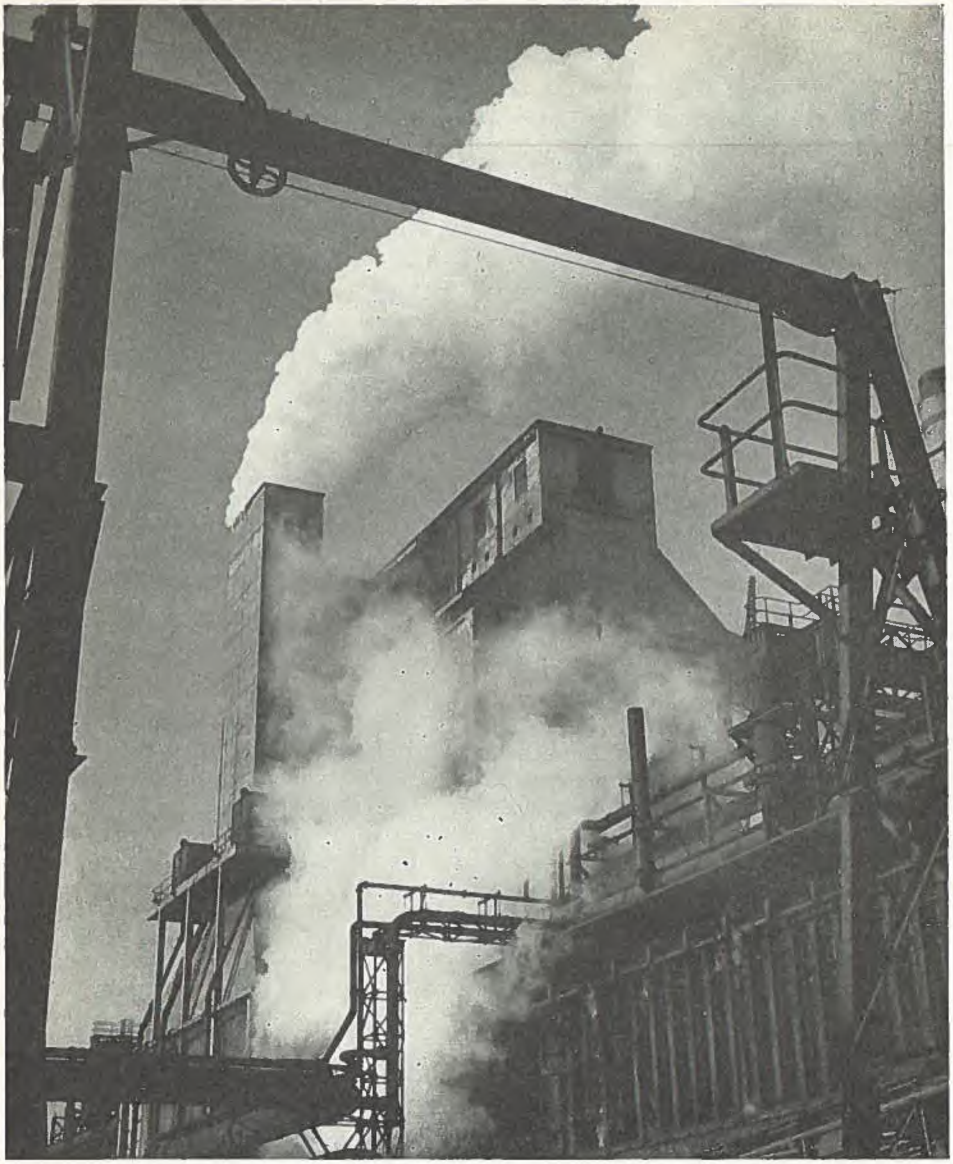
Total absenteeism from all causes rose from 13·3 per cent in March to 17·9 per cent in April. The average daily gross hard-coal production was 232,652 tons for March and 210,531 tons for April, representing a daily average decrease of 22,121 tons.

Daily Ouput Steadily Declines

The recent decline in coal production has been fairly steady and, as a comparison, the following are daily production figures for the dates indicated: April 7, 220,768 tons; April 8, 220,143 tons; April 9, 218,468 tons; May 10, 220,029 tons; May 12, 213,560 tons; and May 13, 214,293 tons.

The grand total of coal and coke loaded to all consumers during the four-week period March 31st to April 27th was 4,333,718 tons and 91·4 per cent of allocations for this period was actually loaded. Of this total, 3,201,793 tons went to the combined U.S.-U.K. zones, including 49,396 tons of domestic fuel; 544,499 tons, including bunker coal, were exported and 135,631 tons were delivered to Austria.

The lessened coal production has been reflected in decreased power generation and by lowered production in the iron, steel, chemical and ceramic industries.



Coal production in Western Germany is a vital factor in the production of power to turn the wheels of industries. The speed of rehabilitating the industries in the British and United States zones depends directly on the ability to speed up the output at the coal heads. Strikes and other demonstrations in April and May caused production to decline. The lessened coal production has been reflected in decreased power generation and by lowered production in the iron, steel, chemical and ceramic industries. Unless the rate of coal delivery to power stations is increased, adequate stocks will not be available for the coming winter.

Courtesy of the Canadian Geographical Journal

Power Stations May Lack Sufficient Coal This Winter

The rate of delivery of coal to power stations and the trend of power consumption indicates that adequate stocks will not be available for the coming winter. To assist in accumulating stocks, power plants have been removed from service, with the result that frequency has dropped and area cuts have been enforced for short periods.

Overall power consumption for the combined zones has been, since last October, in excess of the allocation of coal to industry during that period. The rise in power consumption is principally accounted for by the reactivation in the Laender of large numbers of small firms working entirely from electric power.

Plans are being formulated to initiate a general 10 per cent cut per month in electricity consumption, effective June 15, 1947, until sufficient supplies of hard coal can be made available to power plants.

External Trade of New Zealand Increased During Past Year

Exports were valued at £99,406,000 as compared with £81,536,000 in 1945 and £77,787,000 in 1944, while imports totalled £71,640,046 as compared with £55,073,000 in 1945 and £86,397,000 in 1944—Exports to Canada were valued at £2,689,000, while imports totalled £4,656,000—Disproportionate changes in values between exports and imports.

By P. V. McLane, Commercial Secretary for Canada

(All values given in New Zealand pounds; one £NZ equals $3·2402 Canadian.)

WELLINGTON, May 20, 1947.—Exports from New Zealand during 1946 were valued at £99,406,000 as compared with £81,536,000 in 1945 and £77,787,000 in 1944. Purchases from abroad, on the other hand, were valued at £71,640,046 as compared with £55,073,000 in 1945 and £86,397,000 in 1944. During these years, there was a certain volume of war materials both in the import and export trade.

In the past year, New Zealand purchased more goods from Canada than Canada purchased from New Zealand, adding to the already difficult dollar situation. Imports from Canada totalled £4,656,000, while exports to Canada were valued at £2,689,000. Generally speaking, Canada has received fair treatment from New Zealand and licences have been readily available for essential civilian goods and capital goods. During the year, however, licences were refused for a great number of Canadian products of a non-essential nature.

There were disproportionate changes in values between exports and imports in 1946. An interesting set of index numbers was compiled to show these differences. These figures, which excluded ordnance, are:

Value and Volume of External Trade

Year	Exports Value	Exports Volume	Imports Value	Imports Volume
1944	112	86	109	68
1945	129	91	98	58
1946	164	112	138	75

(Base years 1936-38=100)

Export prices have increased gradually over the war years, but because of bulk sales arrangements, principally with the United Kingdom, and stabilization at home, these price increases have been very moderate. While the volume of exports rose last year, this was due, to a considerable degree, to the heavy shipment of wool from stocks stored in New Zealand.

Imports Higher in Value But Lower in Volume

The above figures tell a different story with respect to prices of imports. In 1944 and 1946 they were above prewar figures in value, but reduced to 68 per cent of volume in 1944, 58 per cent in 1945, and in 1946 they rose to only 75 per cent of the prewar volume. At a cost of 38 per cent higher than prewar, New Zealand secured only 75 per cent of the volume of goods. These discrepancies are causing considerable concern to the New Zealand authorities. There have also been long delays in the deliveries of essential goods, some of which have been on order for many months and for which import licences have been issued. These slow deliveries are delaying New Zealand reconversion. While sterling balances held in London are high, amounting to £104,063,000 on December 30, 1946, it is felt that care has to be exercised in their use to ensure that essential goods and capital goods may be imported in the required amounts. While there have been some changes in the commodities for which dollars have been made available during the year, in general the basic considerations of import selection are still operating.

Trade of New Zealand, by Main Countries, 1946

Country	Exports	Imports
United Kingdom	£69,156,000	£34,195,000
India	2,827,000	2,119,000
Ceylon	175,000	1,462,000
Canada	2,689,000	4,656,000
Australia	3,627,000	10,420,000
France	3,465,000	74,000
Egypt	695,000	....
United States	9,700,000	11,793,000

Responsibility for Forestry Production Assumed by German Agency

Minden, Germany, June 3, 1947.—(FTS)—Responsibility for forestry production will be assumed by the German Food and Agricultural Executive Committee, at Stuttgart, but timber requirements from the Joint Anglo-American Zones will be determined by the German Economic Executive Committee, at Minden. This decision was taken by the British and American authorities at the request of German interests.

There is a great shortage of timber for the reconstruction of all countries involved in the Second World War. Germany herself requires large quantities. While this demand continues, there will have to be cutting considerably in excess of normal. German forests escaped during the war, when the timber resources of the United Kingdom and neighbouring European countries were severely taxed. They can now contribute substantially to domestic requirements and to export trade. German economy will benefit by reason of the fact that all timber, like other exports from current production in the western zones, is paid for by receiving countries. This helps to pay for imports of food and other essential raw materials.

The provision of adequate quantities of timber to meet essential German requirements and to fill approved export commitments demands a major effort on the part of all German agencies concerned. The new definition of responsibilities is expected to accelerate the development of the full timber program.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, with a view to establishing connections that will assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Edmonton—Can. Manufacturers' Association.
Gananoque—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kingston—Chamber of Commerce.
London—Chamber of Commerce.
Oshawa—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Quebec City—Board of Trade.
Saint John—Board of Trade.
St. Catharines—Chamber of Commerce.
Toronto—Can. Manufacturers' Association.
Vancouver—H. W. Brighton, Foreign Trade Service, Room 331, Marine Building.
Victoria—Dept. of Trade and Industry.
Windsor—Chamber of Commerce.
Winnipeg—Can. Manufacturers' Association.

J. M. Boyer, Canadian Trade Commissioner in Chicago, is being transferred to Cairo, Egypt, in the same capacity, and is scheduled to sail from Canada on September 3. He has already commenced a tour that will take him from the Maritime Provinces to British Columbia, having visited Halifax, Sydney, Sackville and Saint John. He will visit Quebec City on June 16, and then enter Ontario, returning to Quebec Province during the latter part of August for a visit to Montreal. Besides Egypt, territory covered by the Cairo office includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

J. M. Boyer

(Appointed Canadian Trade Commissioner at Cairo)

London—July 5-7.
Windsor—July 8.
Guelph—July 9.
Winnipeg—July 14.
Calgary—July 18.
Vancouver—July 22-26.
Victoria—July 28.
Ottawa—August 15-18.
Montreal—August 19-31.

Foreign Trade Enquiries

Canadian firms interested in any enquiries 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 enquirer 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 enquiries, the name of the enquirer, file number of the enquiry and the date of issue of *Foreign Trade* in which it was shown should be supplied.

28. **Cuba**—Jose Suarez, P.O. Box 1245, Havana, is interested in pearl buttons. He has been connected with the local textile industry for many years, and has been operating his own business for the last five years, specializing in textiles and selling for foreign houses on a straight commission basis. File No. T.E. 209.

Trade and Tariff Regulations

Argentina Suspends Issue of Exchange Permits for Some Products

Buenos Aires, June 17, 1947.—(FTS)—Circulars recently issued by the Argentine Central Bank announce the suspension of the granting of exchange permits for the importation of passenger motor vehicles, trucks, omnibuses and chassis therefor, electric motors up to 30 horsepower (but not if constituting part of an industrial machine), furs of all kinds, perfumes and cosmetics.

Australia Restricts Imports of Cotton and Rayon Textiles

The Australian import licensing authorities have suspended the issuance of import licences for the importation from Canada and other non-sterling countries of cotton and rayon textiles, except cotton and rayon linings. The reason given for this action was that an excessive number of permits were issued recently and a temporary suspension was decided upon to enable a survey to be made of stocks and essential demands, following which permits would again be issued on the basis of actual requirements of various classes of textiles, bearing in mind the need for conservation of dollars.

Peru Institutes New Import Control System

Lima, June 26, 1947.—(FTS)—A new system of import control in Peru becomes effective on July 1. Goods are divided into three groups, the first of which includes essential products and other high-priority goods for which import licences are required in order to obtain exchange at the official rate of 6·50 soles to the United States dollar. A deposit of 10 per cent must accompany applications for import licences for such goods. The list of products in this group is not yet available, but is expected within the next two or three days. Certain luxury goods are included in a group the import of which will be prohibited, but it is expected that an annual quota may be established. Included in this group are whisky, gin, furs and silk articles. No import licence is required for products not contained in either of the foregoing groups, but importers will be able to obtain exchange cover only in the free market, the rate for which is about 12 soles to the United States dollar.

Southern Rhodesia Grants Duty Rebates on Certain Goods

Johannesburg, May 22, 1947.—(FTS)—By government notices 416, 417 and 418 of May 16, 1947, a rebate or refund of the whole of the customs duties is granted on the following commodities when imported for the manufacturing purposes indicated:

Cardboard, glue and string when imported for use in the paperwares manufacturing industry;

Plain or corrugated cardboard, plain and fancy paper for box covering, kraft paper, gum tape, paper lace, glue and clips and materials for making box files, when imported for use in the cardboard containers manufacturing industry;

Aluminum circles when imported for use in the aluminum hollow-ware manufacturing industry.

Trinidad Requires Declaration Regarding Buying Commissions

The Comptroller of Customs and Excise, Port of Spain, in a notice dated May 31, 1947, notified importers in Trinidad that from August 1, 1947, buying commission payable to purchasing agents abroad will not be permitted to be excluded from the value of goods liable for ad valorem duty unless a statutory declaration is produced from the supplier of the goods, stating that such supplier is not the manufacturer of the goods and that he is the bona fide buying agent of the importer, and stating the rate of buying commission charged by him to the importer and on what basis such rate is charged. Where the supplier is resident in a country not a part of the British Empire, every such declaration shall be attested by the supplier before the British consular representative in the country of supply.

Export Permits Required for Pacific Salmon

Effective June 27, 1947, export permits are required for exports of Pacific salmon, of any of the species of Oncorhynchus or Salmo gairdneri, whether fresh, frozen, salted or smoked, according to an official announcement from the Export Permit Branch.

Export of Breeding Cattle and Dairy Stock Facilitated

In order to facilitate the export of purebred breeding cattle and dairy stock, effective June 30, the Export Permit Regulations covering the export of cattle and calves to any destination have been amended by the exemption from the requirement of an export permit:

(*a*) Purebred stock for breeding purposes, when accompanied by documents giving proof of registration; and

(*b*) Dairy cattle, females, of dairy breeding, which are milking or show evidence of freshening within a few weeks, when covered by Health of Animals Certificate, Form PHA-12A.

Postal Information

Attention Directed to Postage Deficiency

The Commercial Secretary for Canada in Cape Town requests that correspondents give particular attention to the amount of postage provided for their letters. He has forwarded to head office four envelopes, containing letters received from Canadian firms, on which his office had to pay six shillings in excess postage. Two of these were from Vancouver, one from Montreal and one from Ottawa.

Observations made by this one office have been duplicated by trade commissioners in other countries. It is requested that the attention of personnel responsible for posting letters be drawn to this deficiency.

Ocean-Going Sailing Schedules

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

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

Departures from Montreal

*Calls at Halifax about five days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	July 8–18	*Cottrell*	Elder Dempster
Lourenço Marques..	July 20–30	*Cabano*	Elder Dempster
Lourenço Marques..	August 1–10	*Fort Chesterfield*	Elder Dempster
Beira..............	July 20–30	*Cabano*	Elder Dempster
Africa-South—			
Cape Town........ Port Elizabeth..... East London....... Durban............	July 8–18 July 20–30 August 1–10	*Cottrell* *Cabano* *Fort Chesterfield*	Elder Dempster Elder Dempster Elder Dempster
Argentina—			
Buenos Aires........	July 11–15	*Fort Panmure*	Furness Withy
Australia—			
Sydney............ Melbourne......... Adelaide...........	July 29–Aug. 2	*City of Poona*	Montreal Australia New Zealand Line
Brisbane.......... Sydney............ Melbourne.........	July 19–23	*Orestes*	Montreal Australia New Zealand Line
Sydney............ Melbourne.........	July 16–19	*Glenogle*	Montreal Australia New Zealand Line
Belgium—			
Antwerp...........	July 2–8	*Marchdale*	March Shipping
Antwerp...........	July 5–10	*Twickenham*	Cunard Donaldson
Antwerp...........	July 6–14	*Mont Alta*	Montreal Shipping
Antwerp...........	July 7–14	*Mont Sorrel*	Montreal Shipping
Antwerp...........	July 10–15	*Grey County*	Canada Steamships
Antwerp...........	July 17–22	*Mortain*	Furness Withy
Antwerp...........	July 20	*Prins Maurits*	Shipping Limited
Antwerp...........	July 22–28	*Beckenham*	Cunard Donaldson
Antwerp...........	July 23–26	**Blijdendijk*	Furness Withy
Brazil—			
Rio de Janeiro..... Santos.............	July 11–15	*Fort Panmure*	Furness Withy
Santos.............	July 22–24	*George B. McLellan*	Montreal Shipping

Destination	Loading Date	Vessel	Operator or Agent
Ceylon—			
Colombo	July 3–10	*Rockside*	March Shipping
Colombo	July 20–25	*Harpalycus*	McLean Kennedy
Colombo	July 21–25	*Daltonhall*	McLean Kennedy
Colombo	July 25–30	*City of Norwich*	McLean Kennedy
Colombo	August 10–15	*Empire Sparton*	McLean Kennedy
China—			
Shanghai	July 3–10	*Rockside*	March Shipping
Shanghai	July 20–25	*City of Carlisle*	McLean Kennedy
Denmark—			
Copenhagen	July 16	*Erland*	Swedish American Line
Copenhagen	July 29	*Tunaholm*	Swedish American Line
Egypt—			
Port Said, Suez	July 17–22	*Limburg*	Cunard Donaldson
Eire—			
Dublin	July 27–31	*Torr Head*	McLean Kennedy
Dublin, Cork	July 10	*Vest*	Shipping Limited
	July 26	*Irish Elm*	Shipping Limited
Finland—			
Helsinki	July 16	*Erland*	Swedish American Line
Helsinki	July 29	*Tunaholm*	Swedish American Line
France—			
Le Havre	July 7–14	*Mont Sorrel*	Montreal Shipping
Le Havre	July 10–15	*Grey County*	Canada Steamships
Le Havre	July 17–22	*Mortain*	Furness Withy
Greece—			
Piraeus	July 13–20	*Mont Clair*	Montreal Shipping
Piraeus	July 15–25	*Mont Sandra*	Monteral Shipping
Hong Kong	July 3–10	*Rockside*	March Shipping
	July 20–25	*City of Carlisle*	McLean Kennedy
India—			
Karachi, Madras, Bombay, Calcutta	July 20–25	*Harpalycus*	McLean Kennedy
	July 21–25	*Daltonhall*	McLean Kennedy
	July 25–30	*City of Norwich*	McLean Kennedy
	August 10–15	*Empire Sparton*	McLean Kennedy
Bombay, Calcutta	July 3–10	*Rockside*	March Shipping
Bombay	July 7–12	*Coralstone*	McLean Kennedy
Madras	July 14–24	*Seaside*	March Shipping
Italy—			
West Coast Ports	August 10–15	*A Ship*	Montreal Shipping
Malayan Union—			
Penang, Port Swettenham	July 17–22	*Limburg*	Cunard Donaldson
Malta	July 15–25	*Mont Sandra*	Montreal Shipping
	August 15–25	*Marchport*	March Shipping
Mediterranean—			
Central and Western Areas	July 13–20	*Mont Clair*	Montreal Shipping
	July 15–25	*Mont Sandra*	Montreal Shipping
	August 10–15	*A Ship*	Montreal Shipping
	August 15–25	*Marchport*	March Shipping
Mexico—			
Vera Cruz	July 26–29	*Empire Gangway*	McLean Kennedy
Morocco—			
Casablanca	August 10–15	*A Ship*	Montreal Shipping

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—			
Rotterdam	July 2–8	*Marchdale*	March Shipping
Rotterdam	July 10–15	*Grey County*	Canada Steamships
Rotterdam	July 20	*Prins Mauritz*	Shipping Limited
Rotterdam	July 23–26	**Blijdendijk*	Furness Withy
Rotterdam } Amsterdam }	July 5–10	*Twickenham*	Cunard Donaldson
	July 22–28	*Beckenham*	Cunard Donaldson
Netherlands East Indies—			
Batavia } Samarang } Soerabaya }	July 17–22	*Limburg*	Cunard Donaldson
Newfoundland—			
St. John's	July 5–8	*A Ship*	Montreal Shipping
St. John's	August 5–8	*Blue Peter II*	Montreal Shipping
New Zealand—			
Auckland } Wellington } Lyttelton } Dunedin } Napier }	July 30–Aug. 6	*Fort Chambly*	Montreal Australia New Zealand Line
Northern Ireland—			
Belfast	July 15–19	*Inishowen Head*	McLean Kennedy
Norwegian Ports {	July 16	*Erland*	Swedish American Line
	July 25	*Rutenfjell*	Brock Shipping
	July 29	*Tunaholm*	Swedish American Line
Philippines—			
Manila	July 20–25	*City of Carlisle*	McLean Kennedy
Poland—			
Gdansk	July 16	*Erland*	Swedish American Line
Gdansk	July 29	*Tunaholm*	Swedish American Line
Portugal—			
Lisbon	August 15–25	*Marchport*	March Shipping
Singapore {	July 3–10	*Rockside*	March Shipping
	July 17–22	*Limburg*	Cunard Donaldson
Sweden {	July 16	*Erland*	Swedish American Line
	July 29	*Tunaholm*	Swedish American Line
Trieste	July 13–20	*Mont Clair*	Montreal Shipping
United Kingdom—			
Avonmouth	July 2–7	*Salacia*	Cunard Donaldson
Avonmouth	July 13–19	*Egidia*	Cunard Donaldson
Avonmouth	July 18–22	*Montreal City*	Furness Withy
Bristol	July 18–22	*Montreal City*	Furness Withy
Cardiff	July 18–22	*Montreal City*	Furness Withy
Glasgow	July 4–10	*Parthenia*	Cunard Donaldson
Glasgow	July 17–22	*Moveria*	Cunard Donaldson
Glasgow	July 25–31	*Norwegian*	Cunard Donaldson
Hull	August 1–4	*Consuelo*	McLean Kennedy
Leith	July 5–10	*Cairnesk*	Furness Withy
Liverpool	July 11–17	*Beaverburn*	Canadian Pacific
Liverool	July 15–19	*Inishowen Head*	McLean Kennedy
Liverpool	July 18–23	*Empress of Canada*	Canadian Pacific
Liverpool	July 18–25	*Asia*	Cunard Donaldson
Liverpool	July 27–31	*Torr Head*	McLean Kennedy
Liverpool	August 1–5	*Cavina*	Cunard Donaldson
Liverpool	August 4–8	*Fanad Head*	McLean Kennedy
Liverpool	August 9–15	*Fort Miami*	Cunard Donaldson
Liverpool	August 11	*Beaverford*	Canadian Pacific
Liverpool	August 16	*Empress of Canada*	Canadian Pacific

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom —Con.			
London	July 2–7	*Fort Spokane*	Cunard Donaldson
London	July 4–9	*Beaverdell*	Canadian Pacific
London	July 13–18	*Beaverlake*	Canadian Pacific
London	July 13–20	*Port Sydney*	Cunard Donaldson
London	July 20–25	*Beaverglen*	Canadian Pacific
London	July 26–31	*Hillcrest Park*	Cunard Donaldson
London	August 7	*Beavercove*	Canadian Pacific
London	August 17	*Beaverdell*	Canadian Pacific
Manchester	July 7–12	*Manchester Port*	Furness Withy
Manchester	July 14–19	*Manchester Shipper*	Furness Withy
Manchester	July 21–26	*Manchester Progress*	Furness Withy
Manchester	July 28–Aug. 2	*Manchester City*	Furness Withy
Newcastle	July 5–10	*Cairnesk*	Furness Withy
Swansea	July 18–22	*Montreal City*	Furness Withy
Uruguay—			
Montevideo	July 11–15	*Fort Panmure*	Furness Withy
Montevideo	July 22–24	*George B. McLellan*	Montreal Shipping
West Indies—			
Antigua	July 5–15	**A Ship*	Alcoa Steamships
Antigua	July 7–12	**Canadian Constructor*	Canadian National
Antigua	July 16–25	*A Ship*	Alcoa Steamships
Antigua	July 23–28	**Canadian Cruiser*	Canadian National
Antigua	July 26–Aug. 5	**A Ship*	Alcoa Steamships
Antigua	August 19–23	*Canadian Challenger*	Canadian National
Bahamas	July 8	**Canadian Observer*	Canadian National
Bahamas	July 15	**Canadian Leader*	Canadian National
Barbados	July 5–10	**Canadian Challenger*	Canadian National
Barbados	July 5–15	**A Ship*	Alcoa Steamships
Barbados	July 7–12	**Canadian Constructor*	Canadian National
Barbados	July 16–25	*A Ship*	Alcoa Steamships
Barbados	July 23–28	**Canadian Cruiser*	Canadian National
Barbados	July 26–Aug. 5	**A Ship*	Alcoa Steamships
Barbados	August 19–23	*Canadian Challenger*	Canadian National
Bermuda	July 5–15	**A Ship*	Alcoa Steamships
Bermuda	July 7–12	**Canadian Constructor*	Canadian National
Bermuda	July 16–25	*A Ship*	Alcoa Steamships
Bermuda	July 23–28	**Canadian Cruiser*	Canadian National
Bermuda	July 26–Aug. 5	**A Ship*	Alcoa Steamships
Bermuda	August 19–23	*Canadian Challenger*	Canadian National
British Guiana	July 5–10	**Canadian Challenger*	Canadian National
British Guiana	July 5–15	**A Ship*	Alcoa Steamships
British Guiana	July 7–12	**Canadian Constructor*	Canadian National
British Guiana	July 16–25	*A Ship*	Alcoa Steamships
British Guiana	July 23–28	**Canadian Cruiser*	Canadian National
British Guiana	July 26–Aug. 5	**A Ship*	Alcoa Steamships
British Guiana	August 19–23	*Canadian Challenger*	Canadian National
Dominica	July 7–12	**Canadian Constructor*	Canadian National
Dominica	July 23–28	**Canadian Cruiser*	Canadian National
Dominica	August 19–23	*Canadian Challenger*	Canadian National
Grenada	July 5–15	**A Ship*	Alcoa Steamships
Grenada	July 7–12	**Canadian Constructor*	Canadian National
Grenada	July 16–25	*A Ship*	Alcoa Steamships
Grenada	July 23–28	**Canadian Cruiser*	Canadian National
Grenada	July 26–Aug. 5	**A Ship*	Alcoa Steamships
Grenada	August 19–23	*Canadian Challenger*	Canadian National
Guadeloupe	July 5–10	**Canadian Challenger*	Canadian National
Jamaica	July 8	**Canadian Observer*	Canadian National
Jamaica	July 15	**Canadian Leader*	Canadian National
Martinique	July 5–10	**Canadian Challenger*	Canadian National

Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Montserrat..........	July 7–12	**Canadian Constructor*	Canadian National
Montserrat..........	July 23–28	**Canadian Cruiser*	Canadian National
Montserrat..........	August 19–23	*Canadian Challenger*	Canadian National
St. Kitts............	July 5–15	**A Ship*	Alcoa Steamships
St. Kitts............	July 7–12	**Canadian Constructor*	Canadian National
St. Kitts............	July 16–25	*A Ship*	Alcoa Steamships
St. Kitts............	July 23–28	**Canadian Cruiser*	Canadian National
St. Kitts............	July 26–Aug. 5	**A Ship*	Alcoa Steamships
St. Kitts............	August 19–23	*Canadian Challenger*	Canadian National
St. Lucia...........	July 5–15	**A Ship*	Alcoa Steamships
St. Lucia...........	July 7–12	**Canadian Constructor*	Canadian National
St. Lucia...........	July 16–25	*A Ship*	Alcoa Steamships
St. Lucia...........	July 23–28	**Canadian Cruiser*	Canadian National
St. Lucia...........	July 26–Aug. 5	**A Ship*	Alcoa Steamships
St. Lucia...........	August 19–23	*Canadian Challenger*	Canadian National
St. Vincent.........	July 5–15	**A Ship*	Alcoa Steamships
St. Vincent.........	July 7–12	**Canadian Constructor*	Canadian National
St. Vincent.........	July 16–25	*A Ship*	Alcoa Steamships
St. Vincent.........	July 23–28	**Canadian Cruiser*	Canadian National
St. Vincent.........	July 26–Aug. 5	**A Ship*	Alcoa Steamships
St. Vincent.........	August 19–23	*Canadian Challenger*	Canadian National
Trinidad............	July 5–10	**Canadian Challenger*	Canadian National
Trinidad............	July 5–15	**A Ship*	Alcoa Steamships
Trinidad............	July 7–12	**Canadian Constructor*	Canadian National
Trinidad............	July 16–25	*A Ship*	Alcoa Steamships
Trinidad............	July 23–28	**Canadian Cruiser*	Canadian National
Trinidad............	July 26–Aug. 5	**A Ship*	Alcoa Steamships
Trinidad............	August 19–23	*Canadian Challenger*	Canadian National

Departures from Halifax

*Calls at Saint John about three days earlier

Destination	Loading Date	Vessel	Operator or Agent
Belgium—			
Antwerp............	July 9–19	*Mont Alta*	Montreal Shipping
Netherlands.........	July 9–19	*Mont Alta*	Montreal Shipping
Newfoundland—			
St. John's...........	July 4–7	*Jessmore*	Furness Withy
St. John's...........	July 8–10	*Keltic*	Furness Withy
United Kingdom—			
Liverpool...........	July 4–7	*Jessmore*	Furness Withy
Southampton.......	August 10	*Aquitania*	Cunard Donaldson
Southampton.......	August 31	*Aquitania*	Cunard Donaldson
West Indies—			
Antigua.............	July 9–11	*Lady Rodney*	Canadian National
Antigua.............	July 16–21	*Lady Nelson*	Canadian National
Barbados...........	July 9–11	**Lady Rodney*	Canadian National
Barbados...........	July 16–21	*Lady Nelson*	Canadian National
Bermuda...........	July 8–11	*Fort Townshend*	Furness Withy
Bermuda...........	July 9–11	**Lady Rodney*	Canadian National
Bermuda...........	July 16–21	*Lady Nelson*	Canadian National
British Guiana......	July 9–11	**Lady Rodney*	Canadian National
British Guiana......	July 16–21	*Lady Nelson*	Canadian National
Dominica...........	July 9–11	**Lady Rodney*	Canadian National
Dominica...........	July 16–21	*Lady Nelson*	Canadian National
Grenada............	July 9–11	**Lady Rodney*	Canadian National
Grenada............	July 16–21	*Lady Nelson*	Canadian National

Departures from Halifax—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Jamaica	July 8–11	*Oakmount*	Pickford and Black
Montserrat	July 9–11	**Lady Rodney*	Canadian National
Montserrat	July 16–21	*Lady Nelson*	Canadian National
St. Kitts	July 9–11	**Lady Rodney*	Canadian National
St. Kitts	July 16–21	*Lady Nelson*	Canadian National
St. Lucia	July 9–11	**Lady Rodney*	Canadian National
St. Lucia	July 16–21	*Lady Nelson*	Canadian National
St. Vincent	July 9–11	**Lady Rodney*	Canadian National
St. Vincent	July 16–21	*Lady Nelson*	Canadian National
Trinidad	July 9–11	**Lady Rodney*	Canadian National
Trinidad	July 16–21	*Lady Nelson*	Canadian National

Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques	July 12–13	*Antar*	Dingwall Cotts
Lourenço Marques	August 12–15	*Overijsel*	Dingwall Cotts
Africa-South—			
Cape Town, Port Elizabeth, East London, Durban	June 22–July 14	*Lake Kootenay*	North Pacific Shipping
	July 12–13	*Antar*	Dingwall Cotts
	August 12–15	*Overijsel*	Dingwall Cotts
Argentina—			
Buenos Aires	July 11	*Falkanger*	Empire Shipping
Buenos Aires	August	*Ravnanger*	Empire Shipping
Australia—			
Melbourne, Sydney	July 6	*Wairata*	Canadian Australasian
	July 12	*Waikawa*	Canadian Australasian
Newcastle, Sydney, Melbourne	July 7	*Mangarella*	Empire Shipping
Brazil—			
Santos	August	*Ravnanger*	Empire Shipping
Chile—			
Valparaiso	July 11	*Falkanger*	Empire Shipping
Arica, Antofogasta, Valparaiso	July 16–17	*Phineas Banning*	C. Gardner Johnson
China—			
Shanghai, Taku Bar, Chinwangtao	August	*Vingnes*	Empire Shipping
Shanghai	July 11–12	*India Mail*	American Mail Line
Shanghai	July 25–26	*Oregon Mail*	American Mail Line
Shanghai	August 1	*Mangarella*	Empire Shipping

Destination	Loading Date	Vessel	Operator or Agent
Colombia—			
Buenaventura	July 16–17	*Phineas Banning*	C. Gardner Johnson
Buenaventura	July 22	*Don Aurelio*	Empire Shipping
Costa Rica—			
Puntarenas	July 8	*Timber Hitch*	C. Gardner Johnson
Cuba—			
Manzanillo	July 8	*Timber Hitch*	C. Gardner Johnson
Manzanillo	July 16–17	*Phineas Banning*	C. Gardner Johnson
Ecuador—			
Guayaquil	July 16–17	*Phineas Banning*	C. Gardner Johnson
Guatemala—			
San Jose	July 8	*Timber Hitch*	C. Gardner Johnson
San Jose	July 16–17	*Phineas Banning*	C. Gardner Johnson
Honduras—			
Ampala	July 8	*Timber Hitch*	C. Gardner Johnson
Hong Kong	July 8 July 11–12 July 25–26	*Castleville* *India Mail* *Oregon Mail*	Balfour Guthrie American Mail Line American Mail Line
India—			
Madras Bombay Karachi	August 2–7	*Silvercedar*	Dingwall Cotts
Calcutta	August 18	*Madoera*	Dingwall Cotts
Java—			
Batavia	July 8	*Castleville*	Balfour Guthrie
Netherlands East Indies—			
Batavia Soerabaya	August 18	*Madoera*	Dingwall Cotts
New Zealand—			
Auckland Wellington	July 12	*Waikawa*	Canadian Australasian
Auckland	July 6	*Wairata*	Canadian Australasian
Nicaragua—			
Corinto	July 8	*Timber Hitch*	C. Gardner Johnson
Panama—			
Balboa Cristobal	July 8	*Timber Hitch*	C. Gardner Johnson
Balboa	July 16–17	*Phineas Banning*	C. Gardner Johnson
Peru—			
Callao Mollendo	July 16–17	*Phineas Banning*	C. Gardner Johnson
Philippines—			
Manila	July 7–12	*India Mail*	American Mail Line
Manila	August	*Vingnes*	Empire Shipping
Manila	August 18	*Madoera*	Dingwall Cotts
Manila Iloilo Cebu	July 8 July 25–26	*Castleville* *Oregon Mail*	Balfour Guthrie American Mail Line
Salvador—			
La Libertad La Union	July 8 July 16–17	*Timber Hitch* *Phineas Banning*	C. Gardner Johnson C Gardner Johnson
Singapore	July 8	*Castleville*	Balfour Guthrie
South Sea Islands—			
Papeete	July 6	*Wairata*	Canadian Australasian
Papeete	July 12	*Waikawa*	Canadian Australasian

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool..........	Late August	*Pacific Shipper*	Furness Pacific
London............	Late August	*Pacific Shipper*	Furness Pacific
Manchester........	Late August	*Pacific Shipper*	Furness Pacific

S.S. "Canada Mail" Will Operate on Pacific

The S.S. *Canada Mail,* formerly the naval attack transport *Goshen,* sailed from New York on June 16 for Tampa, en route to Japan. She was recently reconverted for the transportation of twelve passengers and cargo, and will be operated by the American Mail Line between Seattle and the Far East in conjunction with the S.S. *Indian Mail, Java Mail* and three other standard freighters.

Canadian Tenders Invited for Electrical Equipment

The State Hydro-Electric Department, Wellington, New Zealand, has issued a call for tenders for the supply and delivery of the following electrical equipment:

110 kv outdoor switchgear and steelwork for Waverley substation, contract No. 29, section 264, Palmerston North. Closing date—August 26.

50 kv outdoor switchgear and steelwork for Te Awamutu substation, contract No. 30, section 362, Hamilton. Closing date—September 16.

50 kv outdoor switchgear and steelwork for Lichfield substation, contract No. 31, section 363, Hamilton. Closing date—September 16.

One—750 earthing kva transformer for Stratford substation, contract No. 32, section 265, Palmerston North. Closing date—September 30.

One—5,000 kva 110-11 kv T.C.O.L. transformer bank and spare unit for Ongarue substation, contract No. 33, section 359, Hamilton Closing date—September 30.

One—5,000 kva 110-11 kv T.C.O.L. transformer bank and spare unit for Studholme substation, contract No. 34, section 210 Christchurch. Closing date—September 30.

Specifications for these contracts are open for inspection by interested Canadian firms upon application to the Department of Trade and Commerce, Ottawa, quoting file 29048. Tenders for the contracts close with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, on the dates indicated.

DIRECTORY INFORMATION

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

Foreign Trade Service Abroad

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

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

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Australia

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Palace Hotel. Address for letters: Boîte Postale 373.
Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

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

Brazil

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

São Paulo—J. C. Depocas, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—J. L. Mutter, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

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

Colombia

Bogotá—H. W. Richardson, Acting Canadian Government Trade Commissioner, 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.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Queen Vassilissis Sophias Street.
Territory includes Turkey.

Guatemala

Guatemala City—C. B. Birkett, Canadian Government Trade Commissioner, Post Office Box 400.
Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.
Territory includes South China, the Philippine Islands and French Indo-China.

India

Bombay—Richard Grew, Canadian Government Trade Commissioner, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.
Territory includes Burma and Ceylon.

Ireland

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

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

Italy

Rome—J. P. Manion, Canadian Commercial Representative, Room 218, via S. Nicola da Tolentino 78. Address for letters: Casella Postale 475.
Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. Palmer, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.
Territory includes the Bahamas and British Honduras.

Malayan Union

Singapore—Paul Sykes, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.
Territory includes North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Foreign Trade Service Abroad

Mexico

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

Netherlands

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

Newfoundland

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

New Zealand

Wellington—P. V. McLane, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MacDonald, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark.

Peru

Lima—C. J. Van Tighem, Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

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

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

South Africa

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

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

Cable address, Cantracom.

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

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

Cable address, Cantracom.

Sweden

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

Territory includes Finland.

Trinidad

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

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

United Kingdom

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

Cable address, Sleighing, London.

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

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

Cable address, Sleighing, London.

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

Cable address, Canfrucom.

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

Cable address, Timcom, London.

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

Territory includes the Midlands, North of England and Wales.

Glasgow—G. F. G. Hughes, Acting Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

United States

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

New York City—M. T. Stewart, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

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

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

Venezuela

Caracas—C. S. 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 June 23	Nominal Quotations June 30
Argentina	Peso	Off.	2977	·2977
		Free	·2440	·2440
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Empire	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5714	·5714
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
Eire	Pound	....	4·0300	4·0300
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0073
France and French North Africa	Franc	....	·0084	·0084
French Empire—African	Franc	....	·0142	·0142
French Pacific Possessions	Franc	....	·0201	·0201
Haiti	Gourde	....	·2000	·2000
Hong Kong	Dollar	....	·2518	·2518
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Iraq	Dinar	....	4·0300	4·0300
Italy	Lira	....	·0044	·0044
Jamaica	Pound	....	4·0300	4·0300
Mexico	Peso	....	·2059	·2059
Netherlands	Florin	....	·3769	·3769
Netherlands East Indies	Florin	....	·3769	·3769
Netherlands West Indies	Florin	....	·5302	·5302
New Zealand	Pound	....	3·2402	3·2402
Norway	Krone	....	·2015	·2015
Palestine	Pound	....	4·0300	4·0300
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·5000	·5000
Portugal	Escudo	....	·0403	·0403
Siam	Baht	....	·1000	·1000
Spain	Peseta	....	·0916	·0916
Straits Settlements	Dollar	....	·4701	·4701
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Turkey	Piastre	....	·0035	·0035
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5629	·5629
Venezuela	Bolivar	....	·2985	·2985