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COVER SUBJECT—Southampton, home port of the world's largest liners, a number of which carried personnel of the Canadian armed forces during the war. In the foreground is the R.M.S. *Queen Mary*, which is scheduled to sail for New York on July 31 on her first postwar voyage as a passenger liner, and the R.M.S. *Andes*. These two, and the R.M.S. *Queen Elizabeth*—at the long dock centre top—were frequent visitors to Halifax between 1939 and 1946. Four Union-Castle liners, several of which also embarked troops in Halifax, lie alongside the quay beyond the world's largest liner.

Photo by Aerofilms Limited

Newfoundland's Basic Industries Operating Close to Capacity

Fisheries, mining and pulp and paper manufacturing in favourable position—Large capital expenditures planned on West Coast—Imports substantial in last three months—Total of 723 aircraft landed at Gander Airport in May.

By J. C. Britton, Commercial Secretary for Canada

ST. JOHN'S, Newfoundland, June 30, 1947.—Economic conditions in Newfoundland continue to be favourable, and during the first six months of 1947 there has been no noticeable decline in the general position when compared with the past few prosperous years. The country's basic industries—fishing, mining and pulp and paper manufacturing—have been operating close to capacity throughout this period. A substantial expansion program, designed to increase output considerably, is being undertaken by the country's two paper companies. Existing mining enterprises are working on a full-time basis, while further prospecting and exploration work is being undertaken in both Newfoundland and Labrador.

The cod fishery, which is of such vital importance to Newfoundland's economy, is now in full swing in both Newfoundland and Labrador, and a successful season is anticipated. The demand for dried salt codfish in traditional markets is still brisk, and exporters anticipate that prices for the 1947 catch will be as high as those which have ruled in the past few seasons. Cod fillet production in the first half of 1947 has declined considerably by comparison with the same period in 1946. Prices are lower and competition for available business in the principal market—the United States—is keener. The seal fishery, recently concluded, was more successful than in recent years, and it is felt this phase of the fishery will gradually improve and that future catches will eventually approach the high totals of prewar years.

Large Capital Expenditures on West Coast

Government revenue for the first two months of the fiscal year 1947-48 was above the total for the same period in the previous year. Expenditure was also higher during April and May. Nevertheless, there was a substantial surplus of revenue over expenditure. Cost of living continues to increase, and for May the index for St. John's stood at 169.7 (October, 1938=100). To meet rising living costs, wages in several industries have been increased, mainly by negotiation, although strikes in the building trades have taken place. Retail and wholesale trading has been, on the whole, quieter during the first half of 1947 by comparison with previous years. Merchants have heavy stocks of high-priced merchandise available and, as a result, have curtailed purchases in recent weeks. Credit sales, particularly in rural areas, have been increasing. A government sanatorium and hospital are to be erected on the west coast and a private hospital is being built at Corner Brook. The expansion program planned by the paper mill at Corner Brook, which entails the expenditure of \$7,000,000, is getting under way. It was announced recently that more than \$30,000,000 will be spent on the United States Army Base at Harmon Field. These projects will have a beneficial effect on the general economy of the country and will serve greatly to increase business activity on the west coast.



Air photograph of St. John's, Newfoundland. The harbour, shown in the right of the picture, has seen an increase in the amount of cargo passing in and out of the country in late years, as imports to and exports from this country rise to high levels.

Photo courtesy Royal Canadian Air Force

Newfoundland Imports Substantial

The volume of imports into Newfoundland during April, May and June has been substantial. During this period, exporters in supplying countries, particularly the United States and Canada, have shipped orders to Newfoundland merchants which have in some cases been outstanding for as long as two years. There are no figures yet available showing the direction of trade, but it is evident that imports from the United States in the first three months of the fiscal year 1947-48 have risen sharply.

Imports from the United Kingdom have not begun to reach prewar volume. The principal articles forthcoming from this source of supply include earthenware pipes, bricks, textiles, alcoholic beverages, hardware, apparel, pottery, glassware and motor cars. Canada's exports to Newfoundland during the first four months of 1947 were valued at \$11,689,373, a substantial rise from \$8,250,040 in the previous year. As is usually the case, Canadian imports covered a very wide field.

Trade statistics indicate that Canada is the principal source of supply for Newfoundland, as follows:

Newfoundland Imports, on Percentage Basis

	1938-39	1944-45
Canada	38	63
United States	31	33
United Kingdom	23	3
All other countries	8	1
	100	100

Canada's exports to Newfoundland in 1946 were valued at \$38,228,837, compared with \$8,792,280 in 1939, whereas Canadian imports from Newfoundland in 1946 were valued at \$7,289,906, compared with \$1,955,307 in 1939.

Like Canada, Newfoundland depends on world trade for a large proportion of her national income. There has been an increase of over one hundred per cent in the total trade of Newfoundland since 1938-39, as follows:

External Trade Figures

	1944-45	1943-44	1942-43	1941-42	1938-39
Imports	65,824,066	62,488,649	52,376,886	64,584,895	24,460,618
Exports	48,711,980	44,444,620	30,928,201	39,399,640	31,987,344
Total	114,536,046	106,933,269	83,305,087	103,984,534	56,447,962

Heavy Increase in Herring Exports

The UNRRA herring pack for 1947 is expected to be completed shortly, and all shipments should be en route by the first week in July. There were two UNRRA herring contracts, calling for a total of 75,000 barrels of 225 pounds each of hard-cured split herring. There has been no announcement as yet regarding future herring contracts, which are very desirable if this particular phase of Newfoundland's fisheries is to be continued at anything approaching the scale of the past few years. Exports of herring from Newfoundland in the fiscal year 1946-47 exceeded \$3,000,000, whereas in the fiscal year 1938-39 exports of herring of all types were valued at \$250,000.

Total of 100,000 Seals Taken

Final official returns for the seal fishery for 1947 have not as yet been issued but, according to unofficial published reports, approximately 100,000 seals were taken. A total of twelve motor vessels and auxiliary schooners and one iron and wooden vessel prosecuted the seal fishery this year. The total catch for 1947 is far below the average catch for the years 1935-40, when approximately 924,000 seals were taken, or 1,708,000 during the six-year period 1906-11. Something approaching a revival has taken place this year, and the interest aroused by the successful voyages should ensure a larger number of vessels going to the ice fields in the future. The seal fishery can make an important contribution to the general economy in that it enables fishermen to augment their earnings in the off-season, March to April. Seal spotting by airplane has been carried out extensively during 1947 with highly satisfactory results.

Lobster Fisheries Favourable

The lobster season, which has been under way for approximately two months after a slow start, has shown considerable improvement. To date, only one shipment of live lobsters has been transported from Newfoundland by air to the United States market. Returns to lobster fishermen for 1947 should compare favourably with those of the past two or three years. Commercial salmon fishing has not been good, as salmon have been scarce, but according to local tradition a poor salmon fishery presages a successful cod fishery.

Cod fish exporters are at the moment setting up a co-operative marketing organization to take the place of the Group Marketing System, under which salt codfish exports have been made in recent years. It is intended that funds derived from the sale of dried salt codfish will be pooled and averaged. It is hoped to have the new system in operation in order to handle at least the bulk of the 1947 dried cod fish exports. The new co-operative marketing system is expected to assist in stabilizing this essential industry.



Handling and drying of codfish at Carmanville, Newfoundland. The cod fishery, vital to Newfoundland's economy, is now in full swing and a successful season is anticipated. Demand for dried salt codfish is brisk in the traditional markets.

Material Increase in Shipping

There has been a substantial increase in both inward and outward shipping during the half year of 1947, as compared with the same period in 1946, and the port of St. John's has been quite active. For the first six months of 1947, a total of 301 inward foreign vessels and 170 vessels of Newfoundland registry discharged at St. John's, while 273 foreign and 272 local vessels cleared outward. In the same period in 1946, 203 foreign and 135 local vessels entered the port of St. John's, while 191 foreign and 269 local vessels cleared this port.

Heavy Traffic Through Gander Airport

Traffic through Gander airport continues to increase each month. This airport is, now one of the most important links with international civil aviation. A grand total of 732 planes—scheduled and unscheduled flights—landed at Gander during May. This compares with 694 for April and 435 for March. It is likely that air traffic through Gander for the months of July and August will be considerably heavier than that of the past few months. During 1946, more than 30,000 airline passengers cleared through Gander.

This airport, which possesses all modern facilities, gives employment to 1,500 Newfoundlanders. Trans-Canada Airlines at the beginning of

May increased its accommodation on the Canada-Newfoundland service by the introduction of 20-passenger Douglas air liners to replace the former Lodestars. The company has two flights daily from Moncton and Sydney, calling at Gander and Torbay.

Roadbuilding Program Progresses

The Newfoundland Government's roadbuilding program for 1947 includes preliminary work on the highway which will eventually connect Corner Brook and Stephenville Crossing with a junction to St. Georges and settlements in the Port au Port areas. Work has also been undertaken on the road from Gander to Glenwood. The original road, built by the R.C.A.F. during the war, was discontinued within 2 $\frac{3}{4}$ miles of the Gander River. The official opening of the St. John's-Bonavista road took place yesterday, the Governor of Newfoundland officiating. This road will link the Avalon Peninsula with the settlement of Bonavista.

The Commissioner for Finance of the Newfoundland Government revealed in his budget speech a few weeks ago that the financial allocation for the operation of the Newfoundland Railway for the fiscal year 1947-48 would exceed \$4,500,000. This total includes an amount of \$1,546,000, representing the balance due for two new steamers to be used on coastal routes, and also an amount of \$750,000, representing conversion of coal-burning to oil-burning engines. At the moment an investigator is in Newfoundland to conduct a general survey of the Newfoundland Railway for the government.

Subsidies Paid on Primary Production by New Zealand Partially Recoverable

Agreement with Farmers' Federation provided that, where subsidy was paid to hold farm costs, any increase in the rate of subsidy above that of December 15, 1942, could be debited to a Farm Industry Stabilization Account—Prices of stabilized commodities have not increased—Government has begun to lift subsidies, which were difficult to administer.

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

(Editor's Note—This is the last of two articles on the stabilization policy in New Zealand from 1945 to 1947. The first appeared in the July 5th issue of *Foreign Trade*.)

WELLINGTON, May 8, 1947.—Part of the subsidies on primary production are recoverable from the Farm Industry Stabilization Accounts under the agreement with the Farmers' Federation of June 18, 1943. This agreement provided that, where a subsidy was paid to hold farm costs, any increase in the rate of the subsidy above that of December 15, 1942, could be debited to a Farm Industry Stabilization Account. It also provided, however, that the full rate of these subsidies could be charged against the stabilization accounts if price increases were received for New Zealand produce overseas which specifically covered the increased costs including those costs which had been incurred before December 15, 1942, and which had been met by subsidy. The government consulted with a joint committee of the New Zealand Meat and Dairy Boards on what debits should be made to their stabilization accounts for each accounting period and the principles stated above have been accepted as determining the procedure to be followed in making the debits.

Substantial subsidies were already being paid by the government before the stabilization date, December 15, 1942. The price of super-phosphate was held by subsidy at the September 1, 1939, level and butter boxes were stabilized from the 1940-41 season. With the more comprehensive scheme for stabilization announced on December 15, 1942, a much wider range of farm costs had to be held. Many of these farm items have since been subject to rising import costs and have therefore had to be subsidized.

U.K. Dairy and Meat Contract Includes Subsidies

In 1944 new contract prices for dairy and meat produce were negotiated with the United Kingdom Government. The increased prices received from the United Kingdom as a result of these negotiations were based on submitted costs, including the farm subsidies which were being paid by the government. The new contract prices, therefore, specifically covered farm subsidies relating to dairy and meat production. It is out of these additional receipts, which are paid into the appropriate Farm Industry Stabilization Accounts, that the dairy and meat industry meet their share of farm subsidies.

In the 1943-44, 1944-45, and 1945-46 periods, the dairy and meat industries met their full share of subsidies, debits being based on the estimated usage of the subsidized items. In the 1946-47 season, however, the position will be different. The dairy industry in this season will meet only that portion of its subsidies which relates to export production. That portion of the subsidies relating to the butter consumed on the local market will be a charge on the consolidated fund, and, if cost allowances are added, the total charge on the consolidated fund will be approximately £1,500,000.

Recoveries from Dairy and Meat Industries Did Not Cover Costs

Even in those seasons when the debits against the Dairy and Meat Industry Stabilization Accounts were related to total production, the recoveries from these industries did not fully cover government expenditures. Thus, in 1945-46 after debits were recovered from the Meat and Dairy Industry Stabilization Accounts, the government still had to bear a subsidy cost of £2.25 million approximately. Many of the subsidies which have assisted in holding the costs of the meat and dairy industries have also benefited other farming industries. But these other farming industries have not received additional receipts from overseas for their produce since December 15, 1942, and consequently there have been no credits against which subsidy debits could be offset.

Both the dairy and meat industries have built up substantial credit balances in their stabilization accounts which will be valuable in cushioning any fall in export prices in the future. At July 31, 1946, the credit in the Dairy Stabilization Account stood at £4,713,123. The Meat Stabilization Account showed a credit of £3,270,754 on the same date. In addition, the Meat Pool was in credit to the amount of £8,931,174.

Prices of Stabilized Commodities Have Been Rigidly Held

Just how rigidly the prices of the stabilized commodities have been held since December, 1942, is shown by the fact that the Wartime Prices Index in December, 1946, showed an increase of only .8 per cent. This success, however, has been bought at the cost of heavy subsidies. The gross total of subsidies paid in 1942-43 was £3.9 million approximately.

This had increased to £9.2 million approximately in 1945-46 and to an estimated £13.75 million for 1946-47. During this period the net subsidies carried by the state funds almost trebled; that is, after recoveries of subsidies from the Farm Industry Stabilization Accounts, state funds bore £3.9 million in 1942-43 and an estimated £10.1 million for 1946-47.

Rising Internal Costs Evident in Past Year

The factors underlying these increased subsidies could be summarized as (a) increasing import costs and (b) rising internal costs in New Zealand. The latter factor has been especially evident in the past year as the result of the effects of the general wage increase of March, 1945. Higher wage costs have directly affected subsidies such as coal and gas. They have, of course, affected a wider range of subsidies as well, though in a lesser degree. Higher import costs have resulted in considerable increases in subsidies such as that on sugar.

Government Lifting Some Smaller Subsidies

While there has been a very large increase in subsidies in the past year, the government has begun to lift some of the smaller subsidies, particularly those which were difficult to administer. This policy of removing subsidies is slowly gathering speed and is likely to continue, since it is realized that the present condition of heavy subsidization does not encourage efficiency in industries and is apt to encourage waste. Recently, the subsidy on sugar used in manufactured commodities was lifted. Subsidies have been lifted partially on apples and eggs. Coffee and salt are two commodities from which the subsidy has been removed entirely.

Commission Concerned About Production of Essential Commodities

The Stabilization Commission, as an advisory body to the government, has been increasingly concerned about the adequate production of essential commodities. It is recognized that this is an integral part of the stabilization program. The difficulty of ensuring adequate supplies has been accentuated by the shortages of raw materials and by the shortage of skilled labour. Nevertheless, the Commission has been endeavouring to develop a policy which would encourage the use of these limited supplies of raw materials and labour on those items most needed. This has resulted in some modification of the wartime price policy. During the war, price control in general was on a cost plus basis. The disadvantage of this policy is that it does not give incentive to the efficient producer and bolsters up the inefficient. It may be necessary to replace this form of control by price ceilings on an industry basis. This is now being carried out in the garment industry and it is hoped to encourage efficiency and check the production of luxury items by this method. The experience gained here will be useful in extending this price policy over a wider field in the future.

German Plant Offered For Sale by Inter-Allied Reparation Agency

The Allied Control Council has allotted to the Western Allies, through the Inter-Allied Reparation Agency, the German plant and equipment listed below. Expressions of interest are being sought from the member governments of I.A.R.A., on which Canada is represented. The closing date for the submission of bids concerning this plant is July 26, 1947. Inventory list of the plant is held by the Industrial Development Division,

Department of Trade and Commerce, Ottawa. All enquiries should be addressed to the director of this division.

2005—Mauserwerke A.G. at Oberndorf-Neckar: Plant specialized in manufacture of war armaments as well as sporting arms, also precision instruments, computing machines and sewing machines. Arms manufacture ceased April, 1945. Equipment now available in two parts: (1) war manufacture (arms); and (2) peacetime manufacture (precision instruments, computing machines, etc.). Items listed include various type lathes, grinding, drilling, grooving, scraping, milling machines. War damage slight.

Australia Requires Fish Labels To Show Country of Origin

Regulation, to be strictly enforced, applies to all foods and drinks—Trade description of goods must also appear on labels—Approved code mark, indicating species of salmon, should be indented on tin.

By C. M. Croft, Commercial Counsellor for Canada

CANBERRA, June 30, 1947.—With the reopening of private trading in fish, the question of Australian labelling regulations must be brought to the attention of Canadian exporters. During the war years, there was no commercial trading, all imports of canned fish being for government account. As such fish did not enter the commerce of Australia, the labelling regulations were not enforced.

However, now that private trade has been resumed, the Australian authorities insist that the regulations be fully complied with. Some recent shipments of Canadian sardines have not conformed with the marking requirements. While the authorities here have been lenient in these instances, this will not be the case in the future.

In order, then, to avoid delays and inconvenience to both the Canadian shipper and the Australian importer, the regulations under the Commerce (Trade Descriptions) Act 1905-1933 are quoted hereunder. These regulations prohibit the importation of a number of commodities, including articles used for food or drink by man, or from which food or drink for use by man is manufactured or prepared, "unless there is applied to such commodities a trade description in accordance with the regulations as follows:—

"The trade description to be applied in accordance with these Regulations shall comply with the following provisions:—

- (a) It shall be in the form of a principal label or brand affixed in a prominent position and in as permanent a manner as practicable to the goods, or, where affixture to the goods is impracticable, to the coverings containing the goods; and
- (b) It shall contain in prominent and legible characters the name of the country in which the goods were made or produced; and, in the case of the goods specified in paragraph (a) of regulation 7 of these regulations, a true description of the goods; and
- (c) Where any weight or quantity is set out, it shall specify whether the weight or quantity so set out is gross or net."

(NOTE.—Regulation 7 (a) referred to above sets forth the commodities which may not be imported without a trade description, and 7 (a) (i) specifies articles used for food or drink by man).

Country of Origin to be Shown

Thus, all foods or drinks must be labelled with a trade description showing the country of origin and the nature of the goods. The Customs authorities in Australia advise that the label must state the actual country and not a portion thereof. For example, the word "Canada" must be used and not only, for example, "British Columbia" or "New Brunswick". In this connection, it should be pointed out that some canned fish has recently arrived in Australia with labels indicating merely the province of Canada in which it has been packed or where the exporter has his place of business. This is regarded as non-compliance with Australian regulations and the word "Canada" should follow reference to any province of Canada, if any province is mentioned.

With respect to sardines, special regulations apply. The term "sardine", without qualification, is reserved for the *sardina pilchardus*, of England, France, Portugal, Spain and portions of the Mediterranean. No objection, however, is taken to the use of the term in describing other small fish packed in tins, provided the word "sardine", wherever appearing on the labels, is preceded by an adjectival word denoting the country in which the fish was caught and canned. Thus small fish packed in Canada and intended to be sold in Australia under the trade description of "sardines" must be labelled as "Canadian Sardines". The Customs authorities state that the word "Canadian" must precede the word "sardines" in equally prominent characters. They do not insist on the type being of equal size but only that it bears a reasonable relation so that the retail purchaser will know that he is buying "Canadian" sardines. A recent shipment was labelled "Sardines" in bold white lettering on a dark background, preceded by the name of the province in which the fish was packed, in lettering with little contrast to the background. This is held by the authorities to be non-compliance with the regulations on two counts:—(a) it does not show the *country* of origin; and (b) the adjectival word is not in equally prominent characters to the word "sardines".

Trade Description Must be Given

A further feature of the regulations, in so far as sardines is concerned, is that the regulations prescribe that:—"the containing tins of sardines must bear the prescribed trade description. It is not sufficient if the description is applied only to the wrappers." The can itself need not be embossed with the words "Canadian Sardines", although some packers follow this procedure. But, as a minimum, a label must be affixed to the tin with the word "Canadian" preceding every reference to the word "Sardine". In addition, if the label on the can is not apparent to the ultimate purchaser when the can is covered by a wrapper, the trade description of the contents (e.g. "Canadian Sardines—Packed in Canada") must also be shown on the wrapper.

Although no difficulties have recently been experienced in connection with canned salmon, it should be remembered that the trade description as set forth in the regulations under the Commerce (Trade Descriptions) Act, shall contain the word "Salmon" and one or both of the following markings:—

- (a) The colloquial name of the species of the salmon shown in prominent letters adjacent to the word "Salmon";
- (b) An approved code mark in the form of a letter indented on the tin, indicating the species of the salmon.

The colloquial name and the approved code mark respectively for various species of salmon are as follows:—

Species	Colloquial Name	Code Mark
Oncorhynchus nerka	"Sockeye"	S
Oncorhynchus nerka	"Blueback"	B
Oncorhynchus tshawytscha.....	"Spring"	T
Oncorhynchus kisutch	"Cohoe" or "Coho"	C
Oncorhynchus gorbuscha	"Pink"	P
Oncorhynchus keta	"Chum"	K
Salmo gairdneri	"Steelhead"	H

The words "Red Alaska" may be used instead of the colloquial name to describe salmon of the species *Oncorhynchus nerka* caught in Alaskan waters.

The word "Red" must not be used in the trade description of the species *Oncorhynchus gorbuscha* (Pink), *Oncorhynchus keta* (Chum) or *Salmo gairdneri* (Steelhead).

Full compliance with the labelling regulations is urged. Otherwise the canned fish, or other foodstuff, will not be permitted to be sold in Australia without the costly procedure of re-labelling.

Cuban Export Trade Last Year Highest in Quarter Century

Heavy production of sugar and tobacco with high world prices boost value of exports to \$475,864,000 in 1946 as compared with prewar average of \$152,768,000—Imports also reflected influx of new money—Sugar production in 1947 may reach record proportions.

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

(Editor's Note—This is the last in a series of three articles on economic conditions in Cuba during 1946. The first two articles appeared in the June 21st and July 5th issues of *Foreign Trade*. All values shown refer to United States dollars.)

HAVANA, May 23, 1947.—With the heavy production of sugar and tobacco, and with high world values for the two crops, Cuba's export trade reached the highest levels since the boom year of 1920. Imports similarly reflected the influx of new money. Exports were valued at \$475,864,000 in 1946 as compared with \$409,925,000 in 1945 and the 1935-39 average of \$152,768,000, while imports for the same periods were valued at \$307,247,000, \$238,936,000 and \$108,024,000 respectively. The favourable balance of trade increased from the 1935-39 average of \$44,744,000 to \$170,989,000 in 1945 and \$168,617,000 in 1946.

In so far as the 1946 export figure is concerned, it was based on the basic minimum price of 3.675 cents for sugar exported to the United States. Since the average price finally worked out at about 4.11 cents, the final 1946 figure will be considerably higher. Using the lower value for sugar, the United States took some 67 per cent of total exports. During

the war, the United States average had risen to nearly 90 per cent of total exports, but the opening of the markets has lowered the United States percentage to below its prewar average of about 78 per cent. In imports, the United States share was about 77 per cent of the total, which is still ahead of its prewar level of about 68 per cent, and not much different from its wartime position.

Cuban Trade, by Principal Countries

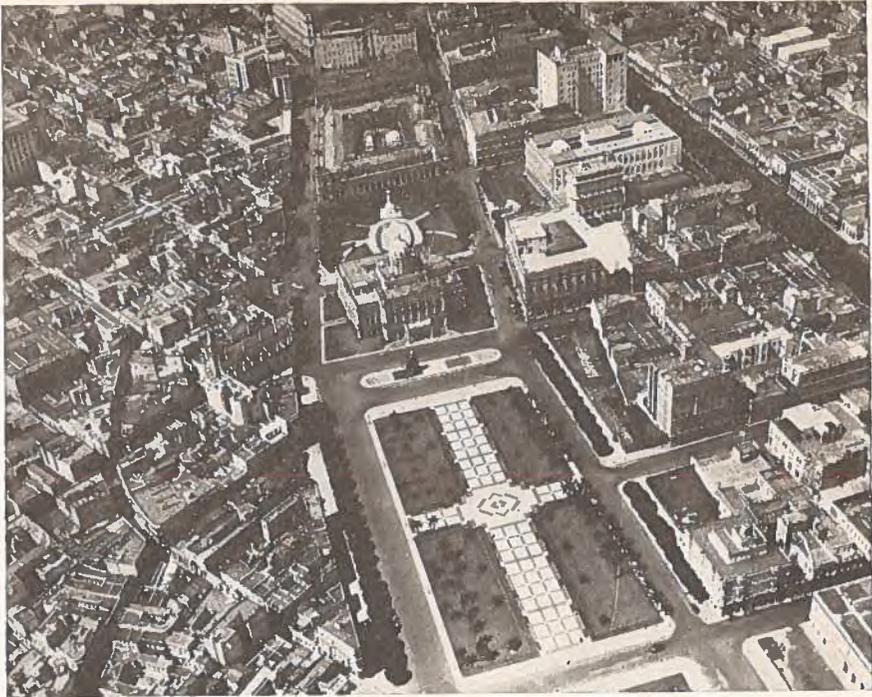
	Imports		Exports	
	1935-39	1946	1935-39	1946
	Thousand Dollars			
United States	\$ 72,912	\$236,113	\$119,081	\$320,684
Argentina	326	5,081	542	761
Canada	993	3,350	422	9,349
Chile	930	6,524	393	4,331
Mexico	1,047	7,016	29	10,865
Dutch West Indies	1,692	7,222	13	313
Spain	2,619	5,174	1,418	8,018
Norway	516	2,787	582	41
United Kingdom	4,616	4,272	18,291	64,003
Sweden	639	4,558	431	431
France	2,598	577	2,182	7,611
Netherlands	947	190	988	12,121
Belgium	1,218	681	1,357	6,414

Detailed figures for 1946 are not yet available, but the somewhat startling changes in the exports revealed in the foregoing table are almost entirely the result of sugar and tobacco. In imports, the increases shown are the result of the heavier demands for nearly all articles to make up depleted stocks, but more particularly the result of the current prosperity and greatly increased standards of living. Higher exports to Canada and the United Kingdom are largely the result of sugar and sugar products purchases, which were formerly bought elsewhere. (Canada's increase is also the result of heavy purchases of pineapples, both tinned and fresh.) Chile and Mexico increased their supplies of food products, notably beans, chick peas, garlic and fats, while imports from Argentina were principally of their traditional products, such as tallow and tanning extracts. Imports from Norway were largely codfish and bloaters, whereas Sweden supplied hardware, machinery, pulp and paper. Increased exports to Spain included heavy purchases of cigars.

Improved Trade Reflected in Banking Statistics

With the heavy influx of money into the country, all banking statistics showed marked advances. Clearings were up 30 per cent over last year, and cheques paid advanced about 33 per cent. The estimated money in circulation in public hands was about \$375,512,874, or about \$75 per capita. The total is an advance of some 20 per cent over 1945. Other reflections of this prosperity were in the increase in building permits to over \$34 millions, or an advance of 57 per cent. Private salaries and wages, exclusive of agricultural workers, were up 17 per cent. This latter increase is undoubtedly largely the result of increased rates for labour, rather than any notable increase in numbers employed.

Regular government revenue during the year reached an all-time record of about \$218 millions, which compares with \$181 millions in 1945, and \$71 millions in 1939. In addition to the 1946 regular revenues, there were also several special funds that would have brought the total government income up to over \$280 millions. Whereas in 1939 customs revenues accounted for some 34 per cent of total revenue, in 1946 they produced under 16 per cent of regular revenue and about 12 per cent of total actual income.



Havana, showing the presidential palace. In the foreground, leading to the presidential palace, is the Avenida de las Misiones. Immediately in front of the palace stands part of the ancient city wall, which has been preserved.

Photo courtesy Cuban Tourist Commission

Sugar Production in 1947 May Constitute a Record

It is probable that the 1947 sugar production will reach a record figure. Conservative estimates place the crop at possibly 5,500,000 long tons, or 39 per cent over 1946 and 73 per cent over the 1935-39 average. When it is considered that the absolute minimum price has been set at 4.925 cents per pound (and it may be higher), this may mean a value of \$700 millions, taking into account all sugar products, including refined sugar, candy, alcohol and molasses. This compares with the \$490 millions for last year's crop and \$112 millions for the prewar average.

The effects of this new money on the Cuban market can be appreciated, particularly when it is realized that the market has a long way to go before it can be filled with goods required for a normal demand. At the moment, there is some feeling of hesitancy in the market, brought about by labour problems, particularly the difficult situation in the crowded docks. It is thought that when the weight of the new crop money starts coming on the market, there will be a strong demand for imports of all sorts.

Most of Money Will Remain in Cuba

Although slightly over 50 per cent of the sugar production is from the United States-owned mills, the great proportion of this new money will stay in Cuba in wages to cane and mill workers. It is of interest to note that the sugar industry is becoming more and more Cuban owned. The United States owned 58 mills in 1946 compared with 66 before the war, and they produced about 51 per cent in 1946 against 55 per cent in

1939. The Cuban-owned mills, generally of smaller size, increased from 56 in 1939 to 89 in 1946, and their production went up from 22·4 per cent to 38·6 per cent of the total. Principal change in ownership during the war was with the Spanish-owned mills. These fell from 33 to 13, while production percentage dropped from 14·9 in 1939 to 4·9 in 1946. There were ten Canadian-owned mills with 4·8 per cent of production in 1939, and only seven in 1946 with 3·5 per cent of production.

Marketing of 1947 Sugar Crop by Contract

Under the terms of the United States sugar contract, all of the sugar will be sold to that country except 350,000 tons for domestic consumption and 300,000 tons for export to other countries. The government has decreed that the domestic sugar will be sold to the refiners at the basic minimum price of 4·925 cents, but the 70,000 pounds of the domestic quota set aside for hard-candy manufacturers, will be taxed 1·5 cents for the 40,000 pounds of sugar used for candy exported to the United States, and 3 cents for the 30,000 pounds required for the manufacture of candy for export to other countries, the tax to be used to bolster the food import subsidy fund.

The 300,000 tons set aside for sale to other countries will be bought by the government at the basic price and resold at "world" prices to countries not having a quota assigned from Cuba. The profit on this year's other countries' quota will not reach the \$18·5 millions secured last year from the sale of 250,000 tons. The basic price is much higher and the selling price will probably be less. Last year, all of this quota was sold to Mexico and South American republics. This year there is not such a demand, so that the actual government profit from this quota may be quite small. Since this profit is the basis on which subsidy payments for imports of food, notably rice and flour, are made, the government may have to seek other sources of revenue to finance its food subsidy program.

Market for 1947 Basically Good

Canadian exporters may, therefore, look to a good demand from Cuba for most articles of consumption. While the United States has some customs preference on all imports, the basic Cuban duties are low, so that the preferences are not necessarily prohibitive. It is of interest that the postwar marketing of sugar has been orderly, so that the good prospects for 1947 are not the result of a run-away price of sugar. It will be important to watch the effect of the removal of controls on sugar in the United States, at present due to terminate on October 31 of this year, unless extended, for it must be remembered that, as sugar prospers, so will Cuba.

Nova Lisboa New Capital of Angola

Leopoldville, June 7, 1947.—(FTS)—Nova Lisboa (New Lisbon) is the new capital of Angola, a decree of the Portuguese Government having recently transferred this distinction from Luanda. The administrative services and the residence of the Governor General will remain at Luanda until further notice, however.

Nova Lisboa is an agricultural centre with a European population of about 5,000, as compared with 9,000 in Luanda. It is situated at an altitude of 5,100 feet and 300 miles inland on the railway between Lobito Bay and the Katanga district of the Belgian Congo. The port of Luanda will continue as the commercial centre of Angola. The climate of the new capital is doubtless responsible for the change.

Labour Conditions in Peru Were Unsettled During the Past Year

Practically every industry and branch of commerce involved in labour disagreements—Cost-of-living index reached 235.5 at December 31, 1946, an increase of 25.6 points over the same date in 1945—Improvements made in transportation and communication services during the year.

By C. J. Van Tighem, Acting Commercial Secretary, Canadian Embassy

(Editor's Note—This is the last of two articles on economic and commercial conditions in Peru last year. The first article appeared in the June 28th issue of *Foreign Trade*. One sol equals \$0.1538 Canadian.)

LIMA, May 13, 1947.—Labour conditions continue very unsettled, with strikes and work stoppage being the order of the day. A 5-day transportation strike, involving buses, taxis and trucks of all kinds occurred during the latter days of November and the beginning of December. This was preceded by a lengthy tramway strike in August and September lasting two weeks, an 8-day construction industry strike in June, strikes in the textile and baking industry, to mention a few of the more important ones. Practically every industry and branch of commerce has been involved in labour disagreements, with sizeable wage increases being granted in the majority of cases. Peculiarly enough, those industries where higher wages are paid seem to be faced with the most frequent strikes.

Under Law No. 10624, which amended the Employees' Law, any employee with 40 years of services will be pensioned on full salary plus the regular cumulative indemnities which amount to one month's salary for each year of service. Information, made public on October 18, indicated that the government proposes to sponsor the immigration of technicians as well as unskilled labour. An Italian commission arrived in Lima on November 9 to discuss the colonization of suitable lands by Italian farmers and the admission of Italian labourers.

Cost-of-Living Index Continued Upward

The index of cost of living continued upward, reaching 235.5 at December 31, 1946, being an increase of 25.6 points over the same date in 1945. This index is based on retail and domestic prices and is comprised of the following:—

Cost-of-Living Index

	December, 1946	December, 1945
Food	238	218
Housing	196	178
Clothing	324	263
Various others	202	176

Wholesale Price Index

	National products		Imported	Food-	Other	General
	Consumed	Exported	products	stuffs	materials	index
December, 1946	261.6	271.0	310.1	265.6	297.2	281.9
December, 1945	212.3	204.6	275.7	218.2	253.4	236.4
Increase	49.3	66.4	34.4	47.4	44.8	45.5

Base years 1934-36=100.

Peruvian Corporation is Principal Railway Company

The principal railway company, operating the Northern Central and Southern railways as well as Lake Titicaca steamers, is the Peruvian Corporation. Total mileage of track operated by this company in Peru amounts to 1,062 miles. During the year ended June 30, 1946, the total number of passengers carried was 3,096,055, as compared with 3,107,895 in 1945. Freight tons carried increased from 1,673,650 to 1,761,175. Although gross revenue increased, the net profit declined due to a rise in expenditures as result of higher cost of materials, wages, social legislation and provision for renewals. A program of re-equipment was initiated involving approximately £1,500,000 sterling to be expended over several years. During the year, ten new locomotives were received in Peru, six being assigned to the Central Railway and four to the Southern Railways.

Plans to modernize the street railway systems in Lima and Arequipa were put into effect through the purchase of equipment in the United States and Switzerland. Some of the cars have already arrived and will be in service during the coming year.

Partial Return to Prewar Shipping Service Achieved

A partial return to prewar shipping service was achieved with the initiation of weekly sailings on the part of W. R. Grace & Company. Six new "Santa" ships, combined passenger and freight, with cargo capacity of 9,000 tons and accommodation for 52 passengers, were put into service. The Pacific Steam Navigation Company, providing service between Liverpool and Callao, also put into service four of their new fleet of eight combined passenger and freight boats.

In September, Peru's national steamship line, the "Cia. Peruana de Vapores" became totally government owned, at the same time changing its name to "La Corporacion Peruana de Vapores". Improvements in its service were effected by the purchase of six new vessels, two of which were 10,000-ton cargo ships, two 5,000-ton motor vessels and 2 petroleum tankers of 4,000 tons.

Activity in Civil Aviation Reached a New High

Activity in civil aviation reached a new high during 1946. Not only did the existing airlines improve their services through purchases of new equipment, but existing facilities were greatly increased by the formation of new airline companies within Peru. Bilateral air agreements were signed, granting permission for new foreign airlines to operate within the country. Temporary permits were granted for other companies to operate for trial periods.

At the beginning of the year, the only airline offering international service was Pan American Grace Airways Incorporated (PANAGRA). During the course of the year, permission to operate was given to seven airlines providing international service. In addition to this, two new airlines were initiated, offering services within the country. Increases in both passenger and freight carried were recorded. Final figures for 1946 are not yet available, but up to the end of the third quarter of 1946, 51,286 passengers were reported as against 58,726 for the entire year of 1945. Freight carried up to the end of the third quarter of 1946 amounted to 1,256,377 kilos, compared with 1,198,811 kilos for the whole of 1945.

P. T. Coolican, of Ottawa, Directs Reorganization of Postal Department

Reorganization of the postal department, which was authorized by Law No. 10563 of May 5, progressed favourably under the direction of



Pan-American Highway, which traverses the length of Peru, is one of the main transportation arteries of that country.

Courtesy Canadian Geographical Society

P. T. Coolican, former Assistant Deputy Postmaster General of Canada, who was commissioned specially by the Peruvian Government to undertake this task. In order to accomplish the necessary reforms, authority was given to issue bonds up to an amount of \$10,000,000.

Telephone Service Being Improved

The shortage of telephones operated by the *Compañía Peruana de Telefonos* still prevails, although the first step in the alleviation of the problem was taken with the commencement of work on the new telephone building which is to house the new exchanges and the company's offices. This building, which is in the centre of the business district will cost \$2,500,000, according to estimates, and will have a capacity for 20,000 lines of automatic equipment. The L. M. Ericson Company of Stockholm is engaged in the installation of an automatic central exchange in Arequipa, Southern Peru, which will have a capacity of 2,500 phones. The *Compañía Nacional de Telefonos* is installing radio-telephone equipment to link Lima with provincial centres.

Shortages of Exchange Involves Control of Imports

Although exports increased in total value, the country experienced great difficulties in carrying on normal business, due to the shortage of foreign exchange necessitating a very strict control of imports. Imports were limited to essential products such as foodstuffs, chemicals, machinery, etc. Shortages of foodstuffs, particularly meat, flour and vegetable oils, have occurred periodically. Strikes and labour unrest have been prevalent and the cost of living continued to soar upwards. The budget was the highest in the history of Peru, while the foreign credit, in view of the fact that no arrangement was made for servicing of the foreign debt, remained low. Prospects for the future do not appear to be particularly encouraging, as the foreign exchange situation does not show any signs of improvement, although the \$30,000,000 loan from the Export-Import Bank, if obtained, would offer temporary alleviation. Production declined during the year and, until the labour situation improves, it can be expected that production will continue to decline at the same time becoming more costly.

Trade Agreement Initialed Between Netherlands and Belgium-Luxembourg

The Hague, June 26, 1947.—(FTS)—The Netherlands Ministry of Economic Affairs has announced the initialling in Brussels on June 21 of a new trade agreement between the Netherlands and Belgium-Luxembourg, which provides for the exchange of goods and services to the value of 18 milliard Belgian francs. This replaces an earlier agreement, which expired on May 31 last.

According to the agreement, Belgium and Luxembourg will export to the Netherlands goods essential for reconstruction: steel, cement, building materials and window panes. They will also send chemical and pharmaceutical products, textiles, photographic materials and films, metallurgical and electro-technical products, ceramics and glass, rubber, leather goods and products from the Belgian Congo.

In return Holland will ship agricultural and horticultural seeds, seed potatoes, breeding cattle, cheese, chemical products, coke, dyes and varnishes, textiles, machinery, electrical and electro-technical equipment, ceramics and products from the overseas territories.

Canadian Commercial Corporation Made Big Purchases Last Year

Goods valued at nearly \$153,000,000 bought on behalf of foreign governments and relief agencies—Over four hundred enquiries for products received—Merchandise procured from Germany and Japan—Rinderpest vaccine flown to Greece.

SUBSTANTIAL purchases have been made by the Canadian Commercial Corporation since its establishment on May 1, 1946, as a successor to the Canadian Export Board. It is primarily concerned in the development of trade between this country and other lands, assisting importers in obtaining goods from abroad and disposing of commodities available for export from Canada. It is empowered to purchase non-military stores for foreign governments and for relief agencies. The procurement and purchase of supplies for the Department of National Defence is also the responsibility of the corporation, this function having been transferred from the Department of Reconstruction and Supply on February 5, 1947.

Purchase requisitions amounting to \$41,142,310 were taken over from the Canadian Export Board, and goods valued at \$152,961,934 were purchased during the subsequent eleven months of the fiscal year, from May 1, 1946, to March 31, 1947, on behalf of foreign governments and relief agencies. These include: France, China, the Netherlands, the United Kingdom, Czechoslovakia, Greece, Belgium, Finland, Iceland and the United Nations Relief and Rehabilitation Administration.

Supplies Purchased for National Defence

When, on behalf of the Minister of Trade and Commerce, the corporation assumed responsibility for purchasing requirements of the Department of National Defence, it took over contract demands and requisitions to the value of \$8,552,022, and uncompleted contracts placed by the Department of Reconstruction and Supply to the value of \$6,215,404. Between February 1 and March 31, 1947, contracts to the value of \$10,934,878 were entered into on behalf of the Department of National Defence. Of this amount, purchases totalling \$1,953,869 were made by district offices of the corporation in Halifax, Quebec, Montreal, Ottawa, Toronto, Winnipeg, Calgary, Vancouver, Victoria, Washington and London, England.

Over Four Hundred Enquiries Received

Over four hundred enquiries were received during the year under review from Canadian importers concerning commodities obtainable in former enemy territories, namely Germany and Japan. These included cameras and accessories, dental equipment, glass eyes, optical equipment, muriate of potash, lithopone, crabmeat, tea, oranges, silks, textiles, machinery and other articles. The corporation arranged for the purchase of such goods to the value of \$388,389, of which \$379,544 represented purchases from Germany and \$8,844 represented purchases in Japan. Merchandise obtained on behalf of Canadian importers included cameras and accessories, dental equipment, microscopes, muriate of potash, oranges and yew tree seed.

The corporation bought more than 18,000 horses for use in European countries on behalf of the United Nations Relief and Rehabilitation Administration. These were to be used for draft and breeding purposes.

Following their purchase in Eastern and Western Canada, they were loaded in Montreal and shipped to their respective destinations. Arrangements were made for feeding the animals, inoculations, veterinary care and for the necessary personnel to accompany the horses. Very few were lost in transit, and the number was almost equalled by new arrivals during the ocean voyage.

Rinderpest Vaccine, in Ice, Flown to Greece

Rinderpest vaccine, with which to combat disease in cattle that was reaching epidemic proportions in parts of Europe, was obtained through the Department of Agriculture, and flown to New York after being packed in dry ice. Thence it was routed to a special aircraft for delivery to Greece.

Radium and radium accessories were purchased by the corporation from the Eldorado Mining and Refining, Limited, on behalf of UNRRA, for hospitals and other medical institutions in Poland, Yugoslavia, Czechoslovakia, China and the Ukraine. Payment was made from the contribution by Canada of \$154,000,000 to UNRRA. Large quantities of canned horsemeat in gravy, meat lunch, meat spread, meat paste and blood sausage were also procured for relief distribution overseas.

Arrangements were made with Canadian shipbuilders, on behalf of the French Government, for the construction of freighters, colliers, tugs, barges and lighthouse tenders at a cost of approximately \$62,000,000. Contracts call for completion of most of these vessels by the close of the 1947 navigation season, with the remainder being delivered by the end of 1948. Ships, reconditioned clothing, steel rails, military vehicles, machine tools and other industrial equipment, valued at approximately \$50,000,000, have been purchased from the War Assets Corporation by the Canadian Commercial Corporation and its predecessor, the Canadian Export Board. Most of the military-type vehicles were declared surplus overseas by the Canadian armed forces.

Expect Mexico Will be Able to Export Sugar in Two Years

Excess of production over domestic needs may reach 100,000 tons in 1948 and 150,000 tons in 1950—Production increased from 323,310 tons in 1941 to estimated yield of 499,541 tons for 1947—Estimated production in 1948 and 1950 of 592,000 tons and 700,000 tons respectively.

By C. B. Smith, Office of the Commercial Counsellor, Canada Embassy

MEXICO CITY, June 20, 1947.—During the next two years, Mexico will probably be transformed from a sugar importing to a sugar exporting country. The excess of production over national needs may reach 100,000 tons in 1948 and 150,000 tons in 1950. This transformation appears already to have been noted by sugar interests and also sugar workers unions in the Caribbean area, since, at a joint owner-labour conference which is to be held here during July, Mexico will be represented as an exporting country as opposed, for example, to delegates from the United States, a consuming country.

During past years, although Mexican production remained steady, or increased, the national consumption rose very rapidly. Inflated incomes

during the war resulted in increased purchases of confectionery of all kinds and large purchases are still being made on behalf of soft-drink bottling plants, which are greater in number than at any previous time. On the other hand, transportation facilities by railroad and highway have been improved, and larger areas of land have been cleared for the cultivation of sugar cane.

Sugar Production Greatly Increased Since 1941

Sugar production in 1941 was 323,310 tons and in 1942, 414,149 tons. These figures have since increased to 499,541 tons, the estimated yield of the 1947 harvests. The industry has published an estimate that in 1948 production will reach 592,000 tons and in 1950, 700,000 tons. National consumption has increased steadily up to the 1947 level of 460,000 tons, and it is expected to reach 555,000 tons in 1950, allowing an excess of production of about 150,000 tons in that year. During the war, the deficit was met by imports which totalled 158,000 tons between 1941 and 1945 and reached 90,000 tons from Cuba in 1946.

Production Costs Have Risen Considerably

Sugar production costs have increased considerably during the past three years. In 1945, the cost of producing a ton of sugar was 63.22 pesos, including 27.22 pesos for freight charges, 8.00 pesos for wages, and 17.00 pesos for sugar cane. In 1946, the production cost, as estimated by the Banco Nacional de Mexico was 95.28 pesos per ton, the cost of freight charges having risen to 32.32 pesos, of wages from 8.00 to 17.00 pesos, and of sugar cane from 17.00 to 27.00 pesos. The increase in price between 1945 and 1946 thus amounted to 32.06 pesos per ton.

Decline in Price of Sugar Expected

Since national production has increased so greatly, and in line with a current general decrease in consumer prices, sugar prices may be expected to fall by as much as 10 per cent this year. The effect of larger supplies was felt this month when official prices to bakeries were reduced by 4 centavos per kilogram and by an average of about 10 centavos to other industries.

Postal Information

Medicine in Letter Packages Permitted to Germany

Advice has been received from the authorities overseas that small quantities of medicine, not including narcotics, dangerous drugs or penicillin will be admitted in letter packages in Germany by air or surface means. Such articles must be enclosed in substantial containers to ensure safe delivery, and liquids surrounded by absorbent cotton. The green customs label, form 185, is to be affixed to the address side of these letter packages, prepaid at the rate of 15 cents per quarter ounce for air conveyance, or five cents for the first ounce and three cents for each additional ounce for surface transmission. The weight limit is one pound.

Parcel Post Service to China and Manchuria Extended

The parcel post service to China has now been extended to the province of Shansi. Service to Manchuria and the provinces of Suiyan and Chahar is still suspended.

Canadian Exports, by Groups

MAIN GROUPS	May			January—May		
	1938	1946	1947	1938	1946	1947
(Millions of Dollars)						
Agricultural, Vegetable Products.....	10.5	53.0	76.0	60.1	232.0	255.6
Animals and Animal Products.....	9.1	29.8	30.9	45.6	149.4	131.1
Fibres, Textiles and Products.....	1.3	7.9	5.6	4.9	26.3	17.8
Wood, Wood Products and Paper.....	16.9	48.8	69.7	77.2	221.9	329.9
Iron and Products.....	5.6	17.8	29.3	28.2	92.5	111.8
Non-Ferrous Metals and Products.....	16.6	23.8	35.4	77.8	91.7	116.5
Non-Metallic Minerals, Products.....	2.4	4.8	6.7	9.0	19.1	27.3
Chemicals and Allied Products.....	2.3	5.8	7.9	9.1	27.9	33.5
Miscellaneous Commodities.....	2.3	5.3	6.3	9.1	35.2	32.3
Total domestic exports.....	67.0	197.0	267.8	321.1	896.1	1,055.8

Canadian Exports, by Commodities

Commodity	May			January—May		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
Agricultural, Vegetable Products—						
Fruits.....	410	134	674	3,254	1,424	5,439
Vegetables.....	487	946	2,682	1,178	5,601	8,384
Wheat.....	3,714	24,271	30,204	22,831	108,631	90,719
Grains, other.....	800	1,776	1,585	3,493	7,241	12,367
Flour of wheat.....	1,623	13,655	24,924	7,703	51,527	76,021
Farinaceous products, other.....	995	1,750	1,832	4,343	6,232	6,775
Sugar and products.....	123	433	929	710	905	2,269
Alcoholic beverages.....	610	3,975	3,183	4,169	16,042	12,326
Vegetable fats and oils.....	7	555	551	46	2,439	3,314
Rubber and products.....	1,270	2,386	3,990	5,595	9,582	13,560
Seeds.....	40	512	867	1,101	8,387	8,633
Tobacco.....	162	639	3,401	4,715	4,357	10,045
Vegetable products, other.....	224	1,981	1,212	1,009	9,631	5,747
Total.....	10,467	53,013	76,034	60,146	231,999	255,600
Animal and Animal Products—						
Cattle.....	834	1,951	1,319	3,504	6,054	4,920
Other animals, living.....	130	153	120	681	882	448
Fish and fishery products.....	1,460	5,865	5,314	9,296	29,847	31,464
Furs and products.....	650	4,265	2,135	8,156	20,736	14,131
Leather and products.....	517	1,669	2,657	2,021	5,596	9,214
Bacon and hams.....	3,357	7,879	10,676	14,520	28,193	26,145
Meats, other.....	464	3,619	3,059	1,938	33,670	22,209
Cheese.....	571	89	68	1,104	3,303	749
Milk products, other.....	406	796	1,360	1,259	3,215	3,634
Eggs, shell and processed.....	45	2,838	3,376	84	14,040	14,238
Animal products, other.....	642	694	826	3,034	3,858	3,926
Total.....	9,077	29,782	30,911	45,597	149,394	131,077
Fibres, Textiles and Products—						
Cotton products.....	221	986	1,197	1,073	4,635	3,773
Flax, hemp and jute products.....	13	361	232	47	1,457	540
Wool and products.....	76	3,871	1,258	473	11,405	3,309
Artificial silk and products.....	186	916	1,280	854	2,683	3,878
Textile products, other.....	768	1,754	1,657	2,438	6,164	6,268
Total.....	1,263	7,888	5,624	4,883	26,344	17,768

Canadian Exports, by Commodities—Continued

Commodity	May			January—May		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
Wood, Wood Products and Paper—						
Planks and boards.....	2,638	8,168	12,704	12,431	37,807	75,626
Pulpwood.....	649	1,348	1,512	2,445	8,489	8,372
Unmanufactured wood, other.....	946	4,004	5,020	6,711	18,071	28,033
Wood pulp.....	2,470	10,450	15,263	117,22	45,613	67,960
Manufactured wood, other.....	288	559	988	1,346	3,218	3,193
Newsprint paper.....	9,135	21,816	29,918	38,582	98,351	131,822
Paper, other.....	724	1,845	3,680	3,653	7,927	12,259
Books and printed matter.....	86	575	598	348	2,473	2,667
Total.....	16,936	48,765	69,683	77,238	221,949	320,932
Iron and Products—						
Iron ore.....		259	610		259	654
Ferro alloys.....	159	689	2,330	555	3,584	7,953
Pigs, ingots, blooms, billets.....	257	713	625	1,782	2,476	2,784
Rolling mill products.....	200	673	726	1,100	3,485	2,896
Locomotives and parts.....	2	2,301	2,888	236	13,976	10,665
Farm machinery and implements.....	887	3,282	4,739	4,131	13,932	17,271
Hardware and cutlery.....	193	353	746	790	1,532	2,298
Machinery (except farm).....	1,014	1,178	4,916	4,416	4,931	13,633
Automobiles, freight.....	682	3,074	3,825	3,805	20,496	20,659
Automobiles, passenger.....	1,295	478	2,024	7,485	851	14,722
Automobile parts.....	270	1,657	2,065	1,494	9,336	8,030
Railway cars and parts.....		1,213	313	10	10,567	481
Iron products, other.....	624	1,940	2,591	2,384	7,055	9,757
Total.....	5,584	17,810	29,298	28,190	92,480	111,803
Non-Ferrous Metals and Products—						
Aluminium and products.....	2,469	6,359	9,514	8,964	13,091	21,193
Brass and products.....	107	469	427	411	1,422	1,486
Copper and products.....	5,476	3,793	6,301	21,376	16,132	19,450
Lead and products.....	823	1,066	3,625	3,765	7,061	12,301
Nickel.....	3,987	4,219	6,854	24,416	22,457	25,361
Precious metals, except gold.....	2,231	2,238	2,480	10,986	6,769	10,945
Zinc and products.....	1,001	2,435	3,065	4,896	12,326	13,308
Electrical apparatus, n.o.p.....	342	2,466	1,837	1,789	9,173	7,947
Non-ferrous products, other.....	208	769	1,305	1,240	3,289	4,454
Total.....	16,643	23,814	35,408	77,844	91,720	116,445
Non-Metallic Minerals, Products—						
Asbestos and products.....	1,500	2,185	3,280	4,378	8,362	12,894
Coal.....	94	426	87	610	1,733	1,125
Petroleum and products.....	22	338	540	149	1,058	2,178
Abrasives, artificial, crude.....	408	996	1,383	2,038	4,501	6,052
Non-metallic products, other.....	416	864	1,382	1,840	3,479	5,053
Total.....	2,439	4,809	6,671	9,014	19,133	27,301
Chemicals and Allied Products—						
Acids.....	129	219	378	518	870	1,413
Medicinal preparations.....	207	620	383	594	2,083	1,465
Fertilizers.....	1,051	2,418	2,730	4,294	13,947	14,641
Paints and varnishes.....	77	458	774	379	1,528	2,713
Calcium compounds.....	51	157	203	213	1,375	660
Soda and sodium compounds.....	331	424	659	1,667	1,715	2,632
Chemical products, other.....	442	1,530	2,788	1,389	6,337	10,006
Total.....	2,289	5,826	7,915	9,083	27,855	33,530

Canadian Exports, by Commodities—Concluded

Commodity	May			January—May		
	1938	1946	1947	1938	1946	1947
	(Thousands of Dollars)					
Miscellaneous Commodities—						
Toys and sporting goods.....	37	178	166	83	436	678
Films.....	427	338	492	1,768	1,169	1,338
Ships and vessels.....	7	398	442	185	4,359	5,904
Aircraft and parts.....	823	142	526	2,419	3,534	3,378
Electrical energy.....	224	617	506	1,622	3,098	2,327
Miscellaneous consumer goods.....	176	739	1,364	793	2,505	5,251
Miscellaneous, other.....	358	635	1,217	1,395	2,510	4,483
Donations and gifts.....		1,490	609		14,260	5,054
Non-commercial articles.....	249	734	940	876	3,332	3,918
Total.....	2,300	5,271	6,263	9,140	35,203	32,331

Higher Income for Swedish Farmers Guaranteed by the Government

Agreement negotiated by Central Organization of Agriculture to compensate for higher wage payments—Bread rationing in prospect—Agricultural policy announced—Prices of farm products established—Operators of mechanized farm equipment to be trained.

By F. H. Palmer, Commercial Counsellor, Canadian Legation

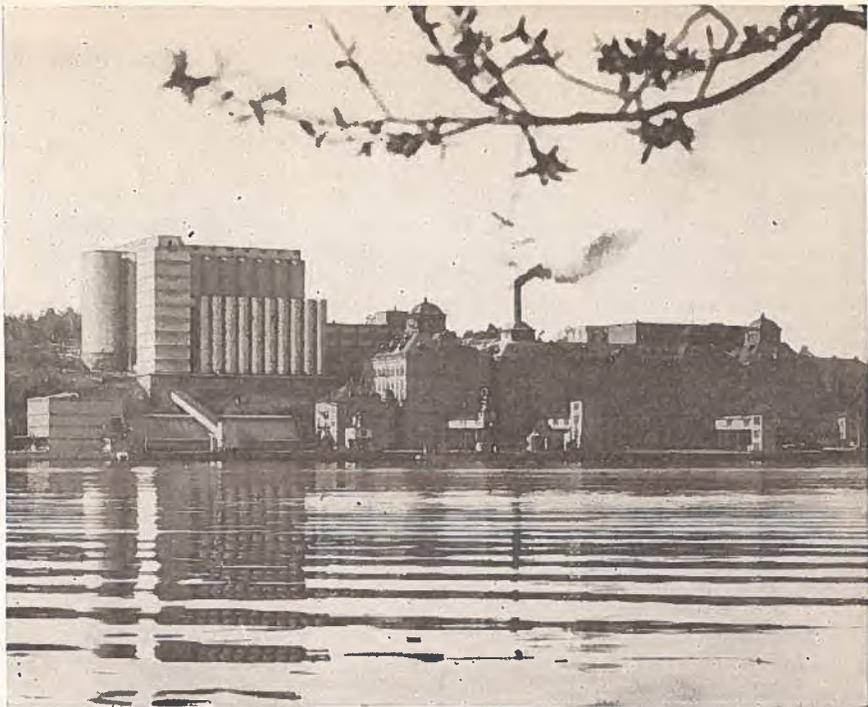
(Editor's Note—This is the last in a series of articles on economic conditions in Sweden during 1946. The first four appeared in the April 12th, April 26th, May 31st and June 21st issues of *Foreign Trade*.)

STOCKHOLM, March 28, 1947.—During the winter of 1945-46, lengthy negotiations were carried out regarding prices for Swedish agricultural products. An agreement was finally concluded between the Government and the Central Organization of Agriculture whereby the farmers would receive 30 million kronor for the crop year which ended September 1, 1946, and an increase in income amounting to 125 million kronor would be guaranteed for the 1946-47 crop year. As a result of this agreement, farmers would be compensated for higher wage payments to workers.

It was also announced early in 1946 that a co-operative "working agreement" between Sweden's "merchants" and "agricultural unions" had been achieved, which included the principle that members must agree to establish the lowest possible margin between buying and selling prices. Wholesale prices would determine retail prices of implements and agricultural products, and any subsequent alterations would be reflected in amended retail prices.

Bread Rationing Contemplated

Early in the year it was generally recognized in Swedish commercial and agricultural circles that Sweden's 1946 crops, particularly of cereals, would be an important factor affecting her economic position. It was even anticipated that bread would be scarce before the next harvest. Sweden's stocks of cereals at March 1, 1946, amounted to less than 320,000 tons



Co-operative union flour mill in Sweden. The cereal supply situation in Sweden is one which has received the careful attention of the Government. Bread rationing is contemplated if stocks are not sufficient to last until the current harvest comes in.

against an estimated consumption slightly in excess of 270,000 tons. As the difference would include grain not suitable for milling and the importation of some 7,000 tons from Argentina was still doubtful, the possibility of any important carryover was remote.

By the middle of July the Food Supply Commission estimated that the cereal crop would approximate 940,000 tons, or 75,000 tons more than at the same time in 1945 but 12½ per cent less than the average harvest for the ten-year period ending 1939, sufficient for the country's needs should bread rationing be continued.

Final Crop Estimate Issued

The final crop report, issued towards the end of 1946, showed the following figures for 1946, with comparative data for 1945 and the average for the ten-year period 1936-45:

Comparative Swedish Crop Returns

	1946 Metric Tons	1945 Metric Tons	Average 1936-45 Metric Tons
Winter wheat	524,163	454,452	439,312
Spring wheat	151,518	133,811	142,921
Rye	288,797	276,272	348,496
Corn	184,787	168,750	200,477
Oats	758,123	754,895	1,006,331
Potatoes	1,930,927	1,658,874	1,878,069
Sugar beet	1,814,430	1,813,661	1,853,225
Roots for stockfood	2,173,815	2,107,809	2,424,672
Hay	5,582,849	5,537,352	4,776,407

Agricultural Policy Announced

In June, 1946, the 1942 Agricultural Committee announced an agricultural policy for the future to ensure production on such a scale that the ordinary food supply could not be affected in the event of a possible blockade of imports. It was considered that the defence value of such a policy should stress an increase in production, against the purely economic point of view which could urge a considerable reduction in agricultural output. Should the plan be adopted, it was estimated that, although production during the first ten years would not make the country self-supporting, it should then increase more rapidly than consumption, and by the middle '60's production should exceed consumption, even if imports of feeding stuffs should cease.

Apparently the plan involves the payment of subsidies to farmers, but it has not been found possible to determine what continued support of agriculture should cost. It has been estimated that certain rationalization measures would require an average of 50 million kronor annually for twenty years, beginning with 60 million kronor and decreasing annually. According to the plan, contributions will be made only to farmers already operating farms.

Imports to be Restricted and Duties Imposed

It is expected that the recommended price-stabilization feature of the plan can be ensured by restricting imports to meet the necessary levels of supply and by levying import duties on such foreign products.

To facilitate the carrying out of the plan, the establishment of agricultural committees (special county organizations) is contemplated, while the agricultural and "homestead" boards will be combined and, to regulate prices, a State Agricultural Commission should be created.

Prices of Farm Products Established

In August, 1946, the Swedish Government implemented the proposals of the Food Supply Commission by authorizing prices of agricultural products for the crop year ending August, 1947. These prices are the same as were fixed provisionally in the early months of 1946 and little change from the previous year's schedules was necessary. The agreement reached between the Government and the Food Supply Commission provided that the prices for winter wheat and rye for the crop year 1946-47 would be at an average of 26.25 kronor per 100 kilos as compared with 26.50 kronor for wheat and 25.50 kronor for rye of the 1945-46 crop. The price recommended for spring wheat for 1946-47 was to be unchanged from the 1945-46 quotation of 28.50 kronor per 100 kilos.

Other grain prices remain almost unchanged. An upward adjustment of 1 öre per litre of milk was authorized, and it is expected that meat and bacon prices will also be changed. It was expected that these prices would require subsidies totalling 125 millions kronor for the year.

Operators of Mechanized Equipment to be Trained

After the harvest was over in the autumn of 1946, the Swedish Department of Agriculture discussed the problems which were affecting Swedish agriculture as a result of increasing mechanization. A committee, which was investigating the matter, reported that Swedish farmers were using 25,000 tractors and 43,000 mechanical milking-machines, valued together

at about 115 million kronor. The committee reported that there were no facilities for training farmers in the care and maintenance of such equipment.

Each year, apparently 6,000 new farmers and about 1,000 new farm hands begin to work with farm machines in Sweden. Each year only about 2,000 farmers receive any training, and, since it is expected that there will be 40,000 tractors in use on Swedish farms within a few years, difficulties are in store for those responsible for instructing agricultural workers in the use of mechanical equipment.

The committee therefore recommended the broadening of the training at existing agricultural educational institutions and the establishment of additional schools, since it is estimated that 15,000 men will soon be utilizing mechanical farming equipment instead of 2,500 as at present.

Australia Plans to Produce All-Australian Vehicles

Vehicle bodies, parts and components made, but complete chassis are not yet being manufactured—With government encouragement and tariff protection, several firms have put forward plans to produce vehicles—Next few years will indicate whether overseas suppliers, including Canada, will lose this valuable market.

By T. R. Fletcher, Assistant Canadian Trade Commissioner

(Editor's Note—This is the last of four articles on the Australian automobile industry. The previous articles appeared in the June 7th, June 21st and June 28th issues of *Foreign Trade*.)

MELBOURNE, February 21, 1947.—The Commonwealth Government is determined to have complete vehicles manufactured within Australia. Vehicle bodies and many parts and components have been made for years, but the last step, the manufacture of chassis in Australia, has not been taken up to the present. As part of the 1936 trade diversion policy, and very definitely in furtherance of its long-term plans for the automotive industry, the government proposed to broaden the basis of all secondary industry until manufacture of complete chassis could be accomplished.

Bounties Provided to Encourage Domestic Production

In 1938, therefore, the Motor Industry Bounty Act was passed. This legislation proposed to encourage the production of certain vehicle parts hitherto not made in Australia by introducing a bounty for each unit produced of a specified schedule of vehicle components. The financial assistance was to continue for two years. At the end of this period, individual protective rates would come into effect with respect to these particular parts, and they would thereafter be prevented from entering as portions of vehicle chassis under the comprehensive tariff item. The most important result of this Act was the success in encouraging the production of radiator core assemblies.

Further to the Act of 1938, the Motor Vehicle Engine Bounty Act was passed in 1939. This provided a bounty on the production of engines, beginning with a maximum of £30 per engine in the early stages of manufacture and decreasing as local production became established. It was to be replaced ultimately by protective duties under the customs tariff. Interested parties were advised that, while the government would press for complete manufacture as early as possible, it would, in the early stages of the manufacturing scheme, favourably consider the admission under by-law of such engine parts which presented insuperable difficulties in manufacture locally and was agreeable to the payment of the proposed bounty on a pro rata basis for partial manufacture. Funds for the bounty payments were to be provided from the revenue obtained from the specific additional duty of .7 pence per pound on all chassis imports, introduced in the tariff changes of 1936.

Control of Company to Produce Car Must Remain in Australia

In addition, the government further ruled that, in any company which might be set up to build an all-Australian car, 50 per cent of the subscriptions to capital stock must be Australian funds and must remain in Australian hands.

When the automobile companies in Australia seemed loath to accept the challenge to produce a complete vehicle, even in the face of all the promised assistance, the government issued a dictum to the effect that if the companies did not make concrete proposals to the Commonwealth Secondary Industries Commission within a reasonable time, then the government itself would go into the vehicle manufacturing business. This stand produced results.

Australian Firm Attempted to Produce Australian Car in 1940

In 1940, Australian Consolidated Industries, a concern which had had no previous experience in the vehicle industry, contracted with the government in the Motor Vehicles Agreement Act, to produce an all-Australian car within two years. This intention was frustrated by the war. The war did, however, provide opportunities for great technical experience to all the companies, and several specific proposals were put forward by some of the actual manufacturers. Perhaps as a result of opinions expressed in these proposals, and perhaps in view of the wartime advance of Australian industry, the Motor Vehicle Engine Bounty Act (1939) and the agreement with Australian Consolidated Industries in the Motor Vehicles Agreement Act (1940), were both repealed in 1945.

The following firms have put forward plans for the production of an all-Australian car: Chrysler-Dodge Distributors (Australia) Pty. Limited, General Motors-Holden's Limited; Ford Motor Company of Australia Pty. Limited; Rootes (Australia) Pty. Limited; and Nuffield (Australia) Pty. Limited. No definite production date was set in some cases, but General Motors-Holden's Limited have stated that they could be in full production on a vehicle 95 per cent Australian within two years.

Overseas Suppliers May Lose This Profitable Market

The next few years will indicate whether the overseas suppliers will lose their profitable markets in Australia. And there is no indication that the Commonwealth Government will deviate from its policy of constantly pressing for more and more domestic production. As soon as local manufacturers can demonstrate their capacity to produce a new vehicle part

or accessory, they are given specific protection only varying in amount and method depending on whether they can, or cannot, supply the whole market requirements. Press articles have repeatedly emphasized the earnestness of the government to have complete vehicle manufacture take place within the Commonwealth as soon as possible, and there is no doubt of the sincerity of the government in this respect.

The implications are particularly significant for Canada, for over a period of years her exports of vehicle chassis and parts to Australia have aggregated 25 per cent of the value of total trade with the Commonwealth.

Canadian Vehicle Exports and Total Exports to Australia

	Chassis	Vehicle parts (\$ Thousand)	Total	Total Canadian Exports
1931	648	282	930	6,795
1932	2	65	67	5,390
1933	596	196	792	7,319
1934	2,713	442	3,155	12,147
1935	4,800	476	5,276	18,102
1936	7,563	1,058	8,621	23,974
1937	6,062	786	6,848	26,953
1938	8,123	766	8,889	32,422
1939	8,519	584	9,103	33,254
1940*	7,627	947	8,574	33,954
1941	12,970	1,489	14,459	37,558
1942	20,043	5,675	25,718	79,151
1943	11,079	9,904	20,983	49,420
1944	9,836	5,993	15,829	44,116

*Up to and including 1939, figures refer to years ending March 31. After 1939, figures refer to calendar years.

Sharp Recovery Recorded in April By German Industrial Production

Index rose to 42 per cent of the 1936 average, only two points below that of October and November, 1946—If favourable weather continues, production during May should reach an all-time high since the beginning of the occupation.

By D. W. Jackson, Canadian Economic Representative

BERLIN, May 21, 1947.—Continued good weather during April brought a sharp recovery of industrial production in the United States zone to a level approximating the peak attained last fall, the index rising to 42 per cent of the 1936 average. The figure is only two points below that of October and November, 1946, when it reached 44 per cent. If favourable conditions continue, production during May should reach an all-time high since the beginning of the occupation.

All of the major industrial groups participated in the general improvement, with production of machinery, vehicles, textiles and rubber products reaching new highs. The output of ceramic products duplicated October-November production, which was 50 per cent of the 1936 rate in the zone.

Textile Production Rose in April to New High

Textile production, one of the key industries upon which the current export program depends, rose 21 per cent during April to 45 per cent of 1936, in contrast with the previous production index in this field of 39 per cent. Reflecting increased imports of raw cotton under the self-

liquidating program, almost 2,500 metric tons of cotton yarn came off the zone's spindles, more than in any other month since the end of hostilities. Rubber products increased 45 per cent as compared with March, while the April index of 55 was about 25 per cent better than the previous high of 44 per cent reached in November.

Machinery production rose to 42 per cent of 1936 levels, or slightly above the September peak. Vehicle production rose to 15 per cent of 1936, also slightly better than the September, 1946, level.

Substantial Increases Recorded for Stones and Earth Industry

Substantial increases for the month of April were also recorded for the stones and earth industry, which rose 120 per cent. Paper and pulp increased over 40 per cent, while output in sawmills, chemicals and electrical equipment advanced between 30 and 40 per cent. Iron and steel, precision instruments, including optics, advanced between 10 and 20 per cent. Leather production was unchanged. The only industrial groups which were exceptions to the general upward trend were mining, glass, and gas and electricity which showed declines of less than ten per cent.

Joint Import-Export Agency Establishes New Export Procedure for Berlin Firms

German exporting firms may now sign contracts directly with foreign buyers, subject to approval by the Berlin Magistrat and the JEIA branch office.

MINDEN, June 16, 1947.—(FTS)—A new export procedure for Berlin firms has been announced by the Joint Export and Import Agency branch offices in the British and United States sectors of Berlin. Under this new procedure, German exporting firms may now sign contracts directly with foreign buyers, subject to approval by the Berlin Magistrat (city council) and the JEIA branch office concerned. Previously, all export contracts were signed between the JEIA branch office and the foreign buyer. Now the German supplier, after concluding price and delivery agreements, either by mail or by direct visit of a foreign buyer, may sign such contracts

The German firm then takes the contract to the Magistrat for recommendation. The Magistrat forwards this contract either to the U.S. or the British branch office which, after checking that the contract and prices are in order, approves the contract and issues an export licence.

The obvious advantage of this decentralization is a closer approach to normal business procedures. It will be the German firm's basic responsibility to secure the best world market price in dollars or pounds sterling, and it will be the German firm's basic responsibility to arrange delivery terms. They will, however, be assisted, where necessary, by the Magistrat and by the JEIA branch office concerned.

The Magistrat has arranged that detailed information on the new procedure will be available in all Verwaltungsbezirke (economic districts). Interested firms should apply to their own Verwaltungsbezirke. The addresses of the two JEIA branch offices in Berlin are: 50 Brentanostrasse, Berlin-Steglitz, for the American Sector Berlin, and 65 Albrecht Achilles Str., Berlin-Halensee, for the British Sector.

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. 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)

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.

29. **Cuba**—Audrain & Medina, P.O. Box 451, Havana, distributors of high standing, are interested in the purchase of and agency for Canadian pharmaceutical products and hospital equipment. File: T.E. 235.

Britain Cancels Open General Licence For Certain Fruits and Vegetables

Increasing necessity for conserving foreign exchange responsible for recent action—Fresh frozen, dried, preserved and dehydrated fruits and vegetables, and those imported on government account not included.

Advice has been received from the British Government that, effective July 1, 1947, the open general licence for the importation of certain fresh fruits and vegetables has been cancelled for certain areas, which include Canada and the United States. The fruits and vegetables do not include fresh frozen, dried, preserved and dehydrated fruits and vegetables, together with oranges, grapefruit and apples that are imported on government account and do not fall under the new arrangements set forth below. This action has been taken through the increasing necessity for conserving foreign exchange.

The following fresh fruits and vegetables can be imported, effective July 1, under open general licence from all sources until further notice:

Fruit—Bilberries, currants (black, red, white), cherries, limes, gooseberries, persimmons, green figs, pomegranates, quinces, medlars, sloes, nectarines, blackberries.

Vegetables—Aubergine, celeriac, chevril, horseradish, salsify.

In addition to the above, the Ministry of Food proposes to arrange with the Board of Trade for licences to be issued to importers to import limited quantities (a) of the following commodities, during periods stated: Carrots (new with foliage, packed in containers other than bags or nets), May 1 to June 7 (quantities equal to prewar quantities in this period); potatoes (early), January 1 to April 30; tomatoes, November 1 to April 30; (b) of the following commodities, subject to recommendation by the Ministry of Food on basis of importer's past trade with each of his various supplying countries during the year ending August 31, 1939. The Ministry may also consider recommending the issue of import licences to new importers on a restricted basis:

Fruits—Apricots, raspberries, strawberries, melons, peaches, mandarines, tangerines, clementines, tomatoes (May 1 to July 31).

Vegetables—Artichokes, asparagus, cucumber, garlic, mushrooms; green beans, green peas, January 1 to May 31, November 1 to December 31; turnips, new, early, January 1 to April 30, November 1 to December 31; radishes, January 1 to April 15; rhubarb, January 1 to February 28, December 1 to December 31; carrots (new, with foliage attached, packed in containers other than bags and nets), January 1 to April 30; lettuce endive Batavia and chicory, January 1 to May 15, November 1 to December 31; onions (dry bulb), January 1 to August 15, November 15 to December 31.

Under certain conditions, the Ministry of Food, in consultation with the agricultural departments, will arrange with the Board of Trade for licences to be issued to importers to import limited quantities of the following commodities: Brussels sprouts, broccoli, cauliflowers, cabbages, leeks, the whole year. Lettuce endive Batavia and chicory, May 16 to October 31; tomatoes, August 1 to October 31.

In the case of fresh fruit and vegetables which would, immediately prior to July 1, 1947, be imported under the open general licence now

revoked, these will be admitted without individual licence, in so far as it can be shown to the satisfaction of the Commissioners of Customs and Excise that they have been despatched to the United Kingdom before July 1, 1947, and are imported before July 15, 1947.

Such imports are subject to health regulations presently in force and the Importation of Plants Order, 1947.

Trade and Tariff Regulations

Certain Fish Removed from Export Control

Effective July 3, 1947, export permits are no longer required for shipments of cod, cusk, hake, haddock and pollock, in dried, salted or pickled form.

Eire Announces Further Import Quota for Metal Screws

Dublin, May 28, 1947.—(F.T.S.)—By an order of the Irish Government, dated May 23, 1947, issued under the Control of Imports Acts, 1934 and 1937, a further quota and quota period have been announced for metal screws for the period July 1, 1947, to December 31, 1947, as follows: Certain metal screws (slotted heads and tapered threads), 50,000 gross, of which 48,000 gross must be of Canadian or United Kingdom manufacture. The amount remains unaltered from the previous six months.

New Zealand Changes Import Restrictions.

Wellington, New Zealand, May 27, 1947.—(F.T.S.)—The New Zealand Customs Department announces that consideration will be given to applications for licences to import men's and youth's knee gumboots, provided that the applications show the number of pairs as well as the c.i.f.e. value, and are supported by evidence of availability.

Sierra Leone Increases Duties On Tobaccos

By Customs Tariff (Amendment) Order in Council 1947, dated May 20, 1947, Sierra Leone increased import duties on tobaccos as follows: unmanufactured tobacco, 2s. 4d. per pound under the British preferential tariff and 2s. 7d. per pound under the general tariff (formerly 2s. and 2s. 3d. respectively); cigars, 12s. 6d. and 14s. 8d. per pound respectively (formerly 8s. and 10s. 2d.); cigarettes, not exceeding a weight of 3 pounds per 1,000—(1) manufactured in the British Empire from Empire grown tobacco, 3s. per 100 (formerly 2s. 6d.); (2) manufactured in the British Empire from foreign tobacco, 3s. 6d. per 100 (formerly 3s.) and (3) manufactured in foreign countries, 4s. per 100 (formerly 3s. 6d.); cigarettes, exceeding a weight of 3 pounds per 1,000—(1) manufactured in the British Empire from Empire grown tobacco, 12s. per pound (formerly 10s.), (2) manufactured in the British Empire from foreign tobacco, 14s. per pound (formerly 12s.), and (3) manufactured in foreign countries, 16s. per pound (formerly 14s.); tobacco manufactured in the British Empire from Empire grown tobacco, 7s. per pound (formerly 6s.); tobacco manufactured in the British Empire from foreign tobacco, 8s. per pound (formerly 7s.); tobacco manufactured in foreign countries, 9s. per pound (formerly 8s.).

Southern Rhodesia Changes Duty Regulations

Johannesburg, June 17, 1947.—(FTS)—By Government Notice 470, published in the *Government Gazette* of June 13, 1947, a rebate or refund on the whole of the customs duties is granted on the following commodities when imported for manufacturing purposes: Oils, solvents, hormones, emulsifiers, dyes, pyrethrum and extracts thereof and substitutes therefor; and other chemicals and substances to be used in the manufacture of dips, disinfectants, insecticides and agricultural sprays and compounds.

Government Notice 471 grants a partial suspension of duty on aluminum windows, doors and door frames for building purposes. The effect of the partial suspension on these goods is: to render imports of these products from United Kingdom and British colonies free of duty; from Canada, other British dominions and India, dutiable at 5 per cent ad valorem; and such imports from all countries outside the British Empire subject to 15 per cent ad valorem.

Eight Canadian Businessmen Will Be Allowed to Enter Japan in August

Allocation of 400 permits made by Inter-Allied Trade Board on basis of prewar pattern and volume of trade—Enquiries far exceed accommodation presently available.

WASHINGTON, D.C., July 3, 1947.—(FTS)—Eight Canadian businessmen will be permitted to enter Japan after August 15. In reaching a unanimous agreement on the allocation of the initial permits to four hundred traders, who the Supreme Commander for the Allied Powers announced on June 9 would be allowed to enter Japan, the Inter-Allied Trade Board gave consideration to the following factors:

- (a) Prewar trade patterns and the volume of trade of each country concerned.
- (b) The possible contribution of each trader to the restoration of Japanese trade.
- (c) The number of traders from each country concerned in Japan prior to the war.

The Board indicated that it would review the distribution in accordance with the actual development of trade with Japan.

Enquiries received from businessmen are far in excess of the accommodation immediately available. In view of the widespread interest displayed in the restoration of private trade with Japan, it was urged by the Board that the amount of accommodation be increased at an early date.

The number of permits awarded each country are as follows: United States, 102; China, 64; United Kingdom and British Colonies, 64; India, 39; Netherlands and the Netherlands East Indies, 27; Australia, 23; France and French Indo-China, 16; Canada, 8; New Zealand, 6; Philippines, 6; other countries, 45.

No allocation has been made to the U.S.S.R. Provision for the entry of representatives of Soviet trade organizations is still under consideration.

Permits will be issued by the Supreme Commander for the Allied Powers, but traders should make application to their respective governments. Canadians should communicate with the Asia Section, Foreign Trade Service, Department of Trade and Commerce, as indicated in the June 21st issue of *Foreign Trade*.



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	<i>Cottrell</i>	Elder Dempster
Lourenço Marques..	July 20-30	<i>Cabano</i>	Elder Dempster
Lourenço Marques..	August 1-10	<i>Fort Chesterfield</i>	Elder Dempster
Beira.....	July 20-30	<i>Cabano</i>	Elder Dempster
Africa-South—			
Cape Town.....	July 8-18	<i>Cottrell</i>	Elder Dempster
Port Elizabeth.....	July 20-30	<i>Cabano</i>	Elder Dempster
East London.....	August 1-10	<i>Fort Chesterfield</i>	Elder Dempster
Durban.....			
Argentina—			
Buenos Aires.....	July 11-15	<i>Fort Panmure</i>	Furness Withy
Buenos Aires.....	Mid-August	<i>A Ship</i>	Montreal Shipping.
Australia—			
Sydney.....	July 29-Aug. 2	<i>City of Poona</i>	Montreal Australia New Zealand Line
Melbourne.....			
Adelaide.....			
Brisbane.....	July 19-23	<i>Orestes</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Sydney.....	July 16-19	<i>Glenogle</i>	Montreal Australia New Zealand Line
Melbourne.....			
Fremantle.....	Mid-August	<i>Port Darwin</i>	Montreal Australia New Zealand Line
Belgium—			
Antwerp.....	July 6-14	<i>Mont Alla</i>	Montreal Shipping
Antwerp.....	July 10-15	<i>Grey County</i>	Canada Steamships
Antwerp.....	July 17-22	<i>Mortain</i>	Furness Withy
Antwerp.....	July 20	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	July 21	<i>Mont Sorrel</i>	Montreal Shipping
Antwerp.....	July 22-28	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	July 23-26	* <i>Blijdendijk</i>	Furness Withy
Antwerp.....	July 28	<i>Mont Alla</i>	Montreal Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Belgium—Con.			
Antwerp.....	August 2	<i>Mont Clair</i>	Montreal Shipping Shipping Limited
Antwerp.....	August 2	<i>Prins Alexander</i>	
Antwerp.....	August 5	<i>Prins Willem van Orange Brant County</i>	
Antwerp.....	August 10-15		Shipping Limited Canada Steamships
Brazil—			
Santos.....	July 11-15	<i>Fort Panmure George B. McLellan</i>	Furness Withy Montreal Shipping
Santos.....	July 22-24		
Ceylon—			
Colombo.....	July 18-23	<i>Harpalycus Daltonhall Rockside City of Norwich Empire Sparton</i>	McLean Kennedy McLean Kennedy March Shipping McLean Kennedy McLean Kennedy
Colombo.....	July 21-25		
Colombo.....	July 23		
Colombo.....	July 25-30		
Colombo.....	August 10-15		
China—			
Shanghai.....	July 20-25	<i>City of Carlisle Rockside</i>	McLean Kennedy March Shipping
Shanghai.....	July 23		
Denmark—			
Copenhagen.....	July 16	<i>Erland Tunaholm</i>	Swedish American Line Swedish American Line
Copenhagen.....	August 2		
Egypt—			
Port Said.....	July 24-28	<i>Limburg</i>	Cunard Donaldson
Suez.....			
Eire—			
Dublin.....	July 28-Aug. 2	<i>Torr Head</i>	McLean Kennedy
Dublin.....	July 26	<i>Irish Elm Irish Ash</i>	Shipping Limited Shipping Limited
Cork.....	August 10		
Finland—			
Helsinki.....	July 16	<i>Erland Tunaholm</i>	Swedish American Line Swedish American Line
Helsinki.....	August 2		
France—			
Le Havre.....	July 10-15	<i>Grey County Mortain Mont Sorrel Brant County</i>	Canada Steamships Furness Withy Montreal Shipping Canada Steamships
Le Havre.....	July 17-22		
Le Havre.....	July 21		
Le Havre.....	August 10-15		
Germany—			
Hamburg.....	July 28	<i>Mont Alta</i>	Montreal Shipping
Greece—			
Piraeus.....	July 22-24	<i>Mont Sandra Actor</i>	Montreal Shipping Montreal Shipping
Piraeus.....	July 26-28		
Hong Kong.....			
.....	July 20-25	<i>City of Carlisle Rockside</i>	McLean Kennedy March Shipping
	July 23		
India—			
Karachi.....	July 18-23	<i>Harpalycus Daltonhall City of Norwich Empire Sparton</i>	McLean Kennedy McLean Kennedy McLean Kennedy McLean Kennedy
Madras.....	July 21-25		
Bombay.....	July 25-30		
Calcutta.....	August 10-15		
Bombay.....	July 23		
Calcutta.....			
Madras.....	July 14-24	<i>Seaside</i>	March Shipping
Italy—			
West coast ports....	August 10-15	<i>A Ship</i>	Montreal Shipping
Malayan Union—			
Penang.....	July 24-28	<i>Limburg</i>	Cunard Donaldson
Port Swettenham..			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Malta	July 22-24 August 15-25	<i>Mont Sandra</i> <i>Marchport</i>	Montreal Shipping March Shipping
Mediterranean— Central and Western Areas	July 22-24 July 26-28 August 10-15 August 15-25	<i>Mont Sandra</i> <i>Actor</i> <i>A Ship</i> <i>Marchport</i>	Montreal Shipping Montreal Shipping Montreal Shipping March Shipping
Mexico— Veracruz	July 26-29	<i>Empire Gangway</i>	McLean Kennedy
Morocco— Casablanca	July 22-24	<i>Mont Sandra</i>	Montreal Shipping
Casablanca	August 10-15	<i>A Ship</i>	Montreal Shipping
Netherlands— Rotterdam	July 10-15	<i>Grey County</i>	Canada Steamships
Rotterdam	July 20	<i>Prins Maurits</i>	Shipping Limited
Rotterdam	July 23-26	* <i>Blijdendijk</i>	Furness Withy
Rotterdam	August 2	<i>Mont Clair</i>	Montreal Shipping
Rotterdam	August 10-15	<i>Brant County</i>	Canada Steamships
Rotterdam	July 22-28	<i>Beckenham</i>	Cunard Donaldson
Amsterdam			
Netherlands East Indies— Batavia	July 24-28	<i>Limburg</i>	Cunard Donaldson
Samarang			
Soerabaya			
Newfoundland— St. John's	July 19-21	<i>Elgin</i>	Furness Withy
St. John's	August 5-8	<i>Blue Peter II</i>	Montreal Shipping
New Zealand— Auckland	July 30-Aug. 6	<i>Fort Chambly</i>	Montreal Australia New Zealand Line
Wellington			
Lyttelton			
Dunedin			
Napier			
Norwegian Ports	July 16 July 25 August 2	<i>Erland</i> <i>Rutenfjell</i> <i>Tunaholm</i>	Swedish American Line Brock Shipping Swedish American Line
Philippines— Manila	July 20-25	<i>City of Carlisle</i>	McLean Kennedy
Poland— Gdansk	July 16	<i>Erland</i>	Swedish American Line
Gdansk	August 2	<i>Tunaholm</i>	Swedish American Line
Portugal— Lisbon	August 15-25	<i>Marchport</i>	March Shipping
Singapore	July 23 July 24-28	<i>Rockside</i> <i>Limburg</i>	March Shipping Cunard Donaldson
Sweden	July 16 August 2	<i>Erland</i> <i>Tunaholm</i>	Swedish American Line Swedish American Line
Trieste	July 13-20	<i>Mont Clair</i>	Montreal Shipping
United Kingdom— Avonmouth	July 18-22	<i>Montreal City</i>	Furness Withy
Bristol	July 18-22	<i>Montreal City</i>	Furness Withy
Cardiff	July 18-22	<i>Montreal City</i>	Furness Withy
Glasgow	July 17-22	<i>Moveria</i>	Cunard Donaldson
Glasgow	July 25-31	<i>Norwegian</i>	Cunard Donaldson

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom			
—Con.			
Hull.....	August 1-4	<i>Consuelo</i>	McLean Kennedy
Leith.....	July 21-24	<i>Cairnvalona</i>	Furness Withy
Liverpool.....	July 11-17	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	July 15-19	<i>Inishoven Head</i>	McLean Kennedy
Liverpool.....	July 18-23	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	July 18-25	<i>Asia</i>	Cunard Donaldson
Liverpool.....	July 28-Aug. 2	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	August 1-5	<i>Cavina</i>	Cunard Donaldson
Liverpool.....	August 4-8	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	August 9-15	<i>Fort Miami</i>	Cunard Donaldson
Liverpool.....	August 11	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	August 16	<i>Empress of Canada</i>	Canadian Pacific
London.....	July 13-18	<i>Beaverlake</i>	Canadian Pacific
London.....	July 13-20	<i>Port Sydney</i>	Cunard Donaldson
London.....	July 20-25	<i>Beaver Glen</i>	Canadian Pacific
London.....	July 26-31	<i>Hillcrest Park</i>	Cunard Donaldson
London.....	August 7	<i>Beavercove</i>	Canadian Pacific
London.....	August 17	<i>Beaverdell</i>	Canadian Pacific
Manchester.....	July 14-19	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	July 21-26	<i>Manchester Progress</i>	Furness Withy
Manchester.....	July 28-Aug. 2	<i>Manchester City</i>	Furness Withy
Newcastle.....	July 21-24	<i>Cairnvalona</i>	Furness Withy
Swansea.....	July 18-22	<i>Montreal City</i>	Furness Withy
Uruguay—			
Montevideo.....	July 11-15	<i>Fort Panmure</i>	Furness Withy
Montevideo.....	July 22-24	<i>George B. McLellan</i>	Montreal Shipping
Montevideo.....	Mid-August	<i>A Ship</i>	Montreal Shipping
West Indies—			
Antigua.....	July 5-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	July 7-12	* <i>Canadian Constructor</i>	Canadian National
Antigua.....	July 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships
Antigua.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
Antigua.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
Antigua.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	August 19-23	<i>Canadian Challenger</i>	Canadian National
Antigua.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
Bahamas.....	July 15	* <i>Canadian Leader</i>	Canadian National
Barbados.....	July 5-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	July 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships
Barbados.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
Barbados.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
Barbados.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	August 19-23	<i>Canadian Challenger</i>	Canadian National
Barbados.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
Bermuda.....	July 5-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	July 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships
Bermuda.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
Bermuda.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
Bermuda.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	August 9-23	<i>Canadian Challenger</i>	Canadian National
Bermuda.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
British Guiana.....	July 5-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
British Guiana.....	July 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships
British Guiana.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
British Guiana.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
British Guiana.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
British Guiana.....	August 19-23	<i>Canadian Challenger</i>	Canadian National
British Guiana.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
Dominica.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
Dominica.....	August 19-23	<i>Canadian Challenger</i>	Canadian National

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Grenada.....	July 5-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	July 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships
Grenada.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
Grenada.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
Grenada.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	August 19-23	<i>Canadian Challenger</i>	Canadian National
Grenada.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
Jamaica.....	July 15	* <i>Canadian Leader</i>	Canadian National
Montserrat.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
Montserrat.....	August 19-23	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	July 5-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	July 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
St. Kitts.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
St. Kitts.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	August 19-23	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
St. Lucia.....	July 5-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	July 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
St. Lucia.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	August 19-23	<i>Canadian Challenger</i>	Canadian National
St. Lucia.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
St. Vincent.....	July 5-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	July 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
St. Vincent.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
St. Vincent.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	August 19-23	<i>Canadian Challenger</i>	Canadian National
St. Vincent.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
Trinidad.....	July 5-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	July 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	July 23-28	* <i>Canadian Cruiser</i>	Canadian National
Trinidad.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
Trinidad.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	August 19-23	<i>Canadian Challenger</i>	Canadian National
Trinidad.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships

Departures from Halifax

*Calls at Saint John about three days earlier.

Destination	Loading Date	Vessel	Operator or Agent
Belgium—			
Antwerp.....	July 9-19	<i>Mont Alta</i>	Montreal Shipping
Cuba—			
Santiago.....	July 22-26	<i>Dufferin Bell</i>	Pickford and Black
Netherlands.....	July 9-19	<i>Mont Alta</i>	Montreal Shipping
Newfoundland—			
St. John's.....	July 18-21	<i>Fort Amherst</i>	Furness Withy
United Kingdom—			
Southampton.....	August 10	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	August 31	<i>Aquitania</i>	Cunard Donaldson
West Indies—			
Antigua.....	July 26-29	<i>Lady Nelson</i>	Canadian National
Barbados.....	July 26-29	<i>Lady Nelson</i>	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Bermuda.....	July 26-29	<i>Lady Nelson</i>	Canadian National
British Guiana.....	July 26-29	<i>Lady Nelson</i>	Canadian National
Dominica.....	July 26-29	<i>Lady Nelson</i>	Canadian National
Grenada.....	July 26-29	<i>Lady Nelson</i>	Canadian National
Jamaica.....	July 22-26	<i>Dufferin Bell</i>	Pickford and Black
Montserrat.....	July 26-29	<i>Lady Nelson</i>	Canadian National
St. Kitts.....	July 26-29	<i>Lady Nelson</i>	Canadian National
St. Lucia.....	July 26-29	<i>Lady Nelson</i>	Canadian National
St. Vincent.....	July 26-29	<i>Lady Nelson</i>	Canadian National
Trinidad.....	July 26-29	<i>Lady Nelson</i>	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..	September 5	<i>Brastagi</i>	Dingwall Cotts
Africa—South—			
Cape Town.....	June 22-July 14 September 5	<i>Lake Kootenay</i> <i>Brastagi</i>	North Pacific Shipping Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Argentina—			
Buenos Aires.....	August	<i>Ravnanger</i>	Empire Shipping
Australia—			
Melbourne.....	Late July Early August	<i>Wairata</i> <i>Wairuna</i>	Canadian Australasian Canadian Australasian
Sydney.....			
Brazil—			
Santos.....	August	<i>Ravnanger</i>	Empire Shipping
Chile—			
Arica.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Antofagasta.....			
Valparaiso.....			
China—			
Shanghai.....	August	<i>Vingnes</i>	Empire Shipping
Taku Bar.....			
Chinwangtao.....			
Shanghai.....	July 25-26	<i>Oregon Mail</i> <i>Mangarella</i>	American Mail Line Empire Shipping
Shanghai.....	August 1		
Colombia—			
Buenaventura.....	July 16-17	<i>Phineas Banning</i> <i>Don Aurelio</i>	C. Gardner Johnson Empire Shipping
Buenaventura.....	July 22		
Cuba—			
Manzanillo.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Ecuador—			
Guayaquil.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Guatemala—			
San Jose.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Hong Kong.....	July 25-26	<i>Oregon Mail</i>	American Mail Line
India—			
Madras.....	August 2-7 August 14	<i>Silvercedar</i> <i>Samsacola</i>	Dingwall Cotts Dingwall Cotts
Bombay.....			
Karachi.....			
Calcutta.....	August 18	<i>Madoera</i>	Dingwall Cotts
Bombay.....	August 15	<i>Overijsel</i>	Dingwall Cotts
Netherlands East Indies—			
Batavia.....	August 15	<i>Overijsel</i>	Dingwall Cotts
Soerabaya.....	August 18	<i>Madoera</i>	Dingwall Cotts
New Zealand—			
Auckland.....	Early August	<i>Wairuna</i>	Canadian Australasian
Wellington.....			
Auckland.....	Late July	<i>Wairata</i>	Canadian Australasian
Panama—			
Balboa.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Peru—			
Callao.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
Mollendo.....			
Philippines—			
Manila.....	August	<i>Yingnes</i>	Empire Shipping
Manila.....	August 18	<i>Madoera</i>	Dingwall Cotts
Manila.....	July 25-26	<i>Oregon Mail</i>	American Mail Line
Iloilo.....			
Cebu.....			
Salvador—			
La Libertad.....	July 16-17	<i>Phineas Banning</i>	C. Gardner Johnson
La Union.....			
South Sea Islands—			
Papeete.....	Late July	<i>Wairata</i>	Canadian Australasian
Papeete.....	Early August	<i>Wairuna</i>	Canadian Australasian
United Kingdom—			
Liverpool.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
London.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
Manchester.....	Late August	<i>Pacific Shipper</i>	Furness Pacific

S.S. "Port Darwin" Will Load for Fremantle

The S.S. *Port Darwin*, loading at Montreal the middle of August, will sail direct to Fremantle, Western Australia. Regular calls of the Montreal Australia New Zealand Line are made at Brisbane, Sydney, Melbourne and Adelaide, but calls will be made also at Fremantle if sufficient cargo offers.

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 Counselor 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. Métropole, Avenida Presidente Wilson, 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate. Edifício 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, Edifício 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 TICHEM, 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, Canfrucum.

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. BISSERT, 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 30	Nominal Quotations July 7
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