

# FOREIGN TRADE

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**COVER SUBJECT**—Taj Mahal, the most perfect example of the Mogul style of architecture and considered by many the most beautiful building in the world, is always associated with India, some of whose problems are discussed in this issue. Canada's exports to India in 1946 were valued at \$49,045,000 and her imports from India at \$27,877,000. The Taj Mahal was built at Agra by Shah Jehan for his wife, Mumtaz Mahal, between 1632 and 1650. The tomb building is 186 feet square, and the central dome rises to a height of 210 feet. It is estimated to have cost £3,000,000, and is set in a lovely garden. The independence of India is due to take effect on August 11. The bill creating Hindu and Moslem states was given Royal Assent yesterday.

# Foreign Trade Program Of India Swayed By Food And Politics

*Agricultural and industrial self-sufficiency sought—Heavy demand for Canadian goods, but keen competition from sterling block experienced—Sellers' market presently prevails—Advertising brought rapid results and some embarrassment.*

By G. A. Browne, Assistant Canadian Trade Commissioner

(One rupee equals \$0.3022; lakh equals 100,000 rupees, or approximately \$30,220; one crore equals 100 lakhs, or approximately \$3,022,000.)

**B**OMBAY, June 10, 1947.—India's foreign trade policy will inevitably be conditioned by two major factors: what the country has, and what the country wants. Her vast potential notwithstanding, India is a poor country at the moment. She has an enormous population, but is faced with the gravest problems of food scarcity and political dissension. Labour unrest seriously retards maximum production—production that is a far from mature limb of an adolescent economy which cannot be self-sufficient. At the moment India has not the technique nor all the needed raw materials successfully to compete unaided in a free world market.

India wants self-sufficiency, first in food, which she must have for survival, and thereafter in heavy industry. Her present leaders are committed to a program of industrialization and general economic and social uplift of the country's teeming masses. It is imperative to implement this commitment with the least possible delay. The method promising, to her present leaders, the least delay and the greatest progress appears to be a greater degree of state ownership and control of resources and production. Planned production on the scale contemplated implies planned investment, which can only be successful by regulating exchange, imports and exports. To pursue the present government plans, India must have capital plant. This she must import. It can be imported in the immediate present and future only from a few countries of Europe and the West. With the western countries she, at the present stage, is likely to have a deficit trade balance. Therefore, loan considerations apart, it will be necessary to restrict imports from these countries and to encourage exports to them.

## **Long-term Program Presently Impossible**

Until the constitutional problem has been settled; that is, until it is known what authority or authorities will be the repository of the power now being juggled by the Constituent Assembly (The Congress Party), it has not been possible to look further ahead than the immediate future. The finance member has looked no further ahead than the period of his 1947-48 budget, and a long-term financial policy has not been fixed. Without such, it is equally impossible to fix a long-term foreign trade policy for the protection of indigenous industry and expansion of exports.

During the latter half of 1946, some liberalization of imports was attempted. Last March, the Commerce Department's cancellation of Open General Licence No. VIII gave the first indication of a new stringency in import trade control. In the past year, India has drawn freely on her sterling balances in London.



### Convertibility of Sterling Will Affect Trade

With the approach of July 15, the date for free convertibility of sterling, the British Treasury can hardly be expected to allow India's unregulated withdrawals of this sterling to continue. Some agreement on the rate of these withdrawals obviously must be reached between the British Government and India. As these balances represent India's largest and almost entire reserve of foreign exchange for the future, the Indian Government considers it of paramount importance to take stock of present and future demands, and to ensure that this exchange is spent only on priority imports. After the sterling talks decision, India will know where she stands. She will shape her import policy on the basis of her currently earned sterling, plus the amounts to be released from the accumulated sterling balances, together with her earnings of other currencies.

### Rationing Considered Inevitable

With a heavy program of food imports to finance for some years to come, and a large demand for capital and durable consumer goods from the West, some form of rationing of all three is inevitable. In 1945, import licences for capital goods from the United Kingdom amounted to about Rs.35 crores and from the United States to Rs.1.75 crores. For 1946, corresponding figures are Rs.44 crores and Rs.12 crores, respectively. These United States figures include Canada. Delivery rates are generally the deciding factor in the choice of United Kingdom or United States goods by importers. In some, but not all, capital goods lines, the United States has had the advantage. In some lines of heavy electric plant, pulp and paper and mining machinery, and railroad cars and locomotives, it is thought Canada can compete in deliveries with both the United Kingdom and the United States.

Before World War Two, India sold more to Canada than she bought. During the war, military stores sent Canada's exports to India ten times above India's exports to Canada. A glance at the accompanying graph will show what has happened to the respective export figures since hostilities ended and what form her trade policy is likely to take in the immediate future. Her long-range policy, involving plans for increased exports of finished goods and the development of her own mercantile marine, is focussed on the Far East and Middle East and all the countries bordering the Indian Ocean.

### **Many Enquiries for Canadian Commodities**

Canadian products for which recent enquiries predominate include the following: rolled oats, wheat, wheat flour, starch, glucose and sugar syrups, beer, industrial and surgical rubber goods, canned fish, leather belting, condensed and evaporated milk, and milk foods, cotton yarns and piece-goods, art silk and hosiery, cotton tapes and narrow fabrics, lumber, plywood and hardwood blocks for bobbins, building board, paperboard, all kinds of paper and newsprint, iron and steel rods and sheets, tubes and pipes, wire, farm tractors, agricultural implements and all kinds of machinery, machine tools, and complete manufacturing plants for a variety of uses—from an aluminum rolling-mill to soda-straw manufacture.

All kinds of hardware, principally nuts, bolts, screws, nails and tacks, hinges and builders' hardware and hand-tools are in great demand. Automobiles and parts, garage tools and equipment, non-ferrous rods, bars, sheets and discs, particularly brass and copper tubing, are much in demand. Clocks and watches (mechanical) and all manner of electric domestic appliances, irons, heaters, fans, fluorescent lighting fixtures, radios, record-players, industrial electric switchgear and household electric fixtures and supplies are urgently sought.

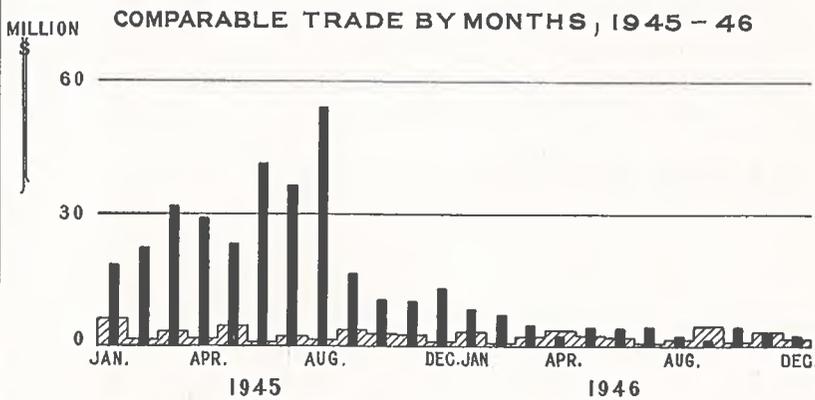
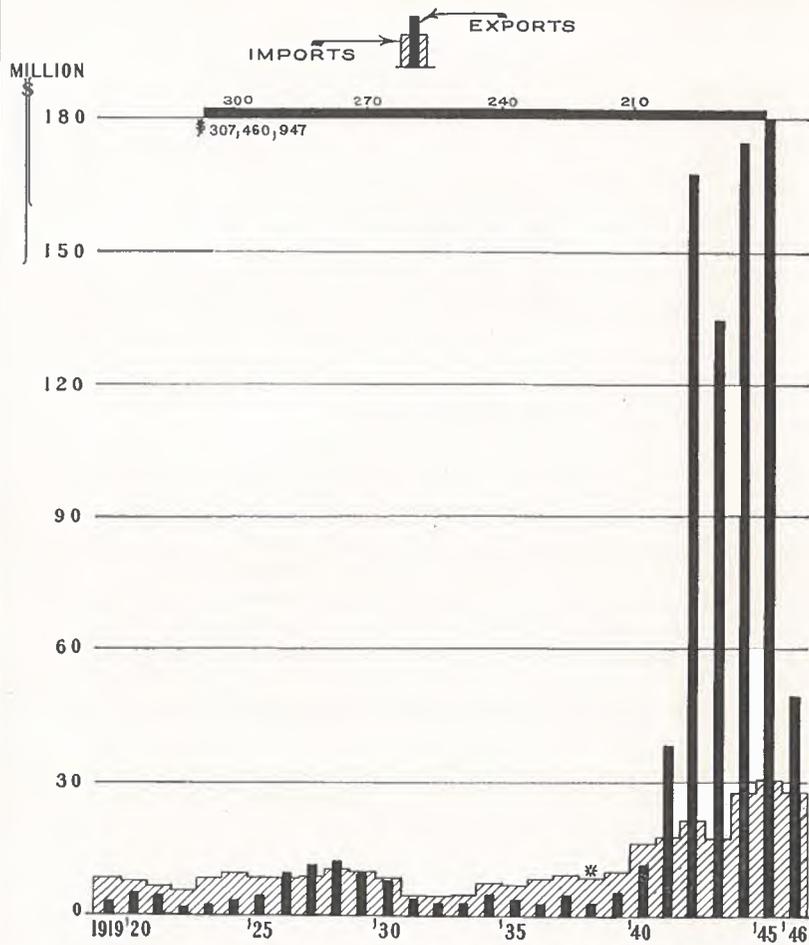
Business machines and office appliances and furniture, cameras, optical goods, films and motion-picture cameras and projectors and all photographic supplies are in demand. Glass of all kinds—household, surgical, window, etc., glass tile and fabrics—industrial, chemicals and pharmaceuticals, sulphate fertilizers, oils, detergents and dyes for the textile trade. Oil engines (horizontal), typewriters, sewing machines, pumps, electric motors, refrigerators and air-conditioning equipment, printing machinery and printers' supplies, presses, telephones and telecommunication equipment, and nearly every form of machinery or equipment generally classed as "capital goods" for power, moving, mining and construction or manufacture, complete the list of enquiries in 1946.

### **Canada Suffers from Sterling Competition**

Canada, as a dollar country whose currency is hard found, has suffered from competition with the United Kingdom and other countries in the sterling area, in addition to easy currency countries that were able to enter the market. India's limited dollar purse has not permitted unrestricted entry of all that Canada has been able to offer since the war, both in capital and consumer goods. In consumer goods, Britain can supply large quantities of many lines that can be paid for in easy sterling, of which India now holds so much. Large supplies have been arriving from the U.S.A., of whose dollars India has more for repayment than Canadian. But in the field of capital goods, machinery and industrial plant, India's pressing need, spurred by her planners, inclines her to license almost freely, even from Canada, against availability and delivery date. Canadian exports have a good reputation in the Indian market, and

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\* Prior to 1938 the figures for British India include Burma

quality goods, both consumer and capital, particularly capital goods for immediate or early delivery, will stand a very good chance against those of the United Kingdom and the United States. The following list from presently chalked-out overall plans for immediate development by the Central government indicates the fields in which Canadian products and enterprise can share:

### Proposed Expenditures by India

(Millions of dollars)

Railways .....	924
Posts and telegraphs .....	185
Electric development and irrigation .....	165
Roads .....	129
Agricultural (including kindred subjects) .....	73
Civil aviation .....	82
Broadcasting .....	13
Education .....	69
Medical and public health .....	40
Miscellaneous .....	198
<b>Total .....</b>	<b>1,878</b>

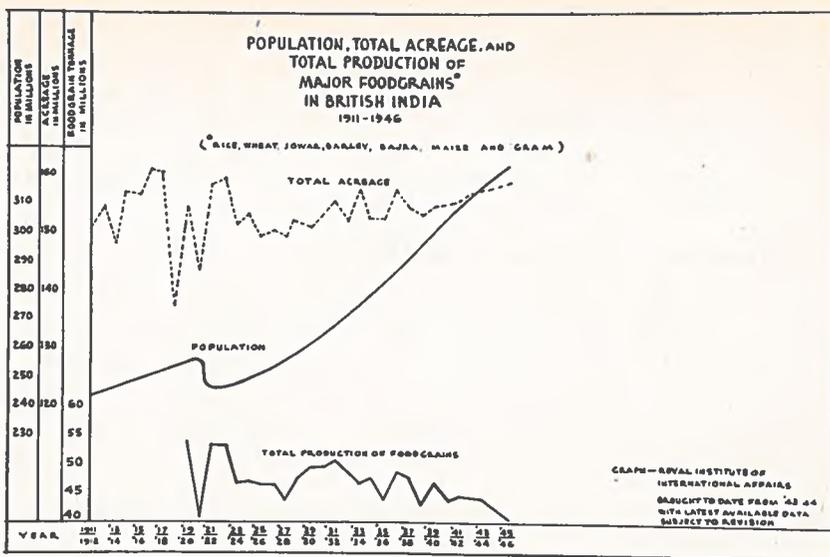
### Representation by One Agency Recommended

As far as wide representation in India is concerned, few Canadian manufacturers at present are either willing or able to meet the entire market demand. Although its effective purchasing power is, relatively speaking, highly concentrated in a few areas, the Indian market extends over such a large territory that few firms can guarantee to cover it adequately. Consequently, for the supplies which a Canadian exporter can allot to this market, and for which Indian import licences can be obtained, the Canadian exporter will find adequate representation may be confined at present to one of the amply financed and long-established importers and agency firms, which own their own branches in the major centres.

Agency and representation arrangements should be made on a trial basis, with one firm only, for the best coverage of the market. Many recently organized importers, seeking a Canadian manufacturer's agency, claim to be able to cover the entire country. In some cases, this may be true. However, even for a highly organized distributor, rail movements, among other factors, at the present time not infrequently make it difficult to reach every corner of the market. At the moment, it is likely that a good importer will find a greater demand than the Canadian manufacturer and exporter can supply. Nothing is therefore to be gained by appointing two agents to split the territory, a course which not infrequently leads to unsatisfactory handling of the commodity or article and undesirable competition between agents.

### Advertising Brought Rapid Results

Advertising pays in the Indian market at the moment. Recent advertisements in Indian daily newspapers resulted in such a spate of enquiries and demands that the advertisements had to be withdrawn after only a few insertions. The correspondence became more than the Canadian firm was prepared to handle. This was, of course, only to be expected in such a sellers' market, as was also the low percentage of repeat orders and the fairly high percentage of dubious accounts entering the bidding. The few dollars spent in such advertising have presumably paid for themselves many times over.



Exhibitions are being planned for 1947, but it is believed these will be on an exclusive, all-India basis to emphasize India's export trade and home industries. There will be much to interest Canadian importers, but it is unlikely that much space will be devoted to foreign manufactures.

#### Area of India Half That of Canada

India is, geographically, half the size of Canada. Her population outnumbers that of Canada by thirty-five to one. Her revenue is about one-third, and her national income is perhaps less than one-half; a third of which is largely owned or controlled by only one per cent of the population. About two hundred different vernaculars are spoken within her borders, although the main population groups more or less confine themselves to the five principal vernaculars and English. Weights and measures are not yet standardized. Pending adoption of the metric system, so long envisaged, the English system is generally used in main centres and ports. Rail and air passenger transportation is generally fair to good, although rail freight has been seriously hampered by shortages of rolling stock and coal, its resources spread broadly to cope with the serious food problem entailing varying priorities.

Currency and banking reflect respectively the new program of substitution for silver in the coinage, and its projected decimalization, which is still in the planning stage. The extended position of many of the private banks, as a result of too optimistic granting of credit facilities to over-anxious and imprudent importers is also reflected. The banking situation in India today shows little, if any, tangible improvement since the end of the war, when it was regarded with some doubt by more conservative Canadian banking circles. The recent Banking Companies Act, giving increased powers of inspection and regulation to the Reserve Bank, promises to remedy the past shortcomings of many of the scheduled banks.

#### Business Transacted on Highly Secured Basis

Since business continues largely to be done on a highly secured basis, it follows that negotiations are made mostly with well-established firms of long standing. These firms have their head offices in the principal

cities, such as Bombay and Calcutta. The more eager buyer or seller may venture farther into the up-country districts, and there perhaps obtain better prices. He will often find that, while the farther he goes and the better the individual prospect appears, not infrequently less security and reliability attaches to the deal. There were never before so many importers and exporters engaged in India's foreign trade. This increase in numbers of traders brings with it a corresponding increase in the difficulty accurately of assessing the status of each individual firm.

#### **Present Condition of India Alarms Bank Chairman**

Sir Homi Mody, chairman of the Central Bank of India, recently informed stockholders of the bank that he viewed with alarm the present economic condition of the country. The people, he said, were not working, and the decline of nearly one-sixth to one-fifth in the total mean annual production was not unexpected in view of the preoccupation of the Interim Government with social-political doctrines. There was a complete lack of attention to the crying need of the country for, first, a clear economic policy and, second, an intensive effort to increase production. Sir Homi inferred that India could not proceed much further on her present course of drift, pending the settlement of constitutional problems, without going bankrupt and falling into very grave internal civil disorder. A less pessimistic attitude is taken by the Advisory Planning Board, in New Delhi, where it is maintained that India would somehow find a way, within a few years, to solve her food problem, her illiteracy problem and, united, to prepare for measurable advancement.

Sir Homi dealt with immediate facts and figures, while the central planners presented paper aspirations without offering practical remedies for the immediate and troubled present. Somewhere between these two points of view, one economically realist and the other politically idealist, the future of this country will take shape. It is impossible to predict at present the manner in which this will be achieved.

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## **Argentine Crop Reports**

**B**UENOS AIRES, July 5, 1947.—(FTS)—The third official estimate of the 1946-47 linseed crop totals 1,034,300 tons, which is an increase of 7.3 per cent over that of last year, but a decrease of 26.4 per cent and 17.5 per cent over the averages for the last ten and five years respectively.

*Cotton*—The second official estimate of the 1946-47 cotton crop places this at 67,800 tons, an increase of 9.9 per cent over the previous crop.

*Sunflower Seed*—Bad weather in recent weeks has caused the Ministry of Agriculture to revise downwards its original estimate of the sunflower seed crop to the extent of 9,000 tons, from 903,000 to 894,000 tons, which is practically identical with last year's figure of 890,000 tons.

*Peanut*—The official estimate for the 1946-47 peanut crop is 110,800 tons. The crop shows a reduction of 20.3 per cent as compared with that obtained in the previous season.

*Wheat*—The official estimate of the 1946-47 wheat crop, based on the reports made by the owners of the harvesting machines, stock reports, etc., places the total at 5,615,000 tons.

*Alfalfa Seed*—The second official estimate of the 1946-47 alfalfa seed crop places this at 20,820 tons, a decrease of 35.5 per cent from the previous crop.

# Frozen Food Industry Of United States Makes Rapid Advance

*Output in 1945 nearly two billion pounds, compared with 826 million pounds in 1939—Research undertaken to improve quality, marketing methods and distribution of products—Number of “locker plants” in operation has also increased rapidly.*

By T. N. Beaupré, Assistant Commercial Secretary, Canadian Embassy

WASHINGTON, July 3, 1947.—Frozen foods constitute the fastest growing branch of the entire food industry in the United States today. In the early depression years, after the First World War, the canning industry had surplus crops on hand and, not wishing to can them because of depressed markets, they looked for another outlet. It was essentially as a result of this stimulus that Clarence Birdseye intensified his investigations and finally devised his process of cold plate freezing. That was in effect the birth of the present commercial frozen food industry. From that time until 1940 the young industry developed quickly, aided by a relatively small but intensive research program and a favourable consumer reaction to a product which is a combination of novelty and quality basic food.

## Production Increased During War Years

The war years, however, made demands on the industry far beyond its efficient capacity. Production of frozen foods in 1939 was estimated at 826 million pounds, but by 1945 the output of frozen foods had reached nearly 2 billion pounds. While all sections of the industry have shared in the increase, the expansion of frozen fruit, berries and vegetables is particularly noteworthy.

### \*Production of Frozen Foods

Product	(Millions of pounds)						
	1939	1940	1941	1942	1943	1944	1945
Fruits . . . .	140.6 (a)	172.4 (a)	202.3 (a)	194.6 (b)	187.2 (b)	323.9 (b)	430.2 (b)
Vegetables..	72.6 (a)	83.3 (a)	107.2 (a)	152.5 (b)	207.9 (b)	237.1 (b)	308.0 (b)
Fish . . . . (c)	183.4	196.2	246.6	247.2	246.1	266.5	286.0
Eggs . . . . (d)	177.1	189.6	237.2	257.6	412.6	511.8	397.6
Poultry .. (d)	252.0	312.0	327.0	297.0	339.0	481.0	546.0
	825.7	953.5	1,120.3	1,148.9	1,392.8	1,820.3	1,967.8

\* Ice cream not included.

(a) Western Canner and Packer.

(b) National Association of Frozen Food Packers.

(c) Fish and Wildlife Service, United States Department of Interior.

(d) United States Department of Agriculture.

## Quality Fails to Keep Pace with Production

This rapid expansion during war years had some unfavourable results. The materials and manpower necessary to maintain and develop the industry were unavailable. However, there was no lack of monied interests, usually without basic food knowledge, who eagerly speculated in frozen food processing and distribution but contributed nothing to the ethical development of the industry.

There was a ready market for all the frozen food available, with the result that quality suffered. Unsatisfactory selection of raw produce,

improper processing, poor packaging and haphazard distribution without sufficient temperature control contributed to a poor quality product, although luxury prices were maintained. Thus it was that, during the war years with competition insignificant, production flourished and quality was often disregarded. But consumer resistance was born and made itself known as the food industry became aware of the return of the buyers' market.

During January, 1947, considerable newspaper publicity was given to the record inventory of stock being carried over from the previous year. This condition was, of course, partly the result of one of the biggest crop years in the history of this country, but it was also due to consumer resistance to poor quality and to high prices. However, a considerable proportion of the inventory was in institutional or commercial sizes and suitable for reprocessing, and the improving sugar supply situation has made it possible for industrial consumers to broaden their operations. Increasing demands by preservers and other large volume users have made inroads into a burdensome carryover of fruits from last year's pack.

Acknowledging the fact that the frozen food offered to consumers in the United States has not always been of the best quality, Dr. G. Hodges Bryant, Chairman of the Frozen Food Institute, Inc., maintains: "It is not quite fair to hold the industry wholly responsible for all of its shortcomings. It grew too quickly and in an artificial atmosphere of shortages and emergency demands. Many technical experts were in the services, there were shortages of building materials for plants and retail operations, limited packaging materials, etc. Probably the outstanding difficulty has been a lack of that broad knowledge that comes only from long experience in an industry. These factors have all combined to spotlight the frozen food industry at this time. Some of the negative things that are being highlighted along with the inventory situation should serve as a warning as well as a challenge."

#### **Research Governs Quality Control and Distribution**

The industry is meeting this challenge with some degree of success. Naturally the overall goal is to deliver a high-quality product at as near competitive prices to the greatest number of consumers as is possible. In the all-out drive for quality control, the industry decided at the annual convention of the National Association of Frozen Food Packers to take advantage of the provisions of the Research and Marketing Act of 1946. Thereunder Congress has provided the framework for an extended research program among federal and state agencies, farm organizations and private industry in the scientific approach to problems of marketing, transportation and distribution of agricultural programs.

#### **Frozen Food Distribution Presents Problem**

A recent report of the transportation committee of the National Association of Frozen Food Packers indicates the magnitude of the transportation requirements of the frozen food industry. It is clear that the expansion of suitable transportation facilities has not kept pace with the increased volume of frozen foods which must be moved to market. Most frozen foods are now transported by rail, but unless additional suitable facilities are provided, the industry must seek other means of transportation.

Ordinary refrigerator cars will not maintain temperatures low enough to ensure arrival of the products in good condition. For this reason the industry has emphasized the need for the construction of special types

of super-insulated refrigerator cars, to be designated as "freezer-cars", which are capable of maintaining temperatures sufficiently low to ensure against loss of quality or nutritive value of the frozen food being carried. It appears that less than 2,000 freezer cars have been built and, although more are being constructed and still more are under consideration, the industry's need is immediate.

A general picture of the frozen food pack of 1945 is shown below. Of the large volume of frozen foods produced in the western region, it is estimated that not more than 30 per cent is consumed in that area. The situation is similar for each of the commodities under study.

**\*Production of Frozen Foods**



	Poultry	Fish (Million pounds)	Eggs	†All foods
Zone 1 .....	30	97	12	620
Zone 2 .....	328	5	241	601
Zone 3 .....	55	23	40	146
Zone 4 .....	109	7	91	247
Zone 5 .....	10	6	4	51
Zone 6 .....	10	24	9	173
Zone 7 .....	4	125	1	137

\* Statistics given are for 1945.

† All foods—fruits and berries, vegetables, fish, poultry and eggs.

**Pacific Coast Production of Fruits and Berries Heavy**

There is a heavy concentration of production of fruits and berries along the Pacific Coast. Three states, California, Washington and Oregon, produce about two-thirds of the total United States pack. However, the bulk of this pack is consumed in the eastern half of the United States. A large percentage of all frozen fruits and berries are packed in large containers, ranging in size from 30-pound cartons or tins to barrels, and this merchandise is principally bought and used by bakers, jam and jelly manufacturers, ice cream companies, etc. To a large extent, these industrial users are located east of the Mississippi River. However, it is also true that a large proportion of frozen fruits and berries packed on the Pacific

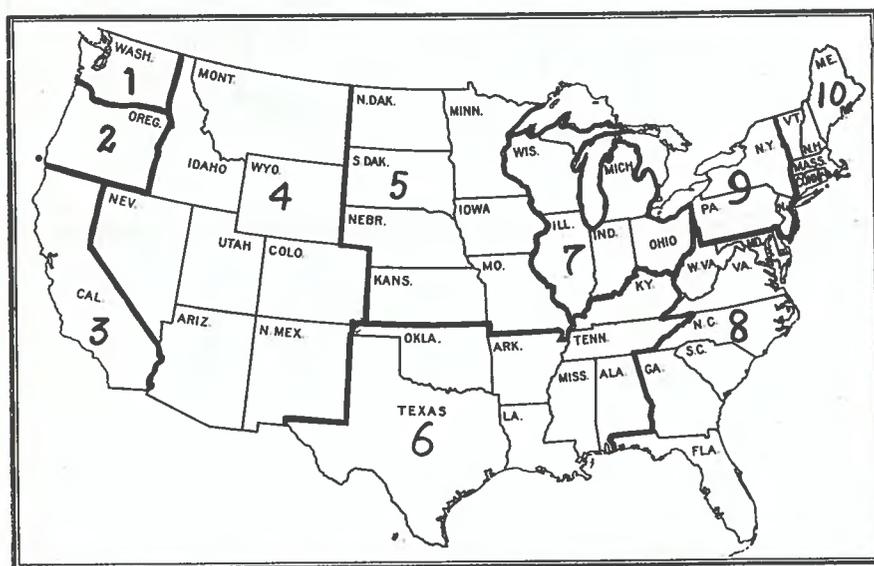
Coast in consumer-size packages are marketed in the areas of concentrated population in the east.

Apart from the heavy production on the west coast, the packs of frozen fruits and berries in other areas must be transported considerable distances before reaching their market. A significant volume of frozen strawberries, produced in the southern states, moves north to market. Frozen cherries, packed in Michigan, Ohio and Wisconsin, move east, and the same is true of an increasingly important production in the mountain states of Colorado and Utah.

### Frozen Vegetables Packed Throughout United States

Frozen vegetables are packed in most regions of the United States with concentrated production along the Pacific Coast, the West North Central States (principally Minnesota) and the Middle Atlantic States of New York and New Jersey. As in the case of frozen fruits, the bulk of the frozen vegetables packed in California, Washington and Oregon finally is consumed in the eastern half of the United States, particularly through such markets as Chicago, New York, Pittsburgh, Philadelphia, New Orleans and Dallas. Long distance movement is also required in the marketing of frozen vegetables produced in other regions. Minnesota packs of frozen peas and frozen corn move east and south to markets. New York and New Jersey production is distributed over most of the area east of the Mississippi River.

**\*Production of Frozen Fruits and Vegetables**



	Fruits (Million pounds)	Vegetables (Million pounds)
Zone 1 .....	75	77
Zone 2 .....	59	29
Zone 3 .....	168	50
Zone 4 .....	16	7
Zone 5 .....	2	25
Zone 6 .....	21	7
Zone 7 .....	31	9
Zone 8 .....	19	12
Zone 9 .....	39	91
Zone 10 .....	2	5

\* Statistics given are for 1945.

### **Frozen Fish Packed in New England**

The important concentrations of frozen fish production are in New England, the West, the Middle Atlantic States and in the South Central region. The greatest volume of production is in New England. The pack from this region, which includes frozen fillets of haddock, cod and rosefish and frozen whiting, are widely distributed not only throughout New England and the major markets of the Middle Atlantic States, but also throughout the Middle Western States, and even in the Mountain States and on the West Coast.

The large volume of frozen fish produced in the West represents important quantities of Pacific Coast varieties, such as frozen salmon and frozen halibut. Aside from the volume sold in the West, a large proportion of this pack is marketed widely over the eastern half of the United States and particularly throughout the Great Lakes area, the Middle West, New York, Pennsylvania and New England.

Another concentration of frozen fish production is along the Gulf Coast in the South Central States. This production of frozen shell fish and southern varieties of fish moves primarily north into the Middle West and the Great Lakes States, and also into the important eastern markets, such as New York, Philadelphia and Boston.

### **Frozen Poultry Produced in Middle West**

While all regions of the country produce some frozen poultry, there is a large concentration of production in the East North Central and West North Central States, comprising the region commonly known as the Middle West. It is estimated that 75 per cent of the United States production of frozen poultry is in these states. From this area frozen poultry moves in all directions, with the heaviest volume moving to Chicago and large eastern markets, such as New York, Philadelphia, Pittsburgh, Cleveland and as far east as New England.

### **Frozen Eggs Also Packed in Middle West**

The great concentration of frozen egg production is in the central regions of the United States, with the major volume in the West North Central and East North Central States, where over 80 per cent of the total is produced. This large volume is distributed for the most part in the northeastern United States, east and north of Chicago. Used largely by bakers and other food manufacturers, frozen eggs are sold principally in large eastern markets. The lesser concentration of frozen egg production in the South Central States also moves in a northeastern direction, to heavily populated regions of northeastern United States.

It should be noted that frozen foods are usually shipped more than once during the course of distributing the merchandise from the point of production to the ultimate consumer. Since these products should be held at a maximum temperature of zero Fahrenheit, the usual practice is to ship the product from the plant to a warehouse in an important distribution centre, and subsequently transport it to the market where it is to be sold.

Once the long-distance shipping has been effected, the disposition of foods frozen in commercial-size containers is relatively simple. This does not apply, however, to the marketing of the many types of frozen foods being offered directly to the individual consumer.

## Large Selection of Frozen Foods Available

Frozen fruits, berries and vegetables are probably the best-known commodities in this trade, and the size of the pack has increased each year. Civilian disappearance of commercial frozen fruit in 1946 is estimated at 2.5 pounds per capita, whereas the consumption of frozen vegetables was 2 pounds per capita. The total United States frozen fruit pack for 1946 amounted to 523,281,201 pounds, and the frozen vegetable pack amounted to 450,000,203 pounds.

Fast frozen fish and shellfish are becoming established favourites, but it is difficult to appraise the actual volume of this trade because United States Department of Interior statistics do not differentiate between quick frozen fish packaged for the consumer trade and other frozen fish. The same difficulty exists in estimating the amount of frozen poultry being offered in packages, although the volume is significant.

In the frozen meat branch of the business, producers are confident that the sale of quick-frozen cuts under the self-service system will work "as much of a revolution in the meat industry as did the introduction of western dressed beef through the refrigerator cars years ago." According to Charles E. Wurm, President of the Quick Frozen Food Association of Chicago, quick-frozen meats have a lower bacterial count and increased tenderness. He claims that storing frozen cuts for one week at zero Fahrenheit increases tenderness approximately 20 per cent.

The pre-cooked specialties are gaining a great deal of attention: Chowders, stews, hashes, goulashes, French fried potatoes, apple pies and finally the complete meal, put up in sections so that the housewife can select any combination of meat, potato and vegetable for any member of the family.

## Trend is Towards Consumer Packages

Commenting editorially, Joseph R. Fabian, editor of "Frozen Food Industry and Locker Plant Journal", estimates that the ultimate goal of the frozen food packer is 80 per cent consumer pack and 20 per cent institutional or commercial pack. In marketing the former pack, packaging and display cabinets are two items of fundamental importance. With regard to packaging, packers have tended to delay design changes waiting for cellophane, fibre and aluminum foil interests to develop the perfect frozen food container. But it is becoming apparent that competition will not permit further delay. Each package must do a real selling job and the more important packers are bringing out new designs.

Two industrial engineers, writing in *Western Advertising*, warn that, with almost 500 brands of frozen foods jostling each other for public favour, this class of food must continue to compete with fresh foods and must cope with a glamorous newcomer—"fresh flown" foods. They suggest that packages must have "appetite appeal" rather than just "icicle appeal", pointing out that impulse purchases and quick recognition are facilitated by eye-catching, realistic illustrations of the product.

With price-marking becoming more important as competition increases, they suggest that the package should be designed so as to encourage the dealer to mark prices on packages by providing convenient empty spaces on the design. Finally, they suggest that "carry home wraps" might be profitably considered now that home storage facilities encourage the purchase of larger quantities of frozen foods at one time—their convenience appealing to the customer, their promotional possibilities appealing to the packer.

At present there is a noticeable lack of standardization in the frozen food packaging field. The American Standards Association recently convened a meeting of the trade to study this problem, but definite recommendations have been deferred, pending further investigation. The New York *Journal of Commerce*, as a result of considerable pressure, began to quote prices of frozen foods, but after a few issues the practice was discontinued until such time as plans for packaging standardization were completed. They explained their action as follows: "Present package size diversification makes impracticable the listing of a thoroughly informative price table and anything less might well be confusing rather than enlightening."

The development of display cabinets has received a great deal of attention during the past year, and even greater advances in design are anticipated as materials become more available. Some cabinets are the slide-top type, others deliver a package at the touch of a button, and others are designed like the standard butcher's cabinet. But whatever the design, the fundamental requirements are that the cabinet should hold the produce at zero temperature and that it cater to the particular type of trade involved.

#### **Locker Plants Provide Food Processing Facilities**

Locker plant operation is really a separate industry within the frozen food industry. The last annual survey completed by the United States Farm Credit Administration indicates the current trend for increasing the jobs that plants do for their patrons. In addition to storing meat, many locker plants have added such services as custom slaughtering and processing meat for storage, dressing poultry, rendering lard, and freezing fruits and vegetables both for commercial and individual use. Locker plants, still a new and fast-growing industry, have increased from 1,300 in 1938 to 8,025 by July 1, 1946. Undoubtedly, the expansion would have been even greater if it had not been for the war-created shortages of building materials, equipment and labour.

The largest number of plants are located in the North Central and Pacific Coast regions. However, in the last few years the greatest percentage gain has been in the eastern and southern states. The leading states on July 1, 1946, include Iowa, with 655 locker plants; Minnesota, with 525; Washington, 495; Wisconsin, 473; Illinois, 450; California, 438; Texas, 402; Nebraska, 345; Kansas, 340; and Oregon, 325.

A study of the recently erected plants shows an important shift in the locker industry—an increasing number of new plants are in the smaller rural towns. The Farm Credit Administration report indicates that 74 per cent of all plants now operating are situated in towns of less than 5,000 people. Not only has the number of plants increased, but the average number of lockers per plant increased from 326 on January 1, 1943, to 500 on January 1, 1946.

The volume of food stored per locker ranged from 393 pounds in North Central and South Atlantic States to 264 pounds in Western States. For the country as a whole, the average amount of food stored was 353 pounds per locker. Of this amount, 163 pounds was beef, 135 pounds pork, 4 pounds lamb, 15 pounds poultry, 12 pounds game, 13 pounds fruit and 11 pounds vegetables. Thus meat, game and poultry accounted for 93 per cent of the total food processed.

It is apparent that locker plants are primarily a rural industry, serving rural people. Farmers make up approximately 75 per cent of all locker plant patrons. Besides handling the farmer's products for his own use, locker plants in rural areas are beginning to help growers to dispose of their surplus meat, poultry, fruit and vegetables.

# United Kingdom Plans for Slight Increase In Food Products

*Chancellor of the Exchequer states that program for the next year must be related to needs on the one hand, and to the external balance of payments on the other—Due to severe shortage of dollars, steps are contemplated to close the gap between necessary imports and exports, especially to hard currency areas.*

By A. E. Bryan, Commercial Counsellor for Canada

**L**ONDON, July 2, 1947.—The Chancellor of the Exchequer has made an important announcement on the United Kingdom's import program for the twelve months beginning July 1. He stated that this program must be related to needs on the one hand and to the external balance of payments on the other.

Owing to a serious rise in world prices of food and raw materials, and to the disappointingly slow rate of postwar recovery both in Europe and Asia, a severe shortage of dollars is making itself felt in almost all parts of the world. In particular, he said, the line of credit under the Anglo-American Loan Agreement is being drawn upon much more rapidly than expected. In the circumstances, therefore, steps are contemplated to close the gap between necessary imports and exports, especially to hard currency areas.

While the present discussions are proceeding upon the general economic situation of Europe, no final decisions will be made, but the government feels it necessary, nevertheless, to make certain adjustments to meet the existing situation.

## **Imports of Foodstuffs and Raw Materials**

The guiding principle in framing this program is to sustain the productive power of the United Kingdom and to safeguard, in the first place, those imports which are essential to the health and strength of the people, to their full employment, and to the efficient equipment of industry. While, therefore, the country cannot afford all the imports of foodstuffs hoped for, the government has decided to maintain, and indeed in some directions slightly to increase, the volume of these imports as compared with the year just ended. Owing to the unexpectedly large rise in prices, this means that a substantially larger sum in terms of foreign exchange will have to be found for food imports in the next twelve months. But, in some cases, imports may be restricted by shortage of supplies, and the possibility of cuts in particular foods, including rationed goods, cannot be ruled out. The authorities count, however, on increased imports of animal foodstuffs and fertilizers and on rebuilding stocks which have run down very low.

Food, raw materials and machinery will have first place in the import program. A limit will be placed on the expenditure of hard currencies upon raw materials, but any necessary economies will be so designed as to cause the minimum of difficulties to industry. Foreign exchange will be found without restriction for machinery essential for industrial re-equipment.

## **Reduction in Imports of Consumer Goods**

The Chancellor stated that there would be a substantial reduction in imports of tobacco and gasoline. Restriction of supplies of newsprint is also unavoidable, and will render it necessary to return temporarily

to four-page newspapers. The government will also seek powers to levy an import duty on films with a view to limiting imports. Some restrictions will also be made in the comparatively small volume of imports of consumer goods other than food.

In conclusion, the Chancellor pointed out that, in order to reduce the adverse balance of payments, an increasing proportion of the United Kingdom's production, especially of those goods which can find a market in hard currency areas, must be made available for export. This applies in particular to the textile industries.

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## Great Britain Cannot Consider Any Additions to Token Import List

*Gravity of dollar exchange position involves the imposition of import restrictions—Board of Trade will issue final list to include outstanding applications.*

By Export Division, Foreign Trade Service

**D**UE to the gravity of its dollar exchange position, which necessitates the imposition of further restrictions on its imports of consumer goods, the United Kingdom announced on July 8 that no further requests could be considered for additions to lists of products eligible for "token shipment" to Great Britain. The British authorities propose publishing one further list of eligible products, however, taking into account applications already lodged with them.

Commodities, formerly excluded from the British market, were periodically added to a list of products that could be imported into the United Kingdom under a "token shipment" policy inaugurated in April, 1946. This concession was granted in an effort to provide for the re-establishment of commercial relations between Canada and Great Britain. Such "token" shipments were restricted, however, to manufacturers having a prewar trade pattern in the United Kingdom, and were limited to twenty per cent of the value of the exports of the manufacturer concerned in the base years, 1936-38.

Any Canadian exporter, who had established a market in Great Britain before the war for any of the commodities placed on the token import list might count on securing a British import licence through his representatives or agents in that country.

No changes are proposed in the existing list, and no reduction is contemplated in the basic quotas. It is expected that the final list will clean up all outstanding items on which a decision has been sought from the Board of Trade.

### French North Africa

Algeria—Morocco—Tunisia

Exporters and importers interested in French North Africa may obtain a set of the articles prepared for publication in *Foreign Trade* by Mr. James P. Manion, Canadian Trade Commissioner, during an economic survey of that area in 1946. Applications should be addressed to the Director, Trade Publicity Division, Foreign Trade Service, Ottawa.

# Lady Rodney Returns to Service Between Canada and Caribbean

*Trade facilities with Eastern Group of British West Indies will be improved by return from war service of two popular "Lady" liners—Carried 66,287 personnel of armed forces and dependents—S.S. Chomedy being retired after twenty-six years.*

THE S.S. *Lady Rodney*, one of five passenger vessels designed for operation between Canada, Bermuda, the British West Indies and British Guiana, will return to peacetime service this evening with her departure from Halifax. She will be joined in the near future by the S.S. *Lady Nelson*, which was a hospital ship during the war and brought many Canadian casualties back home. These two alone remain of the five popular "Lady" liners that were so well known in Caribbean waters. The S.S. *Lady Somers*, *Lady Drake* and *Lady Hawkins* were lost through enemy action.

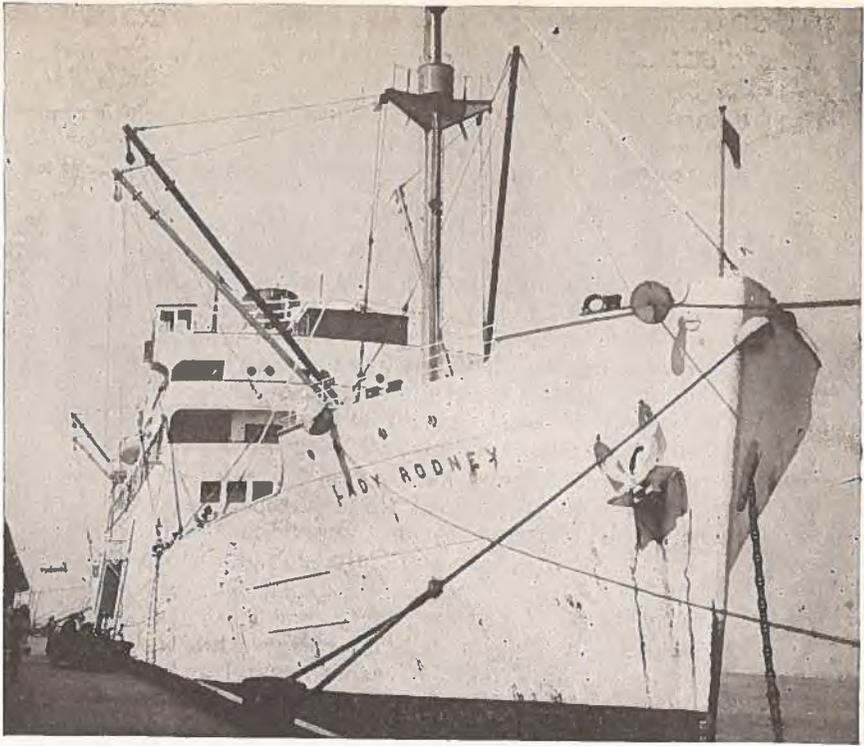
The *Lady Rodney* was engaged from 1942 to 1945 as a troopship, plying between Canada, Newfoundland and Labrador. She also participated in the invasion of Normandy, carrying troops across the English Channel. During this period she steamed 109,640 sea miles and carried 59,568 service personnel. She was transferred to the United Kingdom service in November, 1945, and transported 6,719 service personnel and their dependants, logging an additional 55,283 miles. She made several trips between England and the continent to embark dependants of Canadian servicemen at Rotterdam and Antwerp.

With the return of the *Lady Rodney* to the Canadian National Steamships last November, the final chapter in the war record of this company was written. Thirteen ships, representing more than 70,000 gross tons, were sunk during the Second World War. Others were torpedoed but later restored to service.

The *Lady Rodney* was built in 1929 by Cammell Laird & Company, Limited, at Birkenhead. She is 420 feet long, 60 feet wide and has a depth of 30 feet. She has a gross register of 8,194 tons and a net register of 4,936 tons. The *Lady Rodney* formerly operated, with the *Lady Somers*, on the western route—to Bermuda, the Bahamas and Jamaica. The return of the *Rodney* and the *Nelson* to service will assist in the further development of trade between Canada, the Leeward and Windward Islands, Barbados, Trinidad and British Guiana, as they have more passenger accommodation than other vessels operating in that trade. Captain Anaclet LeBlanc, O.B.E., will be in command of the *Lady Rodney*.

## S.S. Chomedy Will be Retired Shortly

With the return to service of the *Lady Rodney*, the S.S. *Chomedy* will be retired by the Canadian National Steamships. She is now on her last voyage, concluding twenty-six years in the service of her owners, and will be sold. Built in Vancouver in 1921 and named the *Canadian Freighter*, this vessel set sail for the Orient, and was later placed in operation between Vancouver and the United Kingdom. She was converted at Birkenhead in 1927 for the transportation of passengers, in addition to cargo, and renamed the *Canadian Pathfinder*. In 1931, she was again renamed, and placed in the Canada-West Indies service as the S.S. *Chomedy*. A sister ship, the S.S. *Colborne*, was formerly the *Canadian*



**S.S. *Lady Rodney*, which is scheduled to leave Halifax today for Bermuda, the British West Indies and British Guiana, concluding a period of more than four years as a troop transport. She and the S.S. *Lady Nelson* alone survive of five ships specially designed for operation in the Caribbean.**

*Photo by Canadian National Steamships*

*Skirmisher*, and pioneered the South American trade for the Canadian National Steamships. She was sold recently to Chinese shipping interests, having completed more than a hundred sailings to ports in the Caribbean.

#### **Silver Fox Fur Sale Held in London**

London, June 14, 1947.—The Hudson's Bay Company held a sale of silver fox in June, when the offerings consisted of 23,114 silver fox, 198 pearl platina fox, and 2,321 platina fox.

During the pre-sale show period, the attendance was very poor and the number of buyers at the sale negligible. Under the circumstances it was necessary to withdraw practically the whole offering. The sale, which was completed in a few hours, was limited to  $1\frac{1}{2}$  per cent of the silver fox and  $7\frac{3}{4}$  per cent of the pearl and platina fox offered.

The poor result is attributed to the general inactive state of the home market, the quiet period in retail stores during recent weeks, and the heat wave during the time the goods were on show.

# Applications for Canadian International Trade Fair Exceeding Expectations

*Requests received for more than 80,000 square feet, which compares with original estimate of 25,000 square feet of space—Invitations being sent out in September to over 100,000 buyers throughout world.*

**A** PPLICATIONS for some 80,000 square feet of space at the Canadian International Trade Fair have been received from firms in Canada, which is more than three times in excess of the figure anticipated. The trade fair will be held in Toronto from May 31 to June 12, 1948, and is the first of this character ever to take place in this country.

Over 600 firms throughout the world have already indicated their desire to exhibit at this fair. Initial returns indicate that 150 producers in Great Britain will be represented, together with 30 from Czechoslovakia, 25 from Belgium, 20 from the Netherlands and 50 from other countries.

Seven German manufacturers have submitted applications for space, and negotiations are being conducted through the Joint Export-Import Agency of the Allied Military Government to provide for their participation. It is not yet known whether any firm in Italy or Japan will be represented at the trade fair.

Products to be displayed cover twenty-four classifications, ranging from diesel locomotives to fine jewels. One of the exhibits from Czechoslovakia will feature machine tools. Wearing apparel and textiles, heavy industries and processed foods comprise the largest trade groups to date.

Invitations will be sent out in September to 100,000 buying organizations and individual buyers throughout the world. Plans have been made to advertise the trade fair in the leading international publications and trade journals in foreign countries, in an effort to attract visitors to the Canadian International Trade Fair. The message will be carried to more than sixty different countries and translated into fifteen languages, including Arabic, Erse and Afrikaans.

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## German Equipment Available as Reparations

The Allied Control Council has allotted to the Western Allies, through the Inter-Allied Reparation Agency, the equipment listed below. These items are available under the French Emergency Delivery Scheme. 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 is August 2, 1947. Inventory lists are held by the Industrial Development Division, Department of Trade and Commerce, Ottawa. All enquiries should be addressed to the director of this division.

The following are some of the machines available: cigarette-packing machines, cigarette-making, cigar-making, tobacco leaf-cutting machines; milling, fastening, boring, rectifying, planing, grinding, forging and testing machines; mortar mixers; commutators; lathes; hydraulic presses; transformers; separators (oil); generators; winches; locomotives (diesel); band and circular saws; thread-cutting, straightening, folding, polishing, riveting, surfacing, setting, match-making, splitting, nail-cutting, reaming, shoe-making, tapping, grooving, snipping and punching machines; separators (centrifugal); compression and pumping station; sharpeners; planers; eccentric presses, centering and radial boring machines.

# Canadian Dairy Cattle And Hogs Well Received In Shanghai

*Five calves born during fifteen-day voyage from Vancouver—Animals unaffected by storm, but cattle handlers very seasick—Recovery of China from severe war losses of livestock assisted by UNRRA.*

(This report, compiled by representatives of UNRRA in Shanghai, was furnished by L. M. Cosgrave, Commercial Counsellor for Canada, with a selection of photographs taken at the request of *Foreign Trade*, which published in its May 3rd issue a photograph of the livestock being loaded in Vancouver.)

SHANGHAI, May 1, 1947.—Eight hundred Canadian dairy cattle and ninety Canadian hogs, none of which suffered from seasickness during the fifteen-day voyage from Vancouver, were unloaded today at Shanghai's Jukong Wharf. One of the thirty-four cattle handlers and veterinarians aboard the S.S. *Lindenwood Victory* explained that the ship was hove to for twelve hours during a bad squall, when the wind blew around fifty miles an hour, and that "most of the boys were sick, very sick. The cows just stood up, swaying solemnly back and forth with the ship's uneasy motion, chewing calmly. The hogs, of course, kept on stuffing themselves, quite oblivious to everything."

The S.S. *Lindenwood Victory*, built in the United States for service during the war, was specially fitted with stalls for the transportation of cattle for the United Nations Relief and Rehabilitation Administration. This was her third shipment of livestock. Five cows died during the voyage, but five calves were born and the complement remained unchanged. All the pigs survived and gained weight on the trip. It was explained by one of the veterinarians that the cattle that succumbed took ill on the overland journey across Canada from Quebec.

## **Livestock Destined for Agricultural Stations**

Following a ten-day rest period and inoculations at the Chinese Relief and Rehabilitation Administration's livestock feeding station at Kiangwan, near Shanghai, most of the animals will be shipped to agricultural stations and farm schools in seven liberated provinces of China, including the Shanghai Demonstration Farm. Others will furnish milk and meat to hospitals and orphanages, including the Nanking War Orphanage.

Prior to their departure from Shanghai, the animals will be inoculated against anthrax and rinderpest, China's two deadliest cattle diseases. (A special vaccine to combat rinderpest was developed by a group of Canadian and United States scientists on Grosse Ile, in the St. Lawrence River below Quebec, and made available to countries throughout the world.) On arrival at their respective destinations, the cattle will be immunized against piroplasmiasis, or tick fever. Prior to their shipment from Canada, they were tested for brucellosis and tuberculosis, and pronounced healthy. It was maintained that these animals would contribute much to the improvement of China's livestock.

## **Enormous Losses Sustained During War**

A total of 2,596 UNRRA cattle, 1,001 high-grade sheep, 792 mules and 90 hogs have so far arrived in China to assist this country recover,

## Canadian Cattle and Hogs

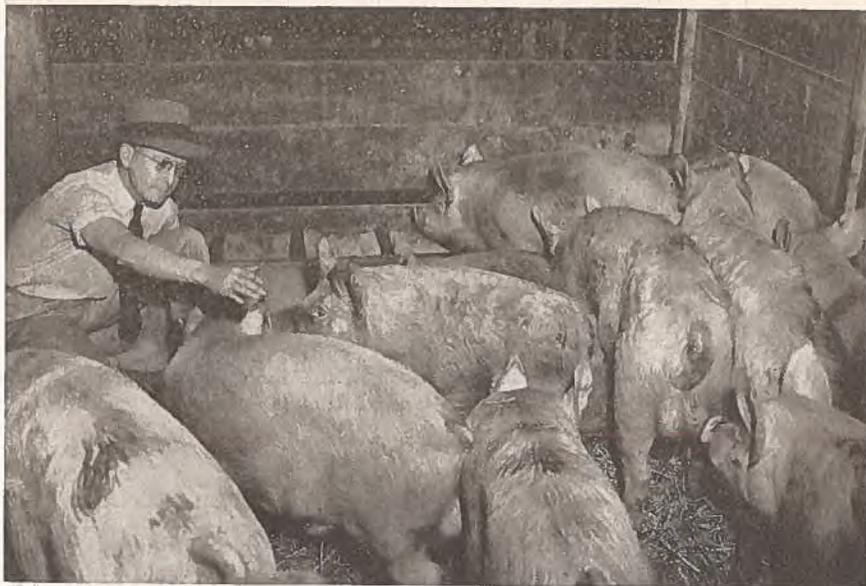


China—Two of five calves born aboard the S.S. *Lindenwood Victory*, which carried 800 high-grade Canadian dairy cattle and 90 choice hogs from Vancouver to Shanghai for delivery to UNRRA officials. Standing, left to right: Hugh Mackenzie, of Watford, Ont., of UNRRA's investigation section; Peter C. R. Campbell, Canadian Vice-Consul; and Brigadier W. N. Bostock, Military Attaché, Canadian Embassy. Kneeling, F. C. Hsu, chief of UNRRA's agricultural rehabilitation commission, and John Eller, chief of its livestock section.



China—Canadian cattle leave the S.S. *Lindenwood Victory* by means of "flying stalls".

## Are Welcomed by Chinese



China—Canadian boars, brought to Shanghai from Vancouver aboard the S.S. *Lindenwood Victory* to assist in replenishing the livestock losses that totalled 18,000,000 hogs during the period of hostilities. Although five of the cows died during the voyage, the pigs all survived and even gained weight. In fact, the livestock fared better than the crew and cattle handlers, many of whom were laid low during a storm that forced the ship to heave to for twelve hours.



China—Canadian cattle herded together before boarding trucks that took them from the Jukong Wharf to the UNRRA livestock feeding station at Kiangwan, near Shanghai, for a ten-day period of inspection and inoculation.

*Photos by Whipperman*

in some measure, from the enormous estimated war loss of 4,000,000 cows and 18,000,000 hogs. On a previous voyage, the S.S. *Lindenwood Victory* brought 800 United States cattle, donated by the Elgin, Illinois, Church of the Brethren's Service Committee. She then loaded 400 head of cattle and 1,000 sheep in New Zealand for delivery to China. Twenty-five additional blue-blooded Corriedale sheep, donated by CORSO, a group of New Zealand co-operatives, were flown 1,200 miles from Shanghai to Chinese co-operatives in Kansu Province, in Northwestern China.

## **Brazil's Climate Demands Tropicalization For Protection of Manufactured Goods**

*Careful precautions, both in manufacture and packing, are essential to protect products from ravages of rust, corrosion, termites and fungus—Non-corrosive metals and hard, close-grained woods recommended—Water-proofing essential for glued joints.*

**By Maurice Bélanger, Commercial Secretary, Canadian Embassy**

(Editor's Note.—This is the fifth in a series of reports on Brazil for *Foreign Trade*.)

**B**RAZIL'S tropical climate requires that the manufacturer give very careful consideration to its probable effect on the life of his product and on the service it will render. Elementary precautions are those of packing, which must be specially designed to resist rust and other effects of humidity and heat. Costly commodities, such as machinery, household appliances, radios, pianos, etc., should be "tropicalized" to render them proof against corrosion, termites and fungus.

Wherever possible, non-corrosive and rust-resistant metals, such as cadmium, nickel, stainless steel or chromium, should be used. If rusting or corrosive metals, such as iron, steel, brass, copper, zinc, tin and silver, are used, they should be treated.

### **Electrical Insulation and Joints Important**

Insulation should be of plastic, glass or other material, which is termite inhibitive and is not conducive to the formation of fungus and rot. Soldered joints must be varnished, and all connections should be soldered and then varnished. Condensers, filters, chokes and coils, such as transformers, along with other electrical components, should be either sealed with hydro seal, or vacuum-packed and sealed.

### **Hard, Close-Grained Woods Essential**

Wood should be very hard and close grained. Mahogany is preferable. If this is not practicable, the wood should be saturated not less than a quarter of an inch with a material, such as Ceraseal. There should be no raw wood in any cabinet or wood structure, and the whole should be varnished with not less than three coats of fungus and rot inhibiting varnish or lacquer. Any of the well-known varnish manufacturers can supply suitable coatings.

Where glued joints occur, they should be made with waterproof glue, manufactured specifically for tropical use. Varnished, lacquered and painted surfaces should be freely swabbed down with Ceraseal or some other fungus and rot inhibitor, which will also resist the action of termites.

# Canada Leads All Suppliers of Seed Potatoes to Argentina

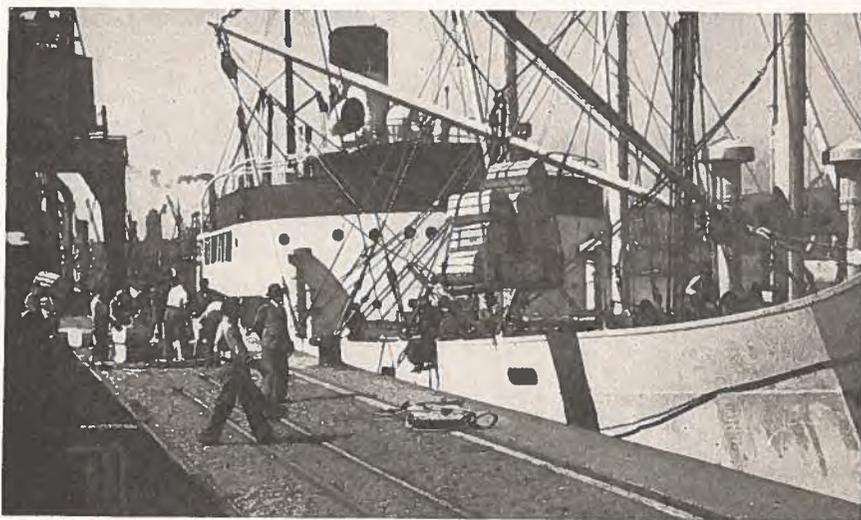
*Of total imports in the ten-year period 1937-46, totalling 2,432,696 crates, Canada shipped 1,280,957 crates—Imports declined in wartime period, none being recorded for 1943 and 1944—Marked improvement in 1946 over 1945—Purchases of table stock large but not steady.*

By E. H. Maguire, Assistant Commercial Secretary, Canadian Embassy

(One kilo equals 2.2 pounds)

**B**UENOS AIRES, June 11, 1947.—The importance of Canada as a supplier of seed potatoes to Argentina is indicated by import returns for this commodity for the past ten years. According to reliable statistics, Argentina imported 2,432,696 crates of seed potatoes, weighing 56 kilos gross, during the period 1937-46, and of this amount Canada supplied 1,280,957 crates, or just over 50 per cent. Imports were also received from several other countries, the most important of which were Denmark, 611,118 crates, or approximately 25 per cent of the total; and the United States, 193,057 crates, or approximately 8 per cent.

During the 1937-46 period, imports were largest in 1937, amounting to 751,133 crates, of which Canada supplied a major portion, amounting to 363,953 crates. Denmark followed with 272,090 crates, the remainder being made up of small shipments from ten other countries. The 1938 receipts amounted to 539,071 crates, of which Canada supplied 231,868, followed by Denmark with 175,758 crates, the United States, Estonia, Holland and Poland supplying the remainder. The latest year for which substantial imports of this commodity are recorded is 1939, when Argentina took 605,481 crates. Canada, Denmark and the United States were the largest suppliers in that year, their shares amounting to 278,339 crates, 138,437 crates and 92,078 crates respectively.



Argentina—Canadian seed potatoes being discharged in Buenos Aires.

Imports amounted to 265,815 crates in 1940 and to only 75,882 in 1941, Canada again being the largest supplier in both years. Only 200 crates arrived in 1942, all from the United Kingdom, and in 1943 and 1944 there were no imports of seed potatoes into Argentina. In 1945, shipments were resumed, and receipts for that year amounted to 61,269 crates, of which Canada supplied 59,916 crates. There was an improvement in 1946, and Canada was credited with supplying 141,307 crates out of a total of 142,845 crates received.

#### Argentine Imports of Seed Potatoes

	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946
	(Crates of 56 kilos gross)									
Germany ...	21,992	6,166	520	....	....	....	....	....	....	....
Austria ...	14,707	....	....	....	....	....	....	....	....	....
Canada ...	363,953	231,868	278,339	142,692	62,882	....	....	....	59,916	141,307
Czechoslovakia ...	....	579	....	....	....	....	....	....	....	....
Chile ...	....	....	1,000	....	....	....	....	....	....	....
Denmark ...	272,090	175,758	138,437	25,233	....	....	....	....	....	....
United States ...	3,981	22,273	92,078	60,647	13,000	....	....	....	1,078	....
Estonia ...	28,750	35,350	7,696	....	....	....	....	....	....	....
Holland ...	6,291	30,659	82,411	1,943	....	....	....	....	....	100
U. Kingdom ...	250	....	....	....	....	200	....	....	....	....
Ireland ...	....	3,100	5,000	....	....	....	....	....	....	....
Latvia ...	....	5,020	....	26,300	....	....	....	....	....	....
Lithuania ...	2,246	....	....	....	....	....	....	....	....	....
Poland ...	36,648	28,298	....	....	....	....	....	....	....	....
Sweden ...	25	....	....	....	....	....	....	....	275	1,438
Yugoslavia ...	200	....	....	....	....	....	....	....	....	....
Totals ...	751,133	539,071	605,481	256,815	75,882	200	...	...	61,269	142,845

#### No Imports of Table Stock Since 1939

During the 1937-46 period, Argentine imports of table stock potatoes have been periodically large but by no means steady. In 1937, a total of 4,073,532 bags, of 60 kilos each, were imported, of which Holland's share was the greatest, amounting to 2,346,254 bags. Other important suppliers were: the United Kingdom, 437,936 bags; New Zealand, 288,475 bags; Denmark, 239,922 bags; United States, 197,854 bags; and Belgium, 151,905 bags. Imports in 1938 amounted to 553,175 bags, decreasing to 355,306 bags in 1939. Holland was the largest supplier in both these years.

There have been no imports of table stock since 1939, and in future imports through commercial channels will be contingent upon the lifting of internal price controls in Argentina. The current retail ceiling price for table potatoes in the Buenos Aires area is 25 cents per kilo, or less than three Canadian cents per pound. At present it is unprofitable for private traders to import and sell under this ceiling.

(Editor's Note—Import figures compiled by the Argentine Government differ from the export figures compiled by the Dominion Bureau of Statistics for the calendar year, and these vary with those for the agricultural crop years. However, the aggregate totals for the seven years indicated below are approximately the same.

#### Canadian Seed Potato Exports to Argentina

	Argentine figures	Calendar year (bushels)	Crop year
1937 .....	667,000	126,830	1,020,000
1938 .....	425,090	1,189,071	260,035
1939 .....	510,300	508,303	494,762
1940 .....	261,600	281,110	279,518
1941 .....	115,300	117,774	100,609
1945 .....	110,000	112,502	109,846
1946 .....	260,000	261,299	425,832 <sup>1</sup>
Totals .....	2,349,290	2,596,889	2,690,602

<sup>1</sup> Crop year, to January 31, 1947.

# South Africa Suffers Recession From Natural War Expansion

*Sellers' market disappearing, though demand for certain imports continues—Substantial decline in gold production affects purchasing power of miners and shareholders—Coal production has increased materially—British emigrating to Union.*

By D. S. Armstrong, Assistant Commercial Secretary for Canada

**J**OHANNESBURG, May 30, 1947.—The opinion that business in South Africa has suffered a recession in recent months is generally held by commercial and financial circles. The signs and trends which would lead one to draw this conclusion may be classified as the "inevitable symptoms of the postwar transitional period", complicated in developing economies such as that of South Africa by the expansionist impetus imparted by the war. Most observers feel that the recession indicates a levelling-off of business activity rather than a depression, and many hold that it is in the interests of the country that conditions develop as they have.

In general, wholesale and retail buying have been subdued, stocks are high and few shortages exist. Some traders are refusing to place any substantial orders for the present. Some cancellations have taken place, while in many cases overseas buying trips have been postponed until the position becomes clarified. Those who have heavy financial commitments with their banks and overseas shippers have resorted to sales to unload secondary or substitute goods so that a safer liquid cash position may be restored. Although there has been some price cutting, wholesale and retail price indices have continued to rise. There can be no lowering of these or of cost of living until the prices of basic materials come down.

## **Sellers' Market Disappearing**

To summarize, except in the case of goods that are still in short supply such as cheap cottons, worsteds and soap, the basis of trading has been transformed from the sellers' market of recent years, and is rapidly taking on the usual competitive aspect of normal peacetime conditions.

The Standard Bank of South Africa's index of business activity shows a relatively steady rise from 1938 (base 1938=1000) to V-E Day, when it stood at 1550. From May, 1945, to June, 1946, the index rose more rapidly to 2100, but then dropped to an estimated 1930 by March this year. At the same time, bank deposits have fallen from the August, 1946, record high of £350,095,000 to £336,693,000 for March, 1947, while advances have risen from a 1939-46 average of £50,000,000 to £350,095,000.

At a rough estimate, the South African Reserve Bank's assets available for settling foreign commitments, namely gold, foreign bills and balances with overseas banks, declined during the first quarter of 1947 by rather more than £30 millions. Some £20 millions of this decline was accounted for by partial lease-lend payments to the United States Treasury. The remainder is accounted for mainly by the continued excess in value of imports over exports. The quantity of cargo landed, amounting to 1,000,000 harbour tons for January and February, was 50 per cent above the corresponding months of 1946.



South Africa—Cape Town, with Table Mountain beyond.

### **Demand for Imports Heavy**

The roots of the current business conditions do not lie only in the preceding months, but more particularly in the war years. South African economy is based to a very large degree on gold and its production. Not being a highly industrialized country there is a tremendous call for imported products. (Per capita imports run about 25 per cent higher in South Africa than in Canada.) During the war and up to the middle of 1946, there were shortages in almost every line, and merchants placed orders overseas with little hope of delivery. They were influenced by two facts: they and their customers had plenty of ready cash, and their shelves were empty. From the war's end to late in 1946, buyers went abroad to obtain their legitimate needs and often returned with merchandise completely outside their normal lines. This pure speculation overloaded the market in commodities which were first available, and as others came into freer supply, there was a tendency for these to flood the market as well.

Two other factors have contributed materially to present conditions. The Johannesburg Stock Exchange, a potent financial giant, influencing the welfare of a large section of the public, suffered a slump in August last year. Investors, many of whom were merchants with large cash holdings, have refused to sell out at a loss. Consequently, money has been tied up when it would normally be used for trading and buying.

### **Gold Production Has Declined**

The second factor is the gold mining industry. Gold production dropped nearly 300,000 ounces, worth about £2,800,000, from 1945 to 1946, and for the first three months of this year a fall from the corresponding figures of 1946 of over 480,000 ounces has been recorded. The main reason for the recent drop in output was a prolonged strike in the mines of the Witwatersrand. In February, production fell by 40 per cent from the average. Group profits from gold mining average £2 millions to £2.5 millions a month; January's profits were £1,968,557, February's loss was £248,804, and March's profits were £1,194,243. The obvious result of these reductions is a decline in the purchasing power of the mines as well as of their shareholders.

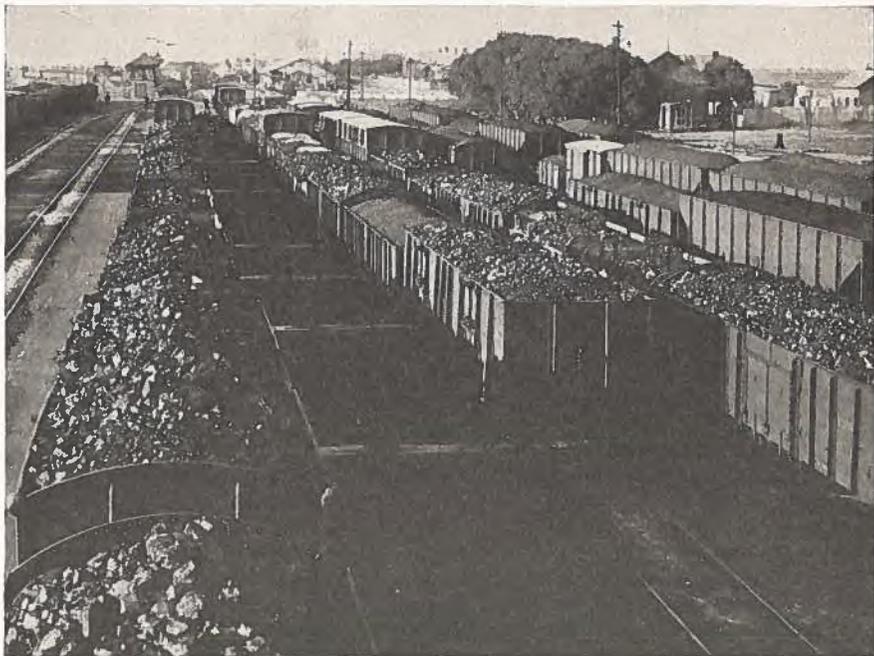
A steadily declining rate of production is due in part to the shortages of heavy equipment and depreciation of irreplaceable machinery. The

plight of the industry generally is the concern of the mining interests, the public and the government. In October, the Chairman of the Chamber of Mines described in detail with facts and figures (but without a solution) how rising costs—raw materials, labour, capital equipment, taxation and social services—have made the future of the industry questionable.

In his budget speech in February, the Minister of Finance announced that £2.2 millions of gold mining taxation would be surrendered. The speech, taken as a whole, reflected favourably the present position of the Union and the outlook for the future. Customs revenue, excess profits duty, stamp duties and property transfer duties all exceeded expectations. With this in mind, the Minister proposed the repeal of the Excess Profits Duty, the Trade Profits Special Levy and the Property Transfer Duties. He also modified gold and diamond mining taxation, customs and excise duties (mainly on petrol) and super taxes.

#### **Coal Production Has Increased**

For fields of mining other than gold, a word should be added in respect of coal. While the rest of the world is generally suffering from a coal shortage, South Africa's position is enviable. Production in 1946 was 50 per cent above that of 1941 and coal exports, estimated at 1,000,000 tons for 1947, will be one-third of those in 1945. The expanding coal industry has the advantage of very low pit-head costs. The factors limiting exports include railway facilities, expense of long overland haulage, an inadequate labour force and handling facilities at the ports. Also the export market demands coal of a relatively high calorific value, and only a few collieries in the Natal and Witbank areas can cater for this trade. With the expected expansion of secondary industry and gold mining (this includes the Free State development), electricity undertakings and railway



South Africa—Loaded coal trucks in Witbank, Transvaal. Coal production in 1946 was 50 per cent above that of 1941 and coal exports, estimated at 1,000,000 tons for 1947, will be one-third those in 1945.

requirements, consumption in the Union seems likely to continue its upward trend to the detriment of coal for export.

In the field of staple necessities, two major shortages have occupied the minds of industry and commerce. Since the passing of the Asiatic Land Tenure Act last year, trade relations with India have been suspended. In consequence, no appreciable supply of jute has reached the Union and the resultant bag shortage has given rise to the most stringent controls. While diplomatic negotiations may restore trade, it is thought that India will never produce enough jute to satisfy world demand. In the light of this, steps are being taken to find fibres and machines for local manufacture. In fact, the erection of a large bag-making factory using local fibres has been announced.

The second shortage—iron and steel—has hampered both the building and secondary industries. Iscor, the quasi-government iron and steel company, produces 500,000 tons annually, about half the country's normal needs and an appreciably smaller proportion of its present demand. Here, also, plans are being made to extend the production capacity and a £5 million plant is on order.

#### **British Immigrants Arriving in Union**

Two important events of recent months have had their influence on the economy of the Union. The six-week tour of the Royal Family had a commercial value to the extent of a reported £40 millions worth of orders for British goods. The second event has not yet made its impression, but undoubtedly it will have an effect in due course. In April, the first 1,200 immigrants of British origin arrived in the country and larger numbers are expected as shipping becomes easier. There is every indication that these new settlers are being absorbed rapidly into industry and commerce. Great difficulty is being experienced, however, in finding suitable housing for them, and temporary emergency arrangements have been made in some centres by the use of military barracks.

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### **Postal Information**

#### **Parcel Post Rates to Sweden Via England Changed**

As a result of the revision in the charges which Canada is required to pay for the conveyance of parcels from Canada to Sweden via England, the rates of postage have been altered and, until further notice, will range from 65 cents for one pound to \$4 for packages weighing between 15 and 20 pounds.

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#### **Weight of Gift Parcels to Germany Increased**

The weight limit of gift parcels to Germany forwarded via England and by the direct route has been increased to 20 pounds. The regulations governing the mailing of gift parcels including the restriction of not more than two parcels per week from any mailer to different addresses are still in effect. The limit of value of parcels mailed without an export permit is \$25.

## Trade Commissioners on Tour

**C**ANADIAN 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)

Vancouver—July 22-26.

Victoria—July 28.

Ottawa—August 15-18.

Montreal—August 19-31.

### Agricultural and Industrial Fair to be Held in Newfoundland

St. John's, July 3, 1947.—(FTS)—It has been announced that the West Coast Agricultural and Industrial Fair is to be held in Corner Brook on September 18, 19 and 20 next. The fair, which was started five years ago, has had a record of continuous growth, and in 1946 more than 20,000 people were in attendance. Exhibits in the past included livestock, agricultural products, handicrafts, foodstuffs of all types and several industrial displays. The Newfoundland Government has taken an active part in the fair, exhibiting fishery products, minerals and also making annual contributions in the form of cash prizes. The dimensions of the standard booth are 4 feet deep, 8 feet high, with 10 feet frontage. If the size of the standard booth is not suitable, the committee is prepared to provide additional space if available. The rental for the standard booth is \$100, with an additional charge for extra space. Applications for space should be addressed to J. A. Collins, Chairman, Booth Committee, West Coast Agricultural and Industrial Fair, Corner Brook, Newfoundland.

# Trade and Tariff Regulations

## Australia Places Additional Items under Administrative Control

Sydney, June 21, 1947.—(FTS)—The Australian Customs (Import Licensing) Regulations have been further amended by the transfer of the following commodities when of non-sterling origin from the prohibited import list to the administrative control of the Import Licensing Branch of the Department of Trade and Customs: fencing foils and masks; table alarm clocks, travelling alarm clocks and travelling clocks; paper cones, tubes, bobbins, reels, spools and pirns of the type used in the spinning and weaving industries; cartridge, offset, drawing and duplicating paper, blotting paper and absorbent paper; marble paper and foil paper; gummed paper; stencil paper; carbon and other similarly prepared copying papers; also various types of papers and paper boards classifiable under bylaw tariff item No. 404, for use in the manufacture of photographic albums; wads for milk and cream bottles; cake bands; festoons and streamers; barbers' head rest rolls and neck strips; flypaper; crepe paper; paper towels; oiled paper, shredded for fruit packing and for shells for shotgun cartridges; and under by-law item 415 (A) (2) black paper varnished for use in the wrapping of wire netting; pitch paper; and paper interlined with pitch or asphaltum.

With effect from June 1, the import licensing authorities have decided to suspend the issuance of licences for cotton and rayon piece-goods from non-sterling countries used for dress goods and furnishing materials covered by Australian tariff items Nos. 105 (A) (1) (a) and 105 (D) (1) with the exception of linings.

Placing an item under administrative control does not necessarily mean that an import licence will be issued, but rather that approval will be considered, based on the merits of each application at the time it is submitted, taking into consideration the essentiality of the commodity, its end use, and its availability from local or sterling sources.

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## Australia Allows Duty Concessions for Pressed Metal Body Panels

Sydney, June 28, 1947.—(FTS)—According to a statement issued by the Australian Minister of Customs, pressed metal body panels, ordinarily dutiable under tariff item 359-E (at rates ranging from £20 to £37 10s. per complete set) not fabricated beyond trimming of the edges, for use in the manufacture within Australia of bodies for motor car and truck chassis, are now admissible under tariff item 404, (free of duty under the British preferential tariff, which is applicable to Canada, and 15 per cent ad valorem under the general tariff) provided such panels are shipped from the country of origin to Australia on or before December 31, 1947.

Consideration will also be given to the question of admitting under tariff item 404 body panels welded together, when it is clear that such fabrication has been done with the object of facilitating packing and transport or avoiding unnecessary expenditure in Australian factories, and not with the object of avoiding the protective intention of the tariff.

These decisions do not obviate the necessity for compliance with import licensing regulations in the case of panels imported from non-sterling countries. In the statement, the Australian Department of Customs referred to the present shortage of steel sheets suitable for motor vehicle body manufacture in Australia.

### Increased Duties on Tobacco in Singapore and Malayan Union

Singapore, June 23, 1947.—(FTS)—Increased import duties on tobacco and its products have been announced, effective June 23, 1947, when imported into Singapore and the Malayan Union. The increase provides for the following new rates: cigars and snuff, \$11 per pound (\$10, preferential rate); cigarettes, \$5.50 per pound (\$5, preferential rate); unmanufactured tobacco, \$4.40 per pound (\$4.20 preferential rate); manufactured tobacco (excluding cigars, cigarettes and snuff) imported in containers of any kind for retail sale to the public, \$5.70 per pound (\$5.50 preferential rate); tobacco, not otherwise provided for, \$5 per pound.

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### Duty Rebate Granted by Southern Rhodesia for Certain Items

Southern Rhodesia, by government notice No. 447 of May 30, 1947, grants a rebate or refund of customs duty on cotton and wool tapestries and mattress ticking to be used in the furniture manufacturing industry on first importation or when taken out of bond.

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### United States to Re-impose Duties on Lumber

Effective August 15, imports of lumber into the United States will be subject to the ordinary duties of the United States tariff and, where applicable, to taxes levied under the Internal Revenue Code. A proclamation issued on June 30, 1947, terminates the provisions of that of October 25, 1946, under which lumber, timber and timber products declared by the National Housing Expediter as suitable for the construction or completion of housing accommodation was authorized.

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## 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.

30. **Sweden**—Hugo Hilsson, AB, Grevturegatan 10, Stockholm, enquire as to the possibility of representing in Sweden, Canadian suppliers of primary steels including: bars, rods, wire, sheets, plates, structurals, ball and roller bearings, tubes; and also copper and brass sheets and strips. File: 21245.
31. **Hong Kong**—Gibb, Livingston and Company, Limited, of Hong Kong, which are a subsidiary of Mackinnon, Mackenzie and Company, an old British merchant house in India, are interested in representing in the Orient Canadian manufacturers of primary steel products including bars, plates, wire and also yellow metal and zinc sheets. This firm has been operating for over a hundred years. File: B-1055.
32. **England**—Gerald Staines Limited, Ross-on-Wye, Herefordshire, England, would be interested in purchasing regularly and in large quantities from Canadian sources of supply hand tools, including: wrenches, shears, hammers, spanners, feeler gauges, calipers, micrometers, reamers, taps and dies, planes, car tools, cold chisels and screwdrivers. File: 17217.



## 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
<b>Africa-East—</b>			
Lourenço Marques..	July 24-Aug. 3	<i>Fort Chesterfield</i>	Elder Dempster
Lourenço Marques..	August 8-18	<i>Cabano</i>	Elder Dempster
Lourenço Marques..	August 20-30	<i>Cambray</i>	Elder Dempster
Beira.....	July 24-Aug. 3	<i>Fort Chesterfield</i>	Elder Dempster
Beira.....	August 20-30	<i>Cambray</i>	Elder Dempster
<b>Africa-South—</b>			
Cape Town.....			
Port Elizabeth.....	July 24-Aug. 3	<i>Fort Chesterfield</i>	Elder Dempster
East London.....	August 8-18	<i>Cabano</i>	Elder Dempster
Durban.....	August 20-30	<i>Cambray</i>	Elder Dempster
<b>Argentina—</b>			
Buenos Aires.....	August 27	<i>Arthur J. Tyrer</i>	Montreal Shipping
<b>Australia—</b>			
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
<b>Belgium—</b>			
Antwerp.....	July 17-22	<i>Mortain</i>	Furness Withy
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 24	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	July 28	<i>Mont Alla</i>	Montreal Shipping
Antwerp.....	August 2	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	August 5	<i>Prins Willem</i>	
		<i>Orange</i>	Shipping Limited
Antwerp.....	August 10-15	<i>Brant Couillard</i>	Canada Steamships

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Brazil—</b> Santos.....	July 30	<i>George B. McLellan</i>	Montreal Shipping
<b>Ceylon—</b> Colombo.....	July 18-23	<i>Harpalycus</i>	McLean Kennedy
Colombo.....	July 21-25	<i>Daltonhall</i>	McLean Kennedy
Colombo.....	July 23	<i>Rockside</i>	March Shipping
Colombo.....	July 25-30	<i>City of Norwich</i>	McLean Kennedy
Colombo.....	August 10-15	<i>Empire Sparton</i>	McLean Kennedy
Colombo.....	August 25	<i>Brookside</i>	March Shipping
<b>China—</b> Shanghai.....	July 23	<i>Rockside</i>	March Shipping
Shanghai.....	July 26-29	<i>City of Carlisle</i>	McLean Kennedy
Shanghai.....	August 25	<i>Brookside</i>	March Shipping
<b>Denmark—</b> Copenhagen.....	August 2	<i>Tunaholm</i>	Swedish American Line
<b>Egypt—</b> Port Said.....	July 24-28	<i>Limburg</i>	Cunard Donaldson
Suez.....			
<b>Elre—</b> Dublin.....	July 28-Aug 2	<i>Torr Head</i>	McLean Kennedy
Dublin.....	July 26	<i>Irish Elm</i>	Shipping Limited
Cork.....	August 10	<i>Irish Ash</i>	Shipping Limited
<b>Finland—</b> Helsinki.....	August 2	<i>Tunaholm</i>	Swedish American Line
<b>France—</b> Le Havre.....	July 17-22	<i>Mortain</i>	Furness Withy
Le Havre.....	July 21	<i>Mont Sorrel</i>	Montreal Shipping
Le Havre.....	August 10-15	<i>Brant County</i>	Canada Steamships
<b>Germany—</b> Hamburg.....	July 28	<i>Mont Alta</i>	Montreal Shipping
<b>Greece—</b> Piraeus.....	July 22-24	<i>Mont Sandra</i>	Montreal Shipping
Piraeus.....	July 26-28	<i>Actor</i>	Montreal Shipping
<b>Hong Kong.....</b>	July 23	<i>City of Carlisle</i>	McLean Kennedy
	July 26-29	<i>Rockside</i>	March Shipping
	August 25	<i>Brookside</i>	March Shipping
<b>India—</b> Karachi.....	July 18-23	<i>Harpalycus</i>	McLean Kennedy
Madras.....	July 21-25	<i>Daltonhall</i>	McLean Kennedy
Bombay.....	July 25-230	<i>City of Norwich</i>	McLean Kennedy
Calcutta.....	August 10-15	<i>Empire Sparton</i>	McLean Kennedy
Bombay.....	August 25	<i>Brookside</i>	March Shipping
Calcutta.....			
Bombay.....	July 23	<i>Rockside</i>	March Shipping
Madras.....	July 14-24	<i>Seaside</i>	March Shipping
<b>Italy—</b> West coast ports....	August 10-15	<i>A Ship</i>	Montreal Shipping
<b>Malayan Union—</b> Penang.....	July 24-28	<i>Limburg</i>	Cunard Donaldson
Port Swettenham....			
<b>Malta.....</b>	July 22-24	<i>Mont Sandra</i>	Montreal Shipping
	August 15-25	<i>Marchport</i>	March Shipping
<b>Mediterranean—</b> Central and Western Areas....	July 22-24	<i>Mont Sandra</i>	Montreal Shipping
	July 26-28	<i>Actor</i>	Montreal Shipping
	August 10-15	<i>A Ship</i>	Montreal Shipping
	August 15-25	<i>Marchport</i>	March Shipping

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Mexico—</b> Vera Cruz.....	July 26-29	<i>Empire Gangway</i>	McLean Kennedy
<b>Morocco—</b> Casablanca.....	July 22-24	<i>Mont Sandra</i> <i>A Ship</i>	Montreal Shipping
Casablanca.....	August 10-15		Montreal Shipping
<b>Netherlands—</b> Rotterdam.....	July 23-26	* <i>Blijdendijk</i> <i>Prins Alexander</i> <i>Mont Clair</i> <i>Prins Willem van</i> <i>Brant County</i> <i>Orange</i>	Furness Withy
Rotterdam.....	July 24		Shipping Limited
Rotterdam.....	August 2		Montreal Shipping
Rotterdam.....	August 5		Canada Steamships
Rotterdam.....	August 10-15		Shipping Limited
Rotterdam.....	July 22-28		<i>Beckenham</i>
<b>Netherlands East Indies—</b> Batavia.....	July 24-28	<i>Limburg</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
<b>Newfoundland—</b> Saint John's.....	July 19-21	<i>Elgin</i> <i>Blue Peter II</i>	Furness Withy
Saint John's.....	August 5-8		Montreal Shipping
<b>New Zealand—</b> Auckland.....	July 30-Aug. 6	<i>Fort Chambly</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Napier.....			
<b>Northern Ireland</b> Belfast.....	August 4-8	<i>Fanad Head</i>	McLean Kennedy
<b>Norwegian Ports.....</b>	July 25	<i>Rutenfjell</i> <i>Tunaholm</i>	Brock Shipping
	August 2		Swedish American Line
<b>Philippines—</b> Manila.....	July 26-29	<i>City of Carlisle</i>	McLean Kennedy
<b>Poland—</b> Gdansk.....	August 2	<i>Tunaholm</i>	Swedish American Line
<b>Portugal—</b> Lisbon.....	August 15-25	<i>Marchport</i>	March Shipping
<b>Singapore.....</b>	July 23	<i>Rockside</i> <i>Limburg</i> <i>Brookside</i>	March Shipping
	July 24-28		Cunard Donaldson
	August 25		March Shipping
<b>Sweden.....</b>	August 2	<i>Tunaholm</i>	Swedish American Line
<b>Trieste.....</b>	July 13-20	<i>Mont Clair</i>	Montreal Shipping
<b>United Kingdom—</b> 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> <i>Norwegian</i>	Cunard Donaldson
Glasgow.....	July 28-Aug. 2		Cunard Donaldson
Hull.....	August 1-4	<i>Consuelo</i>	McLean Kennedy
Leith.....	July 21-24	<i>Cairnvalona</i>	Furness Withy
Liverpool.....	July 18-25	<i>Asia</i> <i>Empress of Canada</i> <i>Torr Head</i> <i>Cavina</i> <i>Beaverford</i>	Cunard Donaldson
Liverpool.....	July 23-26		Canadian Pacific
Liverpool.....	July 28-Aug. 2		McLean Kennedy
Liverpool.....	August 1-5		Cunard Donaldson
Liverpool.....	August 2-8		Canadian Pacific

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom</b>			
—Con.			
Liverpool.....	August 4-8	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	August 9-15	<i>Fort Miami</i>	Cunard Donaldson
Liverpool.....	August 16	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	August 21	<i>Beaverburn</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
London.....	August 26	<i>Beaverlake</i>	Canadian Pacific
Manchester.....	July 21-26	<i>Manchester Progress</i>	Furness Withy
Manchester.....	July 28-Aug. 2	<i>Manchester City</i>	Furness Withy
Manchester.....	August 4-9	<i>Manchester Regiment</i>	Furness Withy
Newcastle.....	July 21-24	<i>Cairnvalona</i>	Furness Withy
Swansea.....	July 18-22	<i>Montreal City</i>	Furness Withy
<b>Uruguay—</b>			
Montevideo.....	July 30	<i>George B. McLellan</i>	Montreal Shipping
Montevideo.....	August 27	<i>Arthur J. Tyrer</i>	Montreal Shipping
<b>West Indies—</b>			
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 30	* <i>Canadian Leader</i>	Canadian National
Bahamas.....	August 8	* <i>Canadian Conqueror</i>	Canadian National
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 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 19-23	<i>Canadian Challenger</i>	Canadian National
Bermuda.....	August 20-29	* <i>A Ship</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
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 28	<i>Canadian Victor</i>	Canadian National
Jamaica.....	July 30	* <i>Canadian Leader</i>	Canadian National
Jamaica.....	August 8	* <i>Canadian Conqueror</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 18-28	* <i>Alcoa Planter</i>	Alcoa Steamships

## Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
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 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 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 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
<b>Cuba—</b>			
Santiago .....	July 22-26	<i>Dufferin Bell</i>	Pickford and Black
<b>Newfoundland—</b>			
Saint John's .....	July 18-21	<i>Fort Amherst</i>	Furness Withy
Saint John's .....	July 25-28	<i>Fort Townshend</i>	Furness Withy
<b>United Kingdom—</b>			
London .....	August 7-9	<i>Ottawa Valley</i>	Cunard Donaldson
Southampton .....	August 10	<i>Aquitania</i>	Cunard Donaldson
<b>West Indies—</b>			
Antigua .....	Mid August	<i>Lady Nelson</i>	Canadian National
Barbados .....	Mid August	<i>Lady Nelson</i>	Canadian National
Bermuda .....	July 25-28	<i>Fort Amherst</i>	Furness Withy
Bermuda .....	Mid August	<i>Lady Nelson</i>	Canadian National
British Guiana .....	Mid August	<i>Lady Nelson</i>	Canadian National
Dominica .....	Mid August	<i>Lady Nelson</i>	Canadian National
Grenada .....	Mid August	<i>Lady Nelson</i>	Canadian National
Jamaica .....	July 22-26	<i>Dufferin Bell</i>	Pickford and Black
Montserrat .....	Mid August	<i>Lady Nelson</i>	Canadian National
St. Kitts .....	Mid August	<i>Lady Nelson</i>	Canadian National
St. Lucia .....	Mid August	<i>Lady Nelson</i>	Canadian National
St. Vincent .....	Mid August	<i>Lady Nelson</i>	Canadian National
Trinidad .....	Mid August	<i>Lady Nelson</i>	Canadian National

## Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b> London.....	August 4-6	<i>Hillcrest Park</i>	Cunard Donaldson

## 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
<b>Africa-East—</b> Lourenço Marques..	September 5	<i>Brastagi</i>	Dingwall Cotts
<b>Africa-South—</b> Cape Town..... Port Elizabeth..... East London..... Durban.....	September 5	<i>Brastagi</i>	Dingwall Cotts
<b>Argentina—</b> Buenos Aires.....	August	<i>Ravnanger</i>	Empire Shipping
<b>Australia—</b> Melbourne..... Sydney.....	Late July Early August.	<i>Wairata</i> <i>Wairuna</i>	Canadian Australasian Canadian Australasian
<b>Brazil—</b> Santos.....	August	<i>Ravnanger</i>	Empire Shipping
<b>Chile—</b> Arica..... Antofogasta..... Valparaiso.....	August 12 August 28-29	<i>Santa Flavia</i> <i>Santa Adela</i>	C. Gardner Johnson C. Gardner Johnson
<b>China—</b> Shanghai..... Taku Bar..... Chinwangtao.....	August	<i>Vingnes</i>	Empire Shipping
Shanghai..... Shanghai.....	July 18-28 July 24-Au	<i>Lake Kootenay</i> <i>Lake Chilliwack</i>	North Pacific Shipping Anglo Canadian Shipping
Shanghai..... Shanghai.....	July 25-26 August 1	<i>Oregon Mail</i> <i>Mangarella</i>	American Mail Line Empire Shipping
<b>Colombia—</b> Buenaventura..... Buenaventura..... Buenaventura.....	July 22 August 12 August 28-29	<i>Don Aurelio</i> <i>Santa Flavia</i> <i>Santa Adela</i>	Empire Shipping C. Gardner Johnson C. Gardner Johnson
<b>Costa Rica—</b> Puntarenas..... Puntarenas..... Puntarenas.....	July 22 August 5 August 19	<i>Coastal Adventurer</i> <i>Gunners Knot</i> <i>Anchor Hitch</i>	C. Gardner Johnson C. Gardner Johnson C. Gardner Johnson
<b>Cuba—</b> Manzanillo..... Manzanillo..... Manzanillo..... Manzanillo.....	July 22 August 5 August 19 August 28-29	<i>Coastal Adventurer</i> <i>Gunners Knot</i> <i>Anchor Hitch</i> <i>Santa Adela</i>	C. Gardner Johnson C. Gardner Johnson C. Gardner Johnson C. Gardner Johnson
<b>Ecuador—</b> Guayaquil..... Guayaquil.....	August 12 August 28-29	<i>Santa Flavia</i> <i>Santa Adela</i>	C. Gardner Johnson C. Gardner Johnson
<b>Eire—</b> Dublin.....	August 16-31	<i>Lake Athabaska</i>	Anglo Canadian Shipping

## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Guatemala—</b>			
San Jose .....	July 22	<i>Coastal Adventurer</i>	C. Gardner Johnson
San Jose .....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
San Jose .....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
San Jose .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
San Jose .....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
<b>Honduras—</b>			
Amapala .....	July 22	<i>Coastal Adventurer</i>	C. Gardner Johnson
Amapala .....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
Amapala .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
<b>Hong Kong .....</b>			
	July 25-26	<i>Oregon Mail</i>	American Mail Line
<b>India—</b>			
Madras .....	August 2-7	<i>Silvercedar</i>	Dingwall Cotts
Bombay .....			
Karachi .....			
Calcutta .....	August 18	<i>Madoera</i>	Dingwall Cotts
Bombay .....	August 15	<i>Overijsel</i>	Dingwall Cotts
<b>Mexico—</b>			
Acapulco .....	July 22	<i>Coastal Adventurer</i>	C. Gardner Johnson
Acapulco .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
<b>Netherlands East Indies—</b>			
Batavia .....	August 15	<i>Overijsel</i>	Dingwall Cotts
Soerabaya .....			
<b>New Zealand—</b>			
Auckland .....	Early August	<i>Wairuna</i>	Canadian Australasian
Wellington .....			
Auckland .....	Late July	<i>Wairata</i>	Canadian Australasian
<b>Nicaragua—</b>			
Corinto .....	July 22	<i>Coastal Adventurer</i>	C. Gardner Johnson
Corinto .....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
Corinto .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
<b>Panama—</b>			
Balboa .....	July 22	<i>Coastal Adventurer</i>	C. Gardner Johnson
Cristobal .....			
Cristobal .....			
Balboa .....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
Balboa .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Balboa .....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
Balboa .....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
<b>Peru—</b>			
Callao .....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
Mollendo .....			
Talara .....			
Supé .....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
<b>Philippines—</b>			
Manila .....	August	<i>Vingnes</i>	Empire Shipping
Manila .....			
Manila .....	July 25-26	<i>Madoera</i>	Dingwall Cotts
Iloilo .....			
Cebu .....			
<b>Salvador—</b>			
La Libertad .....	July 22	<i>Coastal Adventurer</i>	C. Gardner Johnson
La Union .....			
La Union .....			
La Libertad .....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
La Libertad .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
La Libertad .....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
La Libertad .....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
<b>South Sea Islands—</b>			
Papeete .....	Late July	<i>Wairata</i>	Canadian Australasian
Papeete .....	Early August	<i>Wairuna</i>	Canadian Australasian

## Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Liverpool.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
London.....	July 13-28	<i>Lake Talla</i>	Canada Shipping
London.....	July 29-Aug. 13	<i>Lake Cowichan</i>	Anglo Canadian Shipping.
London.....	August 4-20	<i>Lake Okanagan</i>	Empire Shipping
London.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
Manchester.....	Late August	<i>Pacific Shipper</i>	Furness Pacific

## Mexico Imposes Restrictions on Imports of Luxury and Non-Essential Items

*Principal Canadian goods affected are aluminum ware, whisky, furs and electrical goods—Efforts made to protect reserves of foreign exchange.*

MEXICO CITY, July 12, 1947.—(F.T.S.)—Restrictions have been imposed by the Mexican Government on the importation of luxury and other non-essential goods, in an effort to protect its reserves of dollar exchange. Merchandise ordered before May 18 will be admitted to this country provided that delivery is made before October 15. Applications for import licences for such orders must be submitted by Mexican importers before August 15.

Items on which tariff increases have been imposed include: dried cod, canned sardines, other canned fish, aluminum ware, locks and key blanks. Prohibitions include: whisky, furs, dresses and silk clothing and electrical washing machines, refrigerators and radios.

Mexican imports of the above-mentioned items from Canada during 1946 had a value of approximately \$1,203,000, which represents twelve per cent of the total for that year, according to figures issued by the Dominion Bureau of Statistics in Ottawa. Exports from Canada to Mexico were: Sardines, \$13,934; aluminum ware, \$210,137; whisky, \$293,162; furs, dressed and undressed, \$271,861; dresses and silk clothing, \$27,297; and electrical goods, \$286,605. Total Canadian exports to Mexico last year were valued at \$10,536,242, and imports from Mexico at \$14,609,938.

(Editor's Note—Additional details will be furnished by the Commercial Counsellor for Canada in Mexico City for the next issue of *Foreign Trade*.)

### Only Limited Supplies of Tea Available from Java

Singapore, June 10, 1947.—(F.T.S.)—Reports on the tea industry in Java indicate that nothing but very limited supplies are likely to be available for export from that country for a considerable time. There are very few factories operating at present in the area under Dutch control, while, apart from some assumed output in the area controlled by the Indonesian Republic, it is known that 30 per cent or more of all the gardens have been destroyed or severely damaged and will require extensive rehabilitation. This situation will result in a continuance of world dependence on India and Ceylon as the principal sources of tea supplies.

# Foreign Trade Service Abroad

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

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

## Argentina

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

Territory includes Uruguay and Paraguay.

## Australia

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

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

*Melbourne*—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

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

## Belgian Congo

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

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

## Belgium

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

## Brazil

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

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

## Chile

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

Territory includes Bolivia.

## China

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

## Colombia

*Bogotá*—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

## Cuba

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

Territory includes Haiti, Dominican Republic and Puerto Rico.

## Egypt

*Cairo*—R. CAMPBELL SMITH, Acting Canadian Government Trade Commissioner, 22 Shari Kasr el Nil. Address for letters: Post Office Box 1770.

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

## France

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

Territory includes Switzerland, Algeria, Morocco and Tunisia.

## Greece

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

Territory includes Turkey.

## Guatemala

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

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

## Hong Kong

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

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

## India

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

Territory includes Burma and Ceylon.

## Ireland

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

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

## Italy

*Rome*—J. P. MANION, Canadian Commercial Representative, Room 218, via S. Nicola da Tolentino 78. Address for letters: Casella Postale 475.

Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

## Jamaica

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

Territory includes the Bahamas and British Honduras.

## Malayan Union

*Singapore*—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

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

# Foreign Trade Service Abroad

## Mexico

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

## Netherlands

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

## Newfoundland

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

## New Zealand

*Wellington*—P. V. MCLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660. Territory includes Fiji and Western Samoa.

## Norway

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

## Peru

*Lima*—C. J. VAN 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. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, Edificio America. Address for letters: 8° Piso. Esq. Veroes.

Territory includes Netherlands West Indies.

## Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations July 7	Nominal Quotations July 14
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2440	.2455
Australia.....	Pound		3.2240	3.2240
Belgium and Belgian Congo.....	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