

FOREIGN TRADE

OTTAWA, AUGUST 2, 1947

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Grain being loaded at Churchill, on Hudson Bay, which will extend a welcome next Friday to an excursion party from the prairies, sponsored by the Saskatchewan Government. The *Essex Trader*, which opened the navigation season last year, is again en route to Churchill from Great Britain. Twelve ocean-going ships loaded nearly three million bushels of grain last season at this northern port, from which it is expected a new record will be established this year.

Developments in Argentina May Influence Exchange Position

During recent weeks there have been more than normal discussions in Argentina pro and con the foreign exchange position—Developments have shaken the impression of unlimited financial resources, built up during the war years.

By H. L. Brown, Commercial Secretary, Canadian Embassy

BUENOS AIRES, June 28, 1947.—During recent weeks in Argentina there have been more than the normal discussions pro and con the foreign exchange position. The general flourishing position of the country during the war years, and subsequently, was evidenced in buoyant revenue returns, accumulation of sterling and dollar balances and the abnormal amount of money in circulation. These all tended to give an impression that Argentina had unlimited financial resources. Some recent developments have shaken that impression and have caused a number of extreme statements not unassociated with prejudice, and statements which should not be taken to the full, nor yet completely ignored. With that middle-road objective in mind, it is useful to consider a few of the more important factors in the light of comment in Argentina. The resources in foreign exchange must be considered in relation to rate and restrictions of imports and of exports, to government policy and to any gold movement.

Series of Measures Taken to Impede Imports

The less optimistic viewpoints expressed are derived from a number of interesting developments of which the most outstanding, in relation to this point of view, is the series of measures recently taken to impede importation. The laws and decrees, which endow the Banco Central de la República Argentina, and indirectly its affiliates, with virtually dictatorial powers to control the country's foreign trade, have recently been used quite extensively to restrict the importation of a number of goods and to suspend, until further notice, the introduction of other goods. The procedure mainly employed is the suspension of the granting of permits for the necessary foreign exchange. In some cases it is clear that such suspensions have been imposed in order to protect Argentine industry against foreign competition. In some instances, it is stated by the authorities, in making the announcement, that the quantities already brought into the country or arranged for are sufficient to cover the complete requirements for 1947. Criticism has been expressed in many quarters that the real reason for such prohibitions of importation is the necessity of husbanding the exchange resources of Argentina in the face of soaring imports at increasing prices without corresponding and proportionate increase of aggregate goods exported. A feature which should not be forgotten is that prohibition of importation by withholding exchange may mean that there is to be no further importation by private enterprise, but that the government is conducting its import activities outside the scope of the permit system.

Exchange May Not be Available for Consumer Goods

The president of the Banco Central warned publicly about a month ago that there might not be very much of the present foreign exchange reserves available for imports of consumer goods. At the time that



The large building in the foreground is the Central Post Office in Buenos Aires, and that in the upper left corner is the "Casa Rosada", Government House, which fronts on the famous Plaza de Mayo. The Royal Bank of Canada has an office on the lower floor of the building occupied by the Commercial Secretary, in white circle, while that of the Sun Life Assurance Company of Canada is in the tall building opposite the Central Post Office.

Photo courtesy Archivo Grafico de la Nacion

observation was generally interpreted as implying that importing conditions would continue unchanged for those capital goods required by the country's economy.

Some reports have intimated that the suspension of exchange permits is of a temporary nature and subject to amendment or annulment after the technical department of the Banco Central have analysed the situation with a view to establishing future requirements in each line. However, the British Minister (Commercial), in speaking to the British Chamber of Commerce on June 23, stated specifically: "I have been advised by a high authority not to encourage the belief that these restrictions will be of short duration. Apparently the intention is to devote all the resources of the republic to the main plans of reconstruction and industrialization; until they are in a fair way to be accomplished, there are to be no more supplies of whisky, perfume, champagne or passenger cars. This statement certainly suggests that the visitation of austerity in the republic is likely to be sustained".

Plywoods, Jute, Vehicles, Among Commodities Restricted for Import

No further prior exchange permits are to be granted for plywoods, since it is deemed that the output of Argentine factories is sufficient to cover the remainder of requirements for the current year. A similar measure was taken in regard to the importation of jute yarn, though this may be related to the controversy between Argentina and India regarding supply of jute, and, in which controversy, it was made public

that the Argentine Government had purchased jute on the open market in India and would presumably wish to have a market for the goods in Argentina. One of the suspensions which has caused much comment is one advising that exchange permits will not be available until further notice for automobiles, passenger cars, trucks, omnibuses and chassis. It was announced that permits already granted involve the importation of some 70,000 vehicles. Other items affected include: tires, whisky, champagne, rayon yarn, natural and artificial silk piece-goods, perfumery and cosmetics, fractional horsepower electric motors up to 30 h.p. (of which 200,000 units have been imported or are authorized for this year), underground wire cables with lead linings and iron casing, electric irons, white cement, emery stone, resistance discs for electric stoves, canvas and tents. In regard to perfumery and cosmetics, it is interesting to note that the Banco Central has announced that the preferential exchange rate of 398.01 pesos per 100 U.S. dollars would be granted for exports.

Part Played by Argentine Trade Promotion Institute in Trade

The part played by the Argentine Trade Promotion Institute, the official government selling and sometimes importing agency, is of interest in this connection. For example, some time ago it was announced that the Institute intended to import 15,000 trucks to assist in moving the crops. No official figures are available, but several thousand vehicles consigned to the Institute are reported to have entered the country. No data are available as to the cost of those vehicles, but it is understood that difficulty is being encountered in disposing of them, partly as a result of the belief that the prices are high, and partly because of fear that spare parts may not be forthcoming. The ban on further imports is therefore bluntly related by some opinions to the presumed need on the part of the Institute to dispose of its accumulated stocks without having to face competition in quality, price, or service.

Institute Issued a Leaflet Detailing Material Available for Purchase

In regard to the activities of the Institute it is interesting to note that about the middle of June the Institute issued a leaflet, detailing material available for purchase in Argentina through prescribed banks and their branches. No prices were quoted in the catalogue. The list of goods included: tractor trucks of 5 to 10 tons; trucks without bodies and of a capacity from 1½ to 10 tons; complete trucks of 1 to 10 tons with varying types of bodies; dump trucks 3 to 7 tons and 3 to 6 cubic yards; tank trucks of 800 to 1,500 gallons; jeeps of various types; truck bodies; agricultural tractors, both self-track and wheel; disc harrows; cultivators; ploughs and plough shares; excavators and road-making equipment; pumps; machine tools; electric motors up to 30 h.p., mainly of Belgian and Austrian origin; generators; various types of diesel engines from 14 to 800 h.p. and gasoline engines of 60 h.p.; boilers; stone crushers; typewriters; calculating machines; and air compressors. Since publication of this list other goods have arrived for the account of the Institute, including some motor vehicles, a variety of machinery and a fair tonnage of cement.

Movement of Gold to United States Reported

The speculation and theory resulting from these rapid developments was intensified by reports of a gold shipment from Argentina to the United States. The amount involved in the first shipment is reported to have been about \$5.5 million and a New York news item referred to the pos-

sibility of 40 consignments of about the same value having been arranged, thus making approximately \$220 million, or nearly 900 million pesos. The importance of this reported movement is accentuated by the fact that during previous months considerable quantities of gold were brought from the United States to Argentina.

It is not beyond possibility that the gold movement is what would have been described a quarter of a century ago as a normal movement related specifically to the payment of substantial purchases being made in the United States of capital goods and perhaps of military surpluses. Between 1941 and 1945 the balance of trade between the two countries left a total of \$335 million in Argentina's favour, but the trend was reversed in 1946, when peacetime sales were resumed and imports from the United States increased from something less than \$40 million in 1945 to over \$166 million in 1946. Even though exports from Argentina to the United States also increased, the year's balance was adverse by over \$18 million and data for the first part of 1947 showed a continuing adverse balance.

Holdings of Gold and Foreign Exchange Increased During the War

Argentine holdings of gold and foreign exchange rose from about 1,500 million pesos in 1939 to 4,589 million pesos at the end of 1945 and reached a peak of 6,007 million pesos by September, 1946, but in the succeeding six months they declined by an estimated 1,000 million pesos. The decline is accounted for mainly by heavy disbursements, representing acquisition of foreign-owned public utilities and the repatriation of foreign debt and probably also a certain amount of financing of export trade and foreign lending.

In the same connection it must be noted that, in recent trade agreements arranged with a number of Latin American and European countries, Argentina has arranged to grant substantial credits totalling the equivalent of about \$500 million. Some speculation has arisen as a result of recent developments as to how Argentina can fulfil her obligations to finance the acquisition of industrial and mining equipment in neighbouring countries if she is drifting into the position of being unable to supply herself because of anticipated shortage of exchange.

Reserves of Gold and Foreign Exchange Still Over Prewar Levels

The reserves of gold and foreign exchange, as shown by statistics, are still over three times the prewar figure, and Argentina has on the whole appeared to maintain a favourable trade balance. However, present reserves must be judged against current needs and the favourable trade balance has diminished month by month from the figure of 252 million pesos in December, 1946, to less than 22 million pesos in March, 1947. Even more important is the fact that the diminution of the favourable balance arises not solely from increased imports but also from decreased exports. Imports increased from 260 million pesos in December, 1946, to 346 million pesos in March, 1947, while exports diminished from 512 million in December to 368 million in March. Such a short-term review cannot be adequate for long-term consideration, but must have its bearing on the current position. Reliable estimates state that the present adverse balance of trade with the United States is running at an average equivalent of \$350 million a year or even more.

Return from Export Trade Important to Exchange Position

Any consideration of the exchange position must be conditioned by the possibility of overseas reluctance to continue to buy at the high prices

Argentina has been asking and by the possibility of a decline in the actual international value of what Argentina has to sell, not mentioning the by no means remote contingency of a serious decline in the exportable surpluses of Argentina's primary products. It appears safe to generalize in pointing out that the dependence of this country on overseas export markets was possibly never greater than it is today, and any decrease of export value, for whatever reason, must make serious inroads into the holdings of gold and foreign exchange if Argentina pursues her policy of heavy capital expenditure abroad for implementation of the Five-Year Plan and other nationalistic enterprises. There appears no doubt that the government has such a prospect in mind in accelerating its policy of limiting imports which are considered unnecessary for one reason or another.

It is well at this point to note that although Argentina has received much publicity in world commercial circles as to the quantities and high prices for exports of the primary materials for which she is famous, nevertheless there are definite indications that the quantities actually sent out of the country may not by any means be comparable with the general opinions as to those quantities.

Another important feature related to the gross total of credits abroad is the fact that the Argentine Government has during the past year or so expended a considerable proportion of those resources through the acquisition within the country of public services, such as a telephone company and railway companies formerly owned abroad and which have been paid for in part at least by the use of the credits accumulated abroad. The repatriation of Argentina's foreign indebtedness is in the same class as a consumer of resources abroad.

President Outlines Government Policies

Rumours have been sufficiently current that, on June 24, the President of Argentina publicly spoke of the 1,500 tons of gold in the vaults of the Banco Central, thus offering refutation of those opinions that there is little currency with which to make purchases abroad. He reiterated the government's intention to build up the country politically, economically and socially and, in particular, to secure economic independence by retaining wealth within Argentina rather than permitting it to go abroad. He specially mentioned the purchases of railway, telephone and similar assets, for which at one time he stated the nation was paying as much as two million pesos a day in interest. He announced that not only does Argentina not now owe a single peso abroad, but many countries are indebted to Argentina, and it is now this country that collects the interest. With regard to curtailment of importations, the President again denied any shortage of exchange and reiterated his firm policy that the depression which followed the first world war would not be allowed to repeat itself. The country intends to buy machinery and rolling stock and ships and not to waste its money on unnecessary luxuries or over-supply of goods. The present administration does not propose to use foreign loans, but to use the money the country possesses. When there is no money, no purchases will be made so that no debts will be contracted abroad. The President has stated several times that the Five-Year Plan will be financed from two principal sources: the profit on primary goods exported through government agencies; and the policy that capital investment under the Plan will be made only where two pesos return can reasonably be expected for each peso invested.

Brazil's Big Bauxite and Iron Ore Deposits are Being Developed

Exports of iron ore averaged over 250,000 tons in recent years—Reserves in State of Minas Geraes estimated at more than ten million tons—Bauxite and manganese ore deposits are extensive—Copper production possible on a greater scale.

By Maurice Bélanger, Commercial Secretary, Canadian Embassy

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

MINERAL production in Brazil is now estimated at approximately \$50,000,000, exports of raw materials of mineral origin having amounted in 1944 to \$34,000,000, with iron predominant. This country has many deposits of good grade iron ore, but the most extensive and valuable are the hematite deposits in the valley of the Rio Doce, in the State of Minas Geraes. In places, this ore contains close to 70 per cent iron and less than 0.002 per cent phosphorous. Financed largely by the United States Import-Export Bank, this project has exported an average of over 250,000 tons in the past few years. Extensive improvements in ore-handling equipment, at both the mines and the port of Victoria, with improvements in the railway between the mines and port, are expected to increase export capacity to three million tons yearly. The Rio Doce ores are reserved for export. The domestic industry, including the new Volta Redonda iron and steel plant, used hematite ores from other deposits in the same state. Estimates place the state of Minas Geraes' total reserves of iron ore at over ten billion tons. Extensive deposits of magnetite also exist in the southern states of Parana and Santa Catarina, and smaller deposits of hematite in the state of Bahia.

Bauxite is Relatively Accessible

Extensive deposits of high-grade bauxite exist in the southern and central parts of the state of Minas Geraes. The most important deposits are in Pocos del Caldas, where much of the ore is said to contain 60 per cent of Al_2O_3 . Small-scale production has been increased in recent years, 100,000 tons of bauxite having been exported from that district in 1943. The Ouro Preto deposits in the central part of the state have supplied ore to the first Brazilian aluminum plant, recently built in the same locality, but aluminum production is still on a very small scale and the price is considerably higher than that for imported aluminum. The bauxite deposits are of relatively easy access from the port of Rio de Janeiro and Victoria.

Greater Copper and Manganese Production Possible

Two occurrences of copper-bearing ores offer definite possibilities. One is in the state of Rio Grande do Sul, where a mining and refining plant of small capacity is nearing completion. The other is in the state of São Paulo, where it is claimed that reserves amount to 200,000 tons and where the erection of a plant is projected to treat 100 tons of ore per day. Electrolytic copper is already being produced by a small pilot plant. There is no reliable information regarding production costs.

Large deposits of good quality manganese ore exist in the states of Minas Geraes, Bahia and Matto Grosso. At present, only the Minas Geraes deposits are producing to any extent. Exports of manganese ore reached a total of over 300,000 tons in 1942, but declined to 147,000 tons in 1944.

Production of Other Non-ferrous Metals

Lead deposits of commercial importance have been found in the southern part of the state of São Paulo and in the northern part of Parana. The lead occurs in quartz veins also containing galena, pyrites and pitchblende in small quantities. The government of São Paulo has erected a pilot plant at Apiai, and a private concern has just completed a mill with a daily capacity of ten tons of refined lead from the same type of ore.

No deposits of tin of sufficient importance to justify large scale production have yet been found, but there is a small production of this metal from small deposits of cassiterite in various parts of the country.

Tungsten-bearing ores in Brazil are wolframite and scheelite. The former is found in the southern states of Rio Grande do Sul and São Paulo, and the latter in the northern states of Rio Grande do Norte and Paraíba. The state of São Paulo has a small mill equipped to treat about 100 tons of ore per day, and the scheelite deposits of Northern Brazil have already produced over 2,000 tons of this ore.

There is a small production of chrome ore in the state of Bahia, and to a lesser extent in the state of Minas Geraes. These ores do not appear to be of sufficiently high content to be of much interest for export. Chromite refractories are produced in São Paulo from Minas Geraes ore, and there is a small production of ferro-chrome from Bahia ores.

Titanium-bearing ores are found in the states of Minas Geraes and Goiaz, but the most important occurrences appear in more recently discovered deposits in the state of Ceara, where about 3,000 tons of ore have already been produced.

Production of Gold is Small

Brazilian gold production has averaged close to ounces in the past five years. A large part of this is obtained by the most primitive methods from alluvial deposits, but there is also some deep rock mining, by far the most important being in the state of Minas Geraes, at the old Morro Velho Mine, which produced 87 per cent of the total Brazilian gold production of 1943.

Large Deposits of Nickel Exist

Substantial deposits of nickel ore have been found, but the most important are located in very remote districts, and transportation difficulties have greatly retarded their development. Occurrences of beryllium, bismuth, cobalt, lithium, molybdenum and various other metallic minerals have been found, but these are not yet in production.

Among the non-metallic minerals, the most important are coal, diamonds, of which Brazil is the world's second largest producer, black diamonds or bort, practically all varieties of semi-precious stones, quartz or rock crystal used extensively in electronics, asbestos, dolomite, diatomite, feldspar, mica, graphite, magnesite, gypsum, kaolin or china clay, and zirconium, of which Brazil is the only producing country in the world.

Improvement in United Kingdom Heavy Clothing Industry Recommended

Establishment of a Development Council among recommendations of the Working Party appointed by the Board of Trade to make a survey of the industry—Reputation for leadership in style is required to capture future export trade.

By C. G. Venus, Office of the Commercial Counsellor for Canada

LONDON, June 17, 1947.—Recommendations for the improvement of the United Kingdom heavy clothing industry and to render it more capable of meeting competition in the home and foreign markets have been submitted by the Working Party appointed by the Board of Trade. The principal suggestions put forward are: the establishment of a Development Council for the industry; the amalgamation, in appropriate cases, of existing trade associations; the registration of all firms in the industry; freedom of entry into the industry for new firms; continuance of the utility scheme until supplies of clothing are adequate to meet free demand (at present approximately four-fifths of the whole clothing output falls within the utility scheme with the remainder subject to forms of price control); continuance of clothes rationing, increasing progressively as supplies improve until the non-utilization of large numbers of coupons indicate that it is redundant; the establishment, if found practicable, of standards of quality of materials, making and sizing, (this recommendation is linked with the suggestion that an official Inspection Centre should be established); investigation into the problem of seasonal fluctuations of output and employment; the adoption of a new system of allocation of materials for the production of garments for export; and the early and strict enforcement of the Factories Act, 1937.

Functions of Development Council Outlined

The Working Party expressed the view that the Development Council should be entrusted with the implementation of their proposals in a number of cases. This applies particularly to the examination of questions relating to standards and the investigation of the problem of seasonal fluctuations in output and employment. Other functions, which it is suggested would be appropriate for the Council, include: the establishment of a design centre and of an information bureau; the conduct of technical research (including production engineering) and overseas market research; the examination of questions relating to industrial psychology; and the establishment of an inspection centre to act as referee in respect of standards.

In addition to the principal recommendations, the report includes a number of minor recommendations, some of immediate rather than of long-term importance. Proposals are made for certain changes in the utility scheme, including the reduction of the proportion of total output devoted to utility and the increase of ceilings for some wool cloths to enable quality to be maintained. It is suggested that floats of coupons should be issued to established clothing manufacturers where necessary to enable them to take delivery of cloth.

The heavy clothing industry employs about 300,000 productive workers besides a large number engaged in supplying raw materials and in wholesale and retail distribution. Assuming that the long-term labour require-

ments will be about the same as before the war, there is a large gap to be filled, but materials, not labour, form the main bottle-neck in clothing production.

Future Production May be Higher than Prewar

The Working Party estimate that, after the need for clothes rationing is ended and the abnormal deficiencies of wardrobes have been made good, demand for the production of the home clothing industry (including garments for export and the requirements of the forces, etc.) may be between 10 per cent and 20 per cent higher than prewar. They think that the increased output can be achieved by the reduction of seasonal unemployment and short-time working plus a moderate increase in productivity.

Industry Compared With That of the United States

A delegation of the Working Party which visited the United States examined 47 factories and all phases of the industry were closely reviewed. The delegation believe that both countries have something to learn from, and something to teach to the other, both as regards production technique and the machines and equipment used. Particular attention was paid by the delegation to the difference in output per worker in the two countries. They formed the opinion that these differences, which varied in extent in various sections of the industry between 25 per cent and 50 per cent, are due to a number of contributory causes, of which the most important is the existence in the United States of effective incentives to higher productivity, the chief incentive being the sanctity of agreed piece-work rates.

Temporary Boom Followed First World War

After the war of 1914-18, there was a temporary boom in the export of heavy clothing from the United Kingdom. It was one of the symptoms of the abnormal demand for consumer goods from a world whose stocks had been seriously depleted. By the end of 1920, this abnormal demand had been largely satisfied and the world depression of 1921 cut British exports of heavy clothing by more than half and complete recovery had not been attained by 1938. During this period prices fell and the decline in volume was therefore less steep than the decline in value.

Fundamentally the reason for this long-term contraction was the establishment of clothing industries in the countries which had been large importers. The women's clothing trade in particular tended to confine export to job lots sold out of season, or to orders which could be filled in seasonally slack periods.

Imports Stimulate Clothing Industries of Other Countries

The fact is accepted that, in future, countries are likely to produce most of their own clothing for themselves. This does not mean they will not wish to import clothing at all. Imports increase the consumers' variety of choice and can help to stimulate the efficiency of the domestic industry. Sometimes their nature and quality may be of a kind difficult for the domestic industry to produce. To capture export trade in the future, it is desirable that the industry should acquire a reputation for leadership in style and for developing a distinctive style unobtainable elsewhere. In addition, reliable goods must be offered at competitive prices.

The pursuance of such a policy is not compatible with the export of low-grade clothing for which most importing countries may be expected to rely on their own production. It is not suggested that only the export of the highest grade clothing is possible or desirable. In the men's trade, for example, there are good prospects for a continuing export of medium grade sportswear and in the women's trade, of the better grades of utility type clothing.

Industry Has Opportunity to Become Entrenched in Foreign Markets

Just now the industry is presented with a great opportunity to entrench itself in any foreign markets that offer good long-term prospects. Ex-enemy countries, notably Germany, which previously did a substantial export trade in heavy clothing, are temporarily unable to compete. To take advantage of the opportunity, the Working Party advocate that specific quantities of wool, cotton and rayon fabrics should be allocated for export in the form of made-up garments, and that these allocations should be increased as fabrics become more plentiful. They also suggest that manufacturers should be allowed to export garments made from utility cloth and that a definite incentive to export should be provided by arranging that manufacturers who export shall receive more cloth than they would otherwise.

Corn Production in United States Slightly Higher Than Average

Estimate for this year is 2,770,920,000 bushels—Uniformly good corn weather experienced during early part of July—Heavy monetary losses, due to rains, floods and erosion, approximate \$500,000,000.

By G. R. Paterson, Commercial Secretary (Agricultural Specialist),
Canadian Embassy

WASHINGTON, July 16, 1947.—Corn production in the United States is estimated this year at 2,770,920,000 bushels, which is slightly higher than the 1935-45 average of 2,639,102,000 bushels. The wartime crop averaged around three million bushels, while that of last year amounted to 3,287,927,000 bushels; a record. The special mid-month statement of the Crop Reporting Board of the Bureau of Agricultural Economics, issued on July 15, indicates that the forecast represented an increase of 158,000,000 bushels over the prospective production on July 1. Since that date, the corn belt has experienced uniformly good "corn weather", with adequate moisture, warm days and fairly warm nights. Reports indicate that fields are now fairly free of weeds. Over most of the corn belt, early season hybrids were planted more extensively than usual to lessen the handicap of the late start, and farmers in the eastern part of the corn belt have used more fertilizer in an effort to further limit the handicap.

Prospective production of corn, as of July 15, is estimated by the Crop Reporting Board for twelve important states, within whose area about seventy-five per cent of all the corn in the United States is produced, on the average. No new estimates have been made since July 1 for states not named in this report, but earlier prospects appear to have been maintained.

Weather and Floods Affect Upward Price Trend

Interest in commodity markets of the United States has been focussed largely on corn prices during the past weeks. The upward trend in prices is attributed to many important factors, though the flooding of areas in the heart of the corn belt has received most prominence. Adverse weather conditions during planting and early growth have been mainly responsible for the present price trend.

It is estimated that a crop of 2,850,000,000 bushels of good quality corn will be needed to maintain livestock production at present levels. With much of the crop planted late, there is danger that an early frost may seriously affect the crop before it is matured. On the other hand, good corn weather during the balance of the growing season, with an absence of early frosts, would produce a crop sufficient for domestic requirements, and also provide moderate quantities for export.

Stocks of Corn on Farms Higher Than Last Year

Although stocks of corn on farms in the United States on July 1 were 687,803,000 bushels, or 38 per cent higher than on the same date in 1946, and seven per cent higher than average, growers are reluctant to sell until they have a better knowledge of this year's crop. There is a heavy demand for old corn by industrial users and corn belt livestock feeders. The world cereals and feeds position still remains acute. Requirements continue to exceed available supplies by substantial margins.

Inasmuch as rains and floods over several states in the Mid-West provided the background for a sharp upswing in prices, the affected areas and extent of the damage are given herewith. It is estimated that about 1,500,000 acres of crop land in the Mid-West were inundated by overflowing rivers, as a result of torrential rains during the latter part of May through June. Iowa was hardest hit, with 1,079,000 acres reported flooded, followed by Missouri with 250,000 acres, and Illinois with between 20,000 and 40,000 acres.

Heavy Losses Experienced by Farmers

Monetary losses, due largely to the loss of crops and soil erosion, were estimated at approximately \$500,000,000. Unofficial reports indicate that Iowa suffered a total loss of \$281,000,000, Missouri a loss of \$162,000,000, and Illinois a loss of \$57,000,000. Iowa planted ten million acres this year, Missouri 4.3 million acres, and Illinois nine million acres.

In addition to the areas referred to above, the Weekly Weather and Crop Bulletin, published by the United States Department of Commerce Weather Bureau, states that Eastern Nebraska and Eastern Kansas also experienced some flooding. Record-breaking floods were reported in the numerous streams in the Central Missouri and the Lower Missouri valleys during June. A series of heavy rains began late in May and continued at intervals throughout the month of June. Record or near-record stages were recorded on some of the tributaries, such as the Racoon, Des Moines and Grand Rivers on several occasions during this period. Severe flooding occurred in the Missouri River between Kansas City and Nebraska City, and below Kansas City record stages were reached at the mouth of the Osage River.

In Iowa, 15 inches of rain fell between May 27 and June 30, compared with a normal precipitation of 4.7 inches for June. Nebraska, with a normal precipitation of 4.44 inches in June, recorded 12 inches of rainfall during the same period of thirty-four days. As against this reported

flood damage, the Weekly Weather and Crop Bulletin, for the week ending July 8, states that corn made good progress generally during the week, owing to less rainfall in the main belt and considerable sunshine, although some nights were too cool in the middle and northern areas. Cultivation advanced favourably and most fields are clean except on low, wet soils. In Iowa, the condition of corn was rather poor compared with 1946, but progress during the week was fair to good. The crop is about ten days to two weeks late in that State. Some planting is still under way in Northern Missouri as fields dry out. In Illinois, corn ranges from poor to good. The crop is developing satisfactorily in the South.

Scottish Shipbuilding, Machine-Tool and Steel Industries are Active

Orders on hand for 200 vessels will take two or three years to complete—Two new industrial estates nearly completed—Output of steel industry is very heavily committed for future business—Coal outlook appears to be better.

GLASGOW, May 17, 1947.—(FTS)—Scottish shipbuilders have orders on hand for about 200 vessels, 70 of which are for foreign account. These orders will take from two to three years to complete. There is a constant flow of new orders. The shortage of steel in particular, and of timber, paint, engine-room fittings and other equipment and materials is delaying construction.

The machine-tool manufacturing industry is very active, with a keen demand for heavy machine tools for shipyards on the continent, for shipyards and engineering works in the Far East, for sugar factories in Argentina and for shipyards in Portugal and Norway, and for a variety of heavy machine tools for Russia.

A Glasgow company, which recently extended its factory in the Govan district, is to erect a new engineering works for the manufacture of a special type of Diesel engine of smaller powers for marine and land work. One type is intended for ship propulsion, with direct-reversible equipment, while another, of the non-reversible type, will be suitable for auxiliaries in ships, power stations and locomotives. Gear boxes, reversible propellers and clutches will also be made.

Two New Industrial Estates Are Almost Completed

Two more industrial estates in Scotland, at Chapelhall and Carfin in Lanarkshire, have been almost completed by Scottish Industrial Estates, Limited, and all the factories erected have been let and most of them have been taken over by the firms who have arranged to lease them. Among the commodities to be produced are: laminated springs, reinforcement for concrete, stoves, clothing and other textiles, clocks, fireplaces, leather goods, mine safety devices, onyx artwork, and fibre boards. It is expected that the two estates will give employment to about 3,000 people.

The whole of the steel industry in Scotland has been under pressure for delivery of finished steel products for a long time past and is very heavily committed for future business. After the winter fuel crisis, which for a time retarded production, the output has been on an encouragingly high scale. But it is feared that the 1947 production, which, before the crisis, appeared to be gathering speed sufficient to surpass the 1946 output, will not be sufficient to make up for the loss of output from January 20 to the end of March, when the fuel crisis was at its height.

Steel is Urgently Required by Many Industries

Every steel-consuming industry in Scotland is in urgent need of steel deliveries. For instance, firms manufacturing power plants have not less than ten years' work in hand, including not only the expansion of electric power stations in Britain, but very large export contracts. Manufacturers of locomotives are reported to have contracts in hand which will keep them fully employed until 1949. Manufacturers of railway cars have very large home and foreign orders to execute. Shipbuilders, with every berth and slip filled, cannot promise delivery of new ships in less than two years, and every important branch of industry is similarly placed.

The world shortage of steel, caused by the concentration for six years of steel output on war production, and prolonged by the enormous damage to steel plants on the continent, seems likely to persist for a number of years. Plans have been made for the expansion and rehabilitation of the Scottish steel industry, but such schemes must depend on adequate supplies of fuel. Because of the grave shortage of coal, one large steel-making plant at least is switching over from coal to oil.

The coal outlook appears to be better. The authorities have not only been able to allocate additional supplies to industry, but there are indications that imports, which a short time ago were considered to be almost indispensable, may not be necessary. In spite of the reduction of the miners' working week from 5½ days to 5 days, output is more encouraging.

Germany Re-opens International Telephone Facilities

Minden, June 21, 1947.—(FTS)—A bipartite decision has authorized properly licensed German firms and individuals in the British and United States zones of occupation to initiate telephone calls and telegrams of a transactional nature destined for all countries with which agreements have been reached for international telecommunications services. International telecommunications traffic of a transactional nature may be initiated, effective June 15, 1947, provided that such communications come within the laws and regulations prescribed by the Allied Control Authority, Military Government and German law. Contracts and agreements may be completed, but restrictions prohibiting reference to Germany's external assets will remain in force. All external credits resulting from this service will accrue to the Joint Export-Import (U.S./U.K.) fund, which is used to offset expenses incurred in the importation of food and other supplies from foreign sources.

Restricted international telephone and telegraph communications have been authorized since April 1, 1947, and service is now available between the British and United States zones and the United States and all countries in the Western Hemisphere, the United Kingdom, Ireland, Belgium, Holland, Denmark, Luxembourg, Sweden, Norway, Switzerland, France and Czechoslovakia. Negotiations are in progress to extend service to several other European countries. Under current regulations only those Germans engaged in business activities beneficial to the economic recovery of Germany are licensed by the Joint Export-Import Agency to initiate international telephone calls and messages, and approximately 540 such licences have been issued to date. There are no restrictions on incoming traffic to residents of the United States/United Kingdom zone.

Jamaica had General Increase in Business Activity in 1946

Greater supply of consumer goods available—Still severe shortage of cement, building supplies and electrical supplies—Climatic conditions were favourable and crops harvested have been of good quality—Imports and exports, totalling £12,455,000 and £8,210,868 respectively, establish records

By R. V. N. Gordon, Assistant Canadian Trade Commissioner

(Editor's Note—This is the first of three articles on economic conditions in Jamaica in 1946.)

KINGSTON, June 17, 1947.—During 1946 there was a general increase in business activity, due, to some extent, to the partial lifting of controls, but in the main from a greater supply of consumer goods. Dry goods merchants are now adequately stocked, but there is still a severe shortage of cement, building supplies, electrical supplies and other products. Climatic conditions on the Island for the year have been on the whole satisfactory, and apart from pimento the crops harvested have been of good quality. Import restrictions and conservation of hard currency exchange are being continued, and the following comment is contained in the Governor's report to the legislature on the activities of the year 1946: "Passing of the loan from United States has not so far resulted in any important relaxation of exchange control, and it appears certain that some form of control will continue to be maintained for many years."

Imports and Exports Reached Record Levels

Imports for 1946 set a record of £12,455,000 (previous high was £10,313,282 in 1920) as against £9,595,500 and £8,973,000 in 1945 and 1944 respectively. Exports also reached a record total of £8,210,868 for the year 1946 as compared with £5,137,000 and £4,963,797 in 1945 and 1944, respectively. The expansion of exports occurred mainly in the following commodities and is due mainly to an increase in value of the commodities, rather than an increase in quantity:

Principal Exports from Jamaica

Bananas	£1,271,537
Citrus fruits and products	69,821
Rum	733,091
Sugar	823,843
Cigars	238,612
Sundry	110,167
	<hr/>
	£3,247,071

The import figures indicate a continuance of the upward trend in the total value of imports which has been maintained since 1942. Exports have increased to a less extent until those recorded in 1946, which were mainly due to the postwar resumption of banana and citrus fruit exports and rum deliveries.

Trade with United Kingdom and Canada Nearly at Prewar Value

An interesting aspect of the 1946 export figures is the fact that the percentage of Jamaican exports taken by the United Kingdom and Canada has returned practically to prewar figures. In 1938 the United Kingdom

took 59.1 per cent of the total, valued at £2,914,000, and Canada 26.6 per cent with a value of £1,309,000. In 1946 the figures were: the United Kingdom, 63.7 per cent, valued at £5,461,000; and Canada, 26.0 per cent, valued at £2,226,000. The 1946 figures represent a considerable increase in value for both countries over 1945 when Canadian imports from Jamaica were 34.7 per cent, valued at £1,663,000 and Britain's were 46.2 per cent, valued at £2,310,000. The marked increase in the United Kingdom imports over 1945 is principally due to large stocks of rum purchased in previous years which were not shipped until 1946, due to the lack of shipping.

Volume of Trade is Below Prewar

Although the trade figures show an increase in value of exports and imports over prewar years, this is caused only by an increase in prices. Volume is still down considerably as 1946 imports were 392,000 tons, an increase over the 254,000 tons in 1945, but still much under the 536,481 tons in 1938. Exports in 1946 were 56 per cent under 1938 in volume but up 8 per cent over 1945.

Export of Bananas Increased

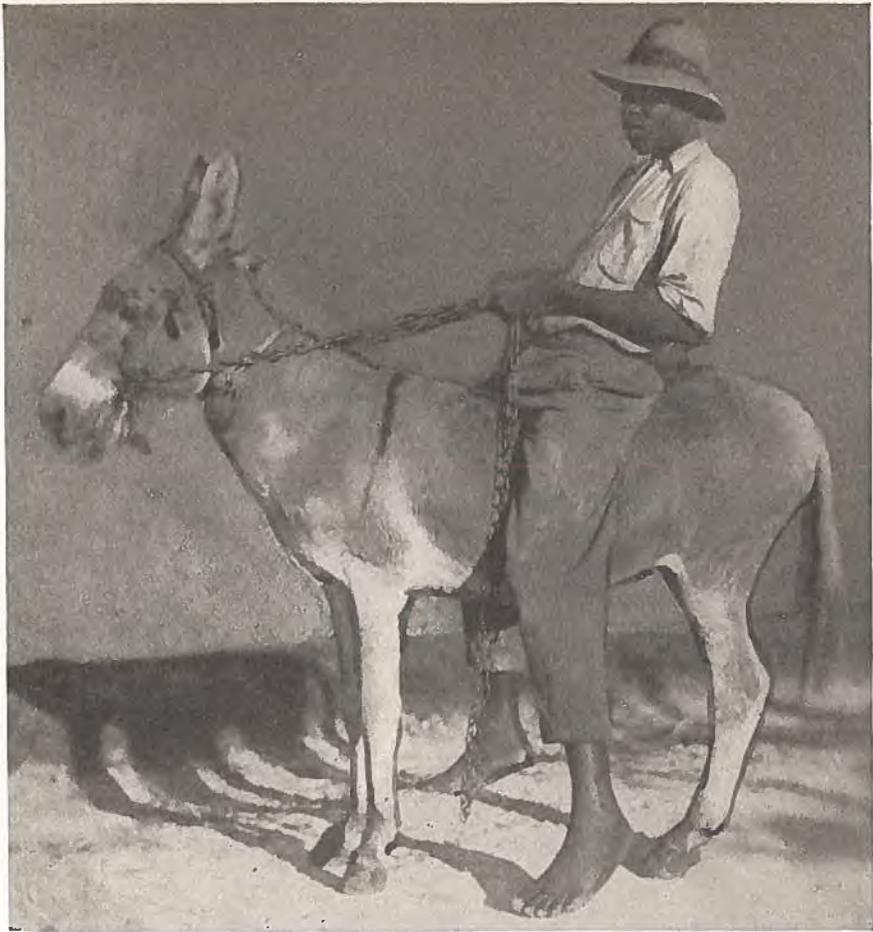
In 1946 the export of bananas amounted to £1,630,742, an increase of £1,271,523 over the previous year. This is due to the fact that in recent years the bulk of the bananas purchased by the British Government remained in the Island because of lack of shipping. Further recovery from the devastating hurricane of 1944 is expected this year, when it is estimated that at least 8,000,000 stems will be shipped, a substantial increase over the 5,800,000 stems estimated for 1946. The price increases of last year and a further increase this year is having the effect of increased planting in areas free from Panama Disease. In October, 1946, the Banana Insurance Law came into effect and since that date all registered growers have been insured under the Government Banana Insurance Scheme against a loss of their crop by storm damage. Every effort is being made to find a marketable variety immune from Panama Disease, which has infested large areas of the Island, and a substantial sum is being spent by the government in research.

Receipts from Sugar Exports Considerably Higher

Receipts amounting to £2,762,158 from sugar exports are reported, an increase of £823,843 over 1945, due partly to an increase in tonnage exported and also to an increase in price. Since the beginning of the year, the British Ministry of Food has agreed to an increase of £4 15s. per ton for the current year's crop but £2 5s. is being withheld for price stabilization, rehabilitation and welfare of the industry. The latest estimate for the current crop is 165,290 tons as compared with last year's production of 177,885 tons.

Coconut Production Unable to Meet Demand

Although coconut production is steadily increasing, soap and edible oil factories are still unable to obtain sufficient copra to meet the needs of local consumption. A substantial quantity of cotton seed oil in addition to small quantities of copra have still to be imported from abroad. This situation is due partly to black market extraction of coconut oil in local areas and, because of inefficient methods, about 30 per cent of the oil is lost. Considerable planting of new coconut trees is being carried out and there is every reason to expect a steady increase in coconut production and the eventual elimination of the necessity for importing vegetable oil.



Jamaica—One form of transportation in the British West Indies.

As the nuts are all required for local consumption, practically none are being exported. Planters, at the present time, are receiving 12s. per bag of nuts weighing 150 pounds, and No. 1 copra is being sold to the factories at £38 10s. per ton.

All Citrus Fruit Exports Went to United Kingdom

All citrus exports for the past year have been to the United Kingdom and the recent crop, totalling 548,000 boxes of fruit, were disposed of as follows: export fresh fruit, 160,000 boxes; citrus juices and oils, 208,000 boxes; and domestic consumption, 180,000 boxes. The price of sweet oranges to the grower for the past crop was 4s. to 6s. per level box and for grapefruit from 3s. 6d. to 5s. per level box. It is too early as yet to forecast the 1947-48 crop, as this largely depends on weather conditions during the summer months. At the present time the outlook is favourable. The price of concentrated orange juice and bitter orange pulp has been rising steadily and at present is 16s. 6d. a gallon and £25 a ton respectively.

The coffee crop amounted to 1,150 tons as against 2,600 tons for 1945, the decrease being due to unfavourable growing conditions, which is also responsible for the low estimate of 900 tons for the 1947 crop. Coffee continues to be graded and exported under government supervision and every

encouragement is being given to the blending and developing of new crops and the proper care to the growing trees. The price for best washed Jamaica coffee at present stands at 123s. per cwt. f.o.b. The British Ministry of Food has entered into a five-year contract with the government for the purchase of the exportable surplus.

Last year's cocoa crop to the end of June, 1946, amounted to 2,800 tons, and it is estimated that the current year's crop to the end of June, 1947, will amount to 1,560 tons. The minimum price to be paid to the dealers by the government, which is the sole exporter of dry cocoa, is 61s. 6d. per 100 pounds. All cocoa exports are taken by Canada.

Last year's crop of ginger amounted to 1,518 tons, and the latest estimate for the 1947 crop is 1,071 tons. Ginger is now marketed freely by the trade without any government control, and most of it goes to the United States and the United Kingdom with small quantities to Canada.

Shortage of Beef Continues

There continues to be a shortage of beef, in spite of strict control over slaughtering, favourable pasture conditions and a price of 80s. to 85s. per cwt. for dressed carcasses. Herds are gradually being increased, however, and the situation should steadily improve. The dairy industry has continued to expand and milk production is expected to reach 20,000,000 quarts this year. As the retail price has advanced to 1s. a quart, there is little incentive to manufacture butter and large importations are still being made from New Zealand.

Trial shipments of Bombay mangoes, pumpkin and naseberries, have been made to the United Kingdom recently and favourably received there. This is a continuation of the policy adopted in 1939 of attempting to popularize these fruits in foreign markets.

Bauxite mining has not yet been commenced here by the two American companies who hold large property interests, as they still are awaiting the conditions under the mining laws, now being revised, before beginning operations.

New Zealand Invites Tenders for Electrical Equipment

The New Zealand State Hydro-Electric Department, Wellington, New Zealand, invites tenders for the following electrical equipment:

- 25—110 kv potential transformers, Otahuhu and Bunnythorpe stations, Section 7 and Section 237, Auckland and Palmerston North, contract No. 39. Closing date: October 7, 1947.
- 1—3750 kva, 11 kv voltage regulating transformer, Motupipi substation, section 91, Nelson district, contract No. 40. Closing date: October 14, 1947.
- 1—10,000 kva 66/11 t.c.o.l. transformer bank, Stoke substation, section 93, Nelson district, contract No. 41. Closing date: October 14, 1947.
- 2—11,100 kva, 6.6/66 kv transformer banks, Cobb River power station, section 83, Nelson district, contract No. 42. Closing date: November 25, 1947.

Tenders for this equipment close with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, on the dates indicated. Interested Canadian firms may obtain further particulars and specifications from J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Building, Montreal, Quebec.

Passenger Facilities Augmented By Return of Popular Liner

Duchess of Richmond, as the Empress of Canada, resumes peacetime operations on the Atlantic—Contributes much to the development of foreign trade—Designed for operation on the St. Lawrence, this ship is the largest to visit Montreal, and has large cargo-carrying capacity.

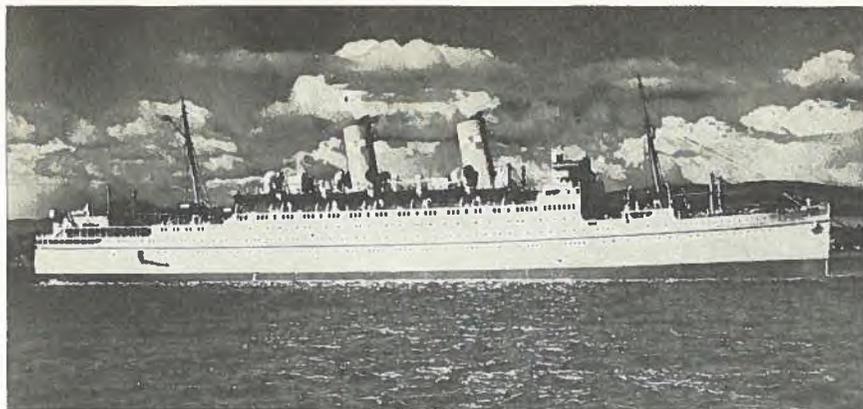
LUXURY travel between Liverpool and Montreal was resumed last week with the arrival of the Canadian Pacific liner *Empress of Canada*. She was a familiar visitor to the St. Lawrence in prewar days, as the S.S. *Duchess of Richmond*, but donned a coat of grey with the outbreak of hostilities, and logged 436,000 miles as a troopship. Although she was specially designed for service on the Atlantic, the *Duchess of Richmond* penetrated the Mediterranean, Aegean and Black Seas as a transport, and also sailed the Indian Ocean. She carried 187,000 passengers, of whom 26,000 were prisoners of war and 18,000 were civilians, and returned to Quebec in August, 1945, with four thousand service personnel being repatriated.

Two sister ships, the *Duchess of Atholl* and the *Duchess of York*, were lost through enemy action, but the *Duchess of Bedford* survived to engage with the *Duchess of Richmond* in maintaining a regular transatlantic sailing schedule. Like the *Empress of Canada*, she had to be reconverted and will soon enter the St. Lawrence in the white robes of an "Empress". Twenty-two Canadian Pacific vessels were engaged in war service, from the 42,500-ton *Empress of Britain* to the smaller "Princess" coastal craft. Of these, fourteen were lost, two are still engaged as troopships and two have been taken over permanently by the British Admiralty.

Familiar to Shippers and Stevedores

Although the *Empress of Canada* is well known as a passenger liner, she is familiar to a host of shippers and stevedores. Her deep holds provide stowage space for considerable cargo, much of which is carried in refrigerated chambers. Although many other vessels, plying between Canada, Great Britain and Continental ports, furnish facilities for the transportation of Canadian commodities and a wide variety of imports, the return of this 20,000-ton steamer will contribute substantially to the development of trade between this country and the United Kingdom.

Since the conclusion of hostilities, a limited number of Canadian salesmen have been able to travel abroad in cargo liners, carrying only a few passengers, ships operating out of New York and in air liners. The veteran *Aquitania*, whose services were secured when delivery of the *Empress of Canada* was delayed, also carried a number of passengers out of Halifax. The present facilities fall far short of those before the war, when house flags of the Anchor-Donaldson and Cunard White Star Lines, with that of the Canadian Pacific Steamships, were seen aboard many fine vessels during the period of open navigation on the St. Lawrence. However, the return to peacetime service of the former *Duchess of Richmond* will be warmly welcomed by the commercial community as an indication that a return is being made to more normal transportation conditions.



Canadian Pacific liner *Empress of Canada*, which returned to the St. Lawrence last week. Formerly the *Duchess of Richmond*, this 20,000-ton vessel rendered valuable service as a troopship throughout the war.

The visit of an *Empress of Canada* to Montreal recalls the trans-Pacific service maintained by the Canadian Pacific Steamships with a fleet of "White Empresses", which were well known from Vancouver to Hong Kong. Among these was an *Empress of Canada*, which joined with the *Empress of Australia* in aiding the Japanese stricken in the earthquake that almost obliterated Yokohama in September, 1923, when thousands were killed and eighty per cent of the buildings in that city were destroyed. That *Empress of Canada* also served as a transport, and carried a Canadian expedition to Spitzbergen. She was torpedoed off the coast of Africa in 1943, while en route from Durban to Freetown, Sierra Leone, with 1,500 passengers and a crew of 400. Approximately five hundred persons, including Italian prisoners of war, lost their lives.

Mexico Will Not Collect Textile Export Tax

Mexico City, June 27, 1947.—(FTS)—The Mexican textile industry has been granted relief from export taxes, in a government decree which at the same time cut the consumer prices of low-grade white and gray cotton cloth by 40 per cent. The current export tax of 12 per cent ad valorem was not abolished, but the government will "refrain from collecting" it on all textile exports up to 80,000,000 metres this year and up to 100,000,000 metres in succeeding years. The cost to the treasury will be more than \$2,000,000 annually. Prices of low-grade cotton cloth were fixed at from 14 cents to 51 cents a metre to the public, and one cent less per metre to the trade.

Between 1941 and 1946, the costs of the industry were doubled, and its prices tripled. In 1941, production costs were \$750 per ton, and the selling price \$1,040 per ton. By 1946, costs had increased to \$1,540 per ton and prices to \$3,350 per ton.

National production of textiles reached 53,000 tons in 1941 and of this total 52,700 tons were absorbed by the domestic market. In 1946, production totalled 57,000 tons, of which only 43,000 tons were sold in the country. The differences, 300 tons in 1941 but 14,000 tons in 1946, were sold abroad in a highly profitable wartime market.

Ecuador Adopts New Regulations To Control Trade and Exchange

New controls supersede those promulgated early this year which proved to be so generous in scope that market became flooded with goods—Salient features of former regulations incorporated.

LIMA, July 3, 1947.—(FTS)—A new system of trade and exchange control was introduced into Ecuador early this year and reported in the May 3rd issue of *Foreign Trade*. These controls were quite generous in their scope and, as a result, the Ecuadorean market has been flooded with goods to such an extent that it was found necessary to adopt new measures of control over trade and exchange which were promulgated under supreme decree No. 1091 of June 5, 1947. Fundamentally these new regulations embrace the salient features of the ones superseded. They provide that all foreign exchange from exports must be turned over to the Central Bank with the exception of that derived from gold exports. The necessity of obtaining permits for imports is retained and a modification is introduced in that the present law provides for three separate lists according to the essentiality of the goods and establishes differential rates of exchange for each list.

Three Separate Essentiality Lists Established

List "A" includes goods considered essential and carries with it the right to exchange at the official rate of 13.50 sucres per dollar. As a 4 per cent ad valorem tax and a tax of one sucre per dollar must be paid on all sales of foreign exchange the actual rate in effect is 15.04 sucres per dollar. List "B" includes goods classed as necessary or useful and not considered essential. The exchange rate provided for goods in this list is at the same rate as for class "A", that is 15.04 sucres and a surtax of 5 sucres per dollar is levied so that the rate of exchange for these products is 20.04 sucres. List "C" includes luxury goods and no official exchange is made available for these. The importer must purchase the exchange on the free market and then apply for an import permit. Since the free market rate is around 18 sucres per dollar, to which is added surcharges and taxes, the final rate is approximately 23 sucres per dollar. All goods not included in these lists are prohibited. Details as to the products included in these lists are available at the Department of Trade and Commerce, Ottawa.

Imports which are exempted from permit requirements and from payment of surcharge and taxes include: books and printed matter, certain sample goods, temporary imports, certain gifts of small value, replacements of lost or damaged shipments and capital goods imported as investments in Ecuador.

Directorate of Foreign Trade Abolished

The new law abolishes the Directorate of Foreign Trade and creates in its place the Department of Exchange within the Central Bank of Ecuador. This latter department is empowered to issue all permits pertaining to imports, exports and exchange. The above regulations are to be in effect for a period of two years.

In trading with Ecuador, Canadian exporters should make sure that an import permit has been granted before goods are shipped. Goods

arriving without such a permit are subject to a fine of 10 per cent of their c.i.f. value. A similar fine is levied against goods contained in lists "B" and "C" being shipped on an import licence valid only for list "A" goods. Exporters would also be advised to insist on letter of credit or letter of guarantee terms as local currency to pay for exchange is in short supply and importers are likely to find difficulty in securing sufficient funds to pay for their imports.

Advertising Campaign Prepared for Canadian International Trade Fair

Buyers from many lands, speaking many languages, invited to attend great commercial display in Toronto next May and June—Promotional activities will also assist in more immediate development of trade and provide clearer understanding of Canada throughout the world.

COMMENCING next September, nine months before the Canadian International Trade Fair opens its doors in Toronto, the Department of Trade and Commerce will direct an extensive promotional campaign to the potential customers and suppliers of Canada throughout the world. The purpose of this campaign is to attract buyers from many lands; men and women who will be afforded an opportunity of comparing the manufactures of this and other countries displaying their wares for the first time at an international trade fair in North America. As the prosperity of Canadians depends largely on foreign trade and the restoration of more normal conditions throughout the world, every effort is being made to create a great commercial concourse.

Advertisements, in two series, will appear in many countries and in many languages, including Afrikaans, Arabic, Danish, Dutch, English, Erse, Finnish, French, Norwegian, Portuguese, Spanish and Swedish. The first series will be carried by magazines and trade papers with an international circulation, published in Canada, Great Britain and the United States. Each advertisement will feature some Canadian industry and its relation to the potentialities of Canada as a buyer and source of supply.

Advertising in Foreign Papers Planned

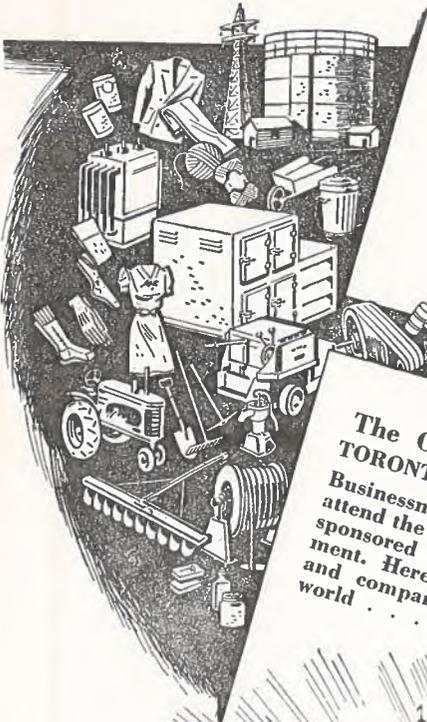
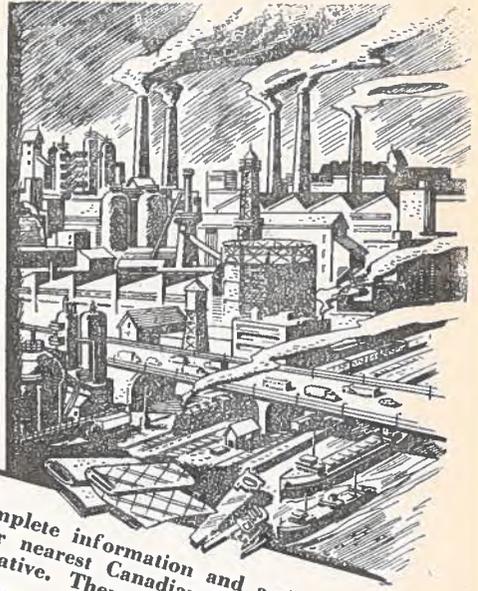
The second series of advertisements will appear in the principal newspapers and trade journals of those territories in which Canadian trade commissioners are located. These will extend a more direct invitation to the trade fair, which will be held from May 31 to June 12, 1948. The location of Canada's trade commissioners will be indicated in both series, so that businessmen seeking further information about the fair, or assistance in developing closer commercial relations with Canada, may be enabled to direct their enquiries to these officials.

Typical advertisements are reproduced in this issue of *Foreign Trade*, and others will appear during the next few months. These should provide Canadian firms with some idea of the campaign being carried on by the Foreign Trade Service, and may assist them in planning their own advertisements. Through the co-ordination of the government campaign and those of private firms, it is believed that Canada will derive the greatest benefit.

WHATEVER YOU NEED WHATEVER YOU SELL ASK CANADA

Chances are that Canadian Industry can supply your requirements. A greatly expanded industrial capacity in Canada is now able to supply many varieties of manufactured goods for world markets.

And—Canadians are not only prepared to sell to you, but they are eager to buy your goods. Canada may well offer a new market for your products.



For complete information and assistance, see your nearest Canadian Trade Representative. They are located in—
 Argentina, Australia, Belgian Congo, Belgium, Brazil, Chile, China, Colombia, Cuba, Egypt, France, Greece, Guatemala, Hong Kong, India, Ireland, Italy, Jamaica, Malayan Union, Mexico, Netherlands, Newfoundland, New Zealand, Norway, Peru, Portugal, South Africa, Sweden, Trinidad, United Kingdom, United States, Venezuela.

Or write direct to—
THE FOREIGN TRADE SERVICE
 Department of Trade and Commerce
 Ottawa
 Canada

ATTEND
The Canadian International Trade Fair
TORONTO, CANADA, MAY 31-JUNE 12, 1948
 Businessmen throughout the world are invited to attend the first Canadian International Trade Fair, sponsored and directed by the Canadian Government. Here buyer and seller will meet to examine and compare the trade offerings of the entire world . . . and to transact business.



Example of advertisement which, in half a dozen languages, will reach some eight million foreign subscribers of leading international magazines. These include *Canada's Weekly*, the *Empire News*, the *Illustrated Weekly*, the *London Times Weekly*, the *Manchester Guardian Weekly*, the *Overseas Daily Mail*, *Picture Post* and *Punch*, published in the United Kingdom; the *Empire Digest*, published in Toronto; *Newsweek*, *Life* and *Time*, published in the United States; and overseas editions of the *Reader's Digest*.

Invitations Issued and Brochures Distributed

While service is being rendered through this campaign to Canadian exporters and importers that should produce immediate results in the further development of trade, it is timed to promote interest in the Canadian International Trade Fair. Advertising forms only part of the promotional activities, however. Official invitations were issued through the governments of all countries with which Canada enjoys commercial relations to a carefully selected list of potential exhibitors. Descriptive brochures concerning the fair, in English and French, Dutch, Portuguese and Spanish, have been distributed to manufacturers and other leading producers by trade commissioners within their respective territories, and by the Canadian Government Exhibition Commission, in Ottawa. Personal contacts have been established by trade commissioners, who have also secured useful publicity through the co-operation of local newspapers and trade journals.

Posters and Stickers Being Provided

Posters describing the fair will be distributed, and individual stickers are being used on letters mailed from Canada and by Canadian trade commissioners to correspondents throughout the world. Various Canadian and British publications are preparing special issues pertaining to this country and the forthcoming trade fair that will be addressed to a selected list of potential visitors in many countries. These will also furnish a wealth of information on the development of Canada as a trading nation to the commercial community in many lands. News items and articles are being made available to a wide range of newspapers and trade journals, and the co-operation of radio systems and stations has been sought.

More than 100,000 names of buyers throughout the world appear on the mailing lists compiled by the Canadian Government Exhibition Commission, with the assistance of trade commissioners and trade organizations. Coupled with the advertising campaign, it is maintained that the various means of direct approach will attract large numbers of buyers to the trade fair. The large number of applications for space already received from manufacturers and producers would indicate that the success of the fair was already assured.

Importance of Foreign Trade Already Stressed

The new advertising campaign is a logical successor to that of 1946-47, which was designed by the Department of Trade and Commerce to acquaint the Canadian public with the importance of foreign trade in the national economy of this country. It was also designed to furnish Canadian businessmen with a fuller knowledge of the facilities available to them through the Foreign Trade Service. One part of this campaign was directed to the public through newspapers and magazines, and based on the theme "One-third of Your Dollar", which is that proportion of Canada's national income conservatively estimated to be derived from foreign trade. The second part was addressed to businessmen through trade journals, and based on the theme "C.Q.P.," meaning *continuity* of supply, *quality* that is dependable, *prices* that are competitive. These are among the essentials for successful foreign trade operations.

Other Campaigns Identified With That of Department

Advertising campaigns of a few Canadian firms engaged in foreign trade were closely identified during 1946 with that of this Department,

and many firms secured the poster-size copies of its advertisements for display on notice boards, as a means of educating their employees of the importance of foreign trade. A general review of present plans is now set forth, in order that commercial concerns now considering their promotional activities for the next nine months may take full advantage of the international advertising campaign that will commence in September and continue until March. The Trade Publicity Division, of the Foreign Trade Service, will welcome requests for information and general assistance in planning campaigns co-ordinated with that of the Department.

If You Do Business Abroad

Here's How You Can Help Canada—and Yourself!

If foreign trade is your business—if any of its ramifications can bring an extra dollar to your pocket—then the Canadian International Trade Fair is your business!

It will pay you to promote this project! Feature it in all your foreign advertising and mention it in all your correspondence!

The number and variety of displays already arranged assures success. Now we want buyers—foreign buyers—to attend the Fair in thousands when it opens next May.

More than 100,000 individual invitations are being extended to foreign buyers. You can encourage buyers to attend your Fair by conveying our message to your contacts overseas. Official invitations will be mailed to them at your request.

Available for your use are stickers for correspondence, posters for display abroad, and Fair insignia for inclusion in your advertisements. Other assistance required may be obtained by writing:

CANADIAN INTERNATIONAL TRADE FAIR

479 Bank Street

Ottawa, Ont.



LA ENERGÍA HIDRÁULICA DEL CANADÁ

FAVORECE A SUS CLIENTES

De sus enormes potencialidades hidro-eléctricas, el Canadá ha desarrollado más de 10 millones de caballos de fuerza, la mitad de ellos en los últimos veinte años. Esta fuerza, que iguala la energía de 100 millones de trabajadores, ofrece para muchas industrias una de las llaves con que obtener producción barata y abundante; y todavía quedan 40 millones de caballos de fuerza por desarrollar.

Esta riqueza en energía hidráulica ofrece dos importantes oportunidades a los importadores y exportadores:

Los canadienses pueden producir en cantidad—a precios atrayentes—una amplia variedad de mercancías que ustedes necesitan.

Los canadienses pueden mantener un nivel de vida relativamente alto, lo que hace de su país un mercado rico para los productos de ustedes.

La posición del Canadá en el comercio internacional se ha basado en esta capacidad creciente para producir y para consumir. Sobre esta base de beneficio mutuo, Canadá los invita al intercambio comercial.

Hay representantes comerciales del Canadá establecidos en los siguientes países, para darles toda la información y ayuda posibles:

Argentina • Colombia • Cuba • Chile
Guatemala • Mexico • Peru • Venezuela

SERVICIO DE COMERCIO EXTERIOR

MINISTERIO DE INDUSTRIA Y COMERCIO

OTTAWA • CANADÁ

Example of advertisement, in Spanish, which will appear in overseas editi
to indicate the industrial capacity and versatility of Cana



PARTICIPE EN LA FERIA INTERNACIONAL DE COMERCIO DEL CANADA
TORONTO, CANADÁ. DEL 31 DE MAYO AL 12 DE JUNIO DE 1948

En la Feria Internacional de Comercio del Canadá usted podrá ver mercancías de todo el mundo en exhibición. Podrá examinarlas, compararlas y solicitarlas—sobre el terreno. Podrá usted hacer valiosas relaciones con los compradores y vendedores del mundo entero.

Organice *ahora* su visita al Canadá en 1948, o el envío de un representante. Solicite detalles completos, incluso información relativa a pasajes y alojamientos, del Representante Comercial Canadiense más próximo a usted.



selected British and United States magazines. It is one of a series designed
to attract buyers to the Canadian International Trade Fair.

Canadian Imports, by Commodities

MAIN GROUPS	May			January		
	1938	1946	1947	1938	1946	1947
	(Millions of Dollars)					
Agricultural, Vegetable Products.....	14.4	30.6	34.6	49.6	125.5	143.4
Animals and Animal Products.....	2.0	5.3	6.8	11.6	26.9	37.4
Fibres, Textiles and Products.....	6.9	20.4	40.4	38.8	98.0	183.7
Wood, Wood Products and Paper.....	2.7	5.7	8.2	13.1	27.6	37.3
Iron and Products.....	17.2	41.7	68.7	73.9	169.4	293.2
Non-Ferrous Metals and Products.....	3.6	9.8	15.4	16.5	41.2	63.5
Non-Metallic Minerals, Products.....	12.7	24.5	38.8	42.2	113.5	152.6
Chemicals and Allied Products.....	3.3	8.8	11.8	13.1	39.3	48.6
Miscellaneous Commodities.....	4.5	17.6	15.6	18.9	80.9	66.0
TOTAL IMPORTS FOR CONSUMPTION.....	67.1	164.2	240.3	277.7	722.2	1,025.7

Canadian Imports, by Commodities

Commodity	May			January-May		
	1938	1946	1947	1938	1946	1947
	(Thousand of Dollars)					
Agricultural, Vegetable Products:						
Fruits.....	2,172	8,558	7,546	7,152	35,286	31,544
Nuts.....	278	2,236	933	1,168	9,751	10,830
Vegetables.....	1,038	3,778	3,802	3,828	18,016	12,706
Grains and products.....	2,262	980	2,460	7,917	6,387	11,592
Sugar and products.....	3,103	5,640	7,994	6,110	15,531	14,673
Cocoa and chocolate.....	264	928	1,307	737	1,770	5,196
Coffee and chicory.....	482	2,079	978	1,889	7,919	7,064
Tea.....	835	862	2,123	3,760	4,519	8,346
Beverages, alcoholic.....	501	839	716	2,112	4,637	4,736
Gums and resins.....	116	533	652	532	2,149	2,981
Oils, vegetable.....	1,326	1,310	880	5,875	5,475	10,439
Rubber and products.....	1,138	1,213	3,525	4,004	6,188	14,080
Tobacco.....	231	275	315	843	1,325	1,388
Vegetable products, other.....	617	1,386	1,402	3,721	6,507	7,840
Total.....	14,363	30,167	34,631	49,649	125,460	143,417
Animals and Animal Products:						
Fish and fishery products.....	131	199	259	742	1,379	1,720
Furs and products.....	514	1,879	1,425	3,456	13,721	10,626
Hides and skins, raw.....	168	244	771	1,059	937	6,343
Leather, unmanufactured.....	201	460	547	1,016	1,748	2,968
Leather, manufactured.....	162	441	730	1,093	1,899	3,201
Animal oils, fats, greases.....	131	298	933	372	1,794	2,151
Animals and products, other.....	684	1,732	2,156	3,862	5,416	10,387
Total.....	1,991	5,253	6,821	11,599	26,894	37,396
Fibres, Textiles and Products:						
Cotton, raw and linters.....	1,185	4,154	6,708	5,474	18,114	27,742
Cotton products.....	1,227	5,211	12,726	7,322	25,283	65,580
Flax, hemp, jute and products.....	703	1,550	2,840	3,539	10,026	14,005
Silk and products.....	495	214	715	2,782	1,154	4,038
Wool, raw and unmanufactured.....	786	2,341	4,179	4,813	10,161	12,658
Wool products.....	1,034	2,574	5,195	7,246	12,429	22,021
Artificial silk and products.....	253	1,625	3,935	1,558	7,795	17,499
Textile products, other.....	1,200	2,682	4,130	6,086	13,074	20,129
Total.....	6,883	20,351	40,426	38,821	98,036	183,671
Wood, Wood products and Paper:						
Wood, unmanufactured.....	494	729	1,738	2,241	3,050	7,264
Wood, manufactured.....	411	930	1,695	1,814	4,127	7,427
Paper.....	641	1,575	2,145	3,135	7,651	9,885
Books and printed matter.....	1,160	2,433	2,591	5,907	12,724	12,758
Total.....	2,705	5,667	8,169	13,097	27,552	37,333

Canadian Imports, by Commodities—Concluded

Commodity	May			January-May		
	1938	1946	1947	1938	1946	1947
Iron and Its Products:						
	(Thousands of Dollars)					
Iron ore.....	137	180	1,205	270	216	1,592
Scrap.....	122	233	176	328	554	748
Castings and forgings.....	324	563	893	1,051	2,460	4,160
Rolling Mill products.....	2,873	4,890	6,061	10,210	19,664	30,405
Pipes, tubes and fittings.....	315	894	1,140	1,018	3,209	4,726
Wires and chain.....	174	435	738	990	2,037	3,833
Farm implements and machinery.....	2,363	5,127	9,601	9,891	21,719	41,663
Hardware and cutlery.....	191	606	903	917	2,591	4,356
Household machinery.....	300	531	1,184	1,076	1,903	5,218
Mining, metallurgical machinery.....	511	599	919	2,151	2,790	3,397
Business, printing machinery.....	586	1,020	2,146	2,782	4,546	8,732
Other non-farm machinery.....	2,175	8,947	14,692	11,054	38,244	61,509
Tools.....	232	860	1,256	1,001	4,083	5,405
Autos, freight and passenger.....	1,919	2,177	6,528	7,197	6,045	26,017
Automobile parts.....	2,292	6,677	8,208	11,349	28,084	38,099
Other vehicles, chiefly iron.....	255	799	1,312	797	2,426	5,431
Engines and boilers.....	759	2,562	3,871	4,278	9,187	16,541
Cooking and heating apparatus.....	162	786	1,406	511	3,135	6,066
Iron products, other.....	1,479	3,782	5,822	7,031	16,488	25,346
Total.....	17,168	41,668	68,660	73,904	169,381	293,244
Non-Ferrous Metals and Products:						
Aluminum and products.....	364	933	1,516	1,649	2,859	4,988
Brass, copper, and products.....	300	637	1,265	1,531	2,927	5,408
Tin.....	229	850	909	976	2,632	2,042
Precious metals (except gold).....	216	910	1,359	1,331	3,871	5,605
Clocks and watches.....	158	563	745	837	3,007	3,452
Electrical apparatus, n.o.p.....	1,148	4,107	5,969	5,529	18,029	28,685
Non-ferrous products, other.....	1,137	1,789	3,598	4,657	7,874	13,311
Total.....	3,553	9,789	15,418	16,510	41,199	63,493
Non-Metallic Minerals, Products:						
Clay and products.....	773	1,488	2,014	3,436	7,051	9,160
Coal.....	3,149	5,463	10,730	13,388	42,119	49,113
Coal products.....	340	794	1,030	1,384	5,171	4,373
Glass and glassware.....	629	1,865	3,615	2,643	8,442	13,218
Petroleum, crude.....	4,654	8,276	12,349	11,353	28,422	42,570
Petroleum products, n.o.p.....	1,919	3,236	5,815	4,990	10,158	20,791
Stone and products.....	522	1,182	1,598	2,834	4,548	6,216
Non-metallic products, other.....	689	2,160	1,639	2,156	7,636	7,130
Total.....	12,674	24,464	38,790	42,183	113,547	152,571
Chemicals and Allied Products:						
Acids.....	143	316	350	641	1,383	1,489
Cellulose products.....	144	601	539	754	2,670	2,620
Drugs and medicines.....	346	872	1,636	1,607	4,113	5,813
Dyeing and tanning materials.....	256	962	1,038	1,444	3,858	4,499
Fertilizers.....	464	470	872	983	2,147	2,921
Paints and varnishes.....	318	952	1,182	1,405	4,355	5,277
Inorganic chemicals, n.o.p.....	785	1,164	1,215	2,650	5,045	5,245
Synthetic resins and products.....	78	1,239	1,774	340	5,339	7,609
Chemical products, other.....	721	2,229	3,150	3,254	10,385	13,087
Total.....	3,256	8,805	11,757	13,079	39,295	48,560
Miscellaneous Commodities:						
Films.....	140	203	290	645	1,075	1,143
Toys and sporting goods.....	234	370	928	831	1,182	3,097
Refrigerators and parts.....	200	365	1,087	764	1,755	4,393
Musical instruments.....	101	255	493	528	842	2,170
Scientific equipment.....	382	1,046	1,455	1,704	5,231	6,789
Aircraft and parts.....	359	895	855	1,260	4,050	4,961
Works of art.....	80	169	209	505	885	813
Canadian Tourists' purchases.....	701	738	1,289	2,640	2,521	5,139
Parcels of small value.....	415	451	2,585	1,891	1,598	11,559
Wax, mineral and vegetable.....	32	289	314	181	1,358	1,503
Miscellaneous consumer goods.....	466	1,181	1,525	2,089	5,173	5,954
Miscellaneous, other.....	858	984	2,298	3,625	7,604	10,423
Canadian goods returned.....	163	8,726	1,104	875	42,244	3,079
Non-commercial articles.....	400	1,910	1,204	1,367	5,334	4,973
Total.....	4,530	17,582	15,635	18,904	80,852	65,998

Chinese Officials and Importers Concerned over Import Quotas

Original plan was designed to eliminate unsound firms and to re-establish China's import trade on the basis of the importers' standing in trading circles and his prewar and/or postwar imports—In practice, plan has many grievances—Radical change in system is needed if China is to meet her urgent import needs.

By L. M. Cosgrave, Commercial Counsellor for Canada

(Editor's Note—This is the second of three articles on economic conditions in China. The first appeared in the July 26th issue of *Foreign Trade*.)

SHANGHAI, June 5, 1947.—The allocation of import quotas and the registration of qualified importers continues to be a matter of serious concern, both to government officials and importing firms. Following the decision of the Central Government at Nanking to limit imports to specified commodity quotas on a United States dollar basis, which was based on the estimated foreign currency available for the remainder of 1947, special committees were established by the executive committee of the Board for the Temporary Regulation of Imports. These, in turn, invited registered importers to submit details of imports in three prewar years and for the year 1946.

In theory, this plan was designed to eliminate unsound and fly-by-night firms and to re-establish China's import trade on the basis of the importers' standing in trading circles and his prewar and/or postwar imports, with evidence required of his exclusive representation of manufacturers abroad. In practice, however, there has been widespread criticism of both the methods of registration of importers and allocation of specific quotas. In the case of registration, for example, many old-established firms holding important agencies from prewar years, or importing essential commodities for their own use, have been refused registration, presumably on the ground that they imported little or nothing during 1946, while many new firms have been admitted whose claims to be regarded as serious importers of the goods concerned are open to question.

Certain Registered Importers Taking Advantage of Shortages

It is further pointed out that the list of registered importers includes many firms who, taking advantage of a shortage of goods and the temporary dislocation of normal trade channels, placed orders late in 1945 and during 1946, wherever possible, for almost any saleable commodity at almost any price. Little consideration was given to quality and the goods imported were often not suitable for their intended purpose. Similarly, overseas suppliers were frequently brokers and bought random parcels of goods on the foreign black markets and charged black market prices. When these goods were imported, they were sold at the highest possible price to any buyer, whether consumer, middleman or speculator, with little expectation of being able to continue the business when the regular sources of supply were re-established.

Import Quotas Allocated on Value Basis

Although the Import Board's intent was to afford equitable treatment and to base their decisions on the import figures for the years 1935 and



China—Highest building in Shanghai, the “Broadway Mansions”, with the Garden Bridge in the centre. The crowded condition of the street car is quite normal these days.

Photo by Eltisheff

1937 in addition to the year 1946, quotas appear to have been awarded mainly in accordance with 1946 import performances on the basis of remittance values. Thus, the result has been to give particular preference to firms which imported at the highest prices and thus utilized the largest amounts of foreign exchange for a given quantity of goods.

Many old-fashioned firms, whose premises had been occupied and ransacked by the enemy during the war and whose personnel had been interned or dispersed, found themselves unable to resume trading for several months after the war. In so far as these firms represented manufacturers in allied countries, where postwar conversion problems and shipping difficulties seriously militated against prompt deliveries, the selection of 1946 as a basis for future import quotas operates most disadvantageously to both overseas manufacturers and their agents in China.

Position of Prewar Importers Recognized

In other quota awards, however, the Board has recognized the position of the prewar importers by admitting the principle of accepting either prewar or 1946 postwar figures, whichever were higher. While appreciating that this principle was put forward in an attempt to provide an equitable arrangement, it seems to have been overlooked that remittance values in 1946 were frequently much higher than those prevailing in 1936 and 1937. Thus the scales are tipped heavily on the side of the 1946 import returns in favour of those firms which imported at the highest prices.

Factory owners in China, also, who have been in the habit of importing industrial materials for their own use, are experiencing serious difficulty due to the restrictions placed on both registration and quotas. In one instance a Shanghai factory owner was refused registration as an importer of chemicals essential to his manufacturing process and has been given registration for one chemical only of which he is a large producer and exporter.

Quota Systems Difficult to Apply Equitably

It is, of course, realized that, as in other countries, quota systems are extremely difficult to apply equitably, and responsible Chinese officials concerned with the enforcement of the existing regulations are doing their utmost to correct the outstanding cases of injustice. It is felt, however, that a radical change in the present system is urgently needed if China is to meet her urgent import needs, and it is hoped that the many constructive suggestions now being submitted by foreign and Chinese Chambers of Commerce in the main industrial cities will receive the consideration of the Central Government authorities. In the meantime, the Board for the Temporary Regulation of Imports has announced the official list of registered importers as of May 31, 1947.

Number of Applications for Registration from Importers Reduced

It is officially stated that the total number of applications for registration from importers and factories amounted to 3,698, out of which 577 firms (374 Chinese and 203 foreign) were approved as qualified importers. The marked reduction in official registrations is said to have

Chinese List of Qualified Importers by Commodities

Commodity	Qualified importers	Chinese firms	Foreign firms
I. (a) Gasoline, naphtha, benzine, mineral	9	5	4
(b) Fuel oil	18	12	6
(c) Lubricating oil	18	8	10
(d) Lubricating grease	9	3	6
II. (a) Raw rubber (including automobile tires and tubes)	32	20	12
(b) Rubber manufactured goods (excepting motor-car tires and tubes)	6	5	1
(c) Scrap rubber	16	12	4
III. Paper and wood-pulp (allocated to newspapers, publishers and factories)	97	61	36
IV. Raw cotton (allocated to factories)	65	38	27
V. Wool and wool waste (allocated to factories)	38	20	18
VI. Woollen yarn and thread (allocated to factories) ..	24	16	8
VII. Chemicals	154	97	57
VIII. Aniline dyes	44	27	17
IX. Artificial indigo	10	3	7
X. Sulphur black	41	32	9
XI. Metals	144	88	56
XII. Timber (allocated in part to factories)	38	31	7
XIII. (a) Flour, wheat	18	6	12
(b) Rice	6	1	5
XIV. Coal and coke (importation of these items being regulated by the Fuel Control Commissioner) ..	11	8	3
XV. Jute, raw (allocated to factories and other applicants)	1	1	0
XVI. Gunny bags (allocated to factories)	34	16	18
XVII. Machine belting (other than those made of rubber) ..	10	4	6
XVIII. Oils, fats and waxes, n.o.p.f.	19	8	11
XIX. Artificial silk yarn (allocated to factories)	6	3	3
XX. Cement (importation temporarily suspended)	12	5	7
XXI. Sulphate of ammonia (importation temporarily suspended for first quarter, 1947)	2	0	2
XXII. Fertilizers (importation temporarily suspended for first quarter, 1947)	0	0	0
XXIII. Starch	8	6	2
XXIV. Tanning extracts, vegetable, n.o.p.f.	14	7	7
XXV. Pharmaceuticals, quinine, vaccines (importation temporarily suspended for first quarter, 1947) ..	47	33	14
XXVI. Tobacco stalk, dust, siftings and refuse	19	6	13

NOTE.—The first five items of commodities under Schedule II, namely, cinematograph films, developed; kerosene oil; passenger motor-cars; sugar, and tobacco leaf, being under the charge of the Import Licensing Department, are not listed, each application for import being dealt with individually.

been due to the meagre amounts of imports permitted under Schedule II, and, further, that it would be impossible to allocate these amounts to importers unless the number was effectively reduced by the process of registration.

Number of Import Applications Approved and Issued in May

It is further announced by the Import Board that the numbers of import applications approved and the numbers of licences issued for the month of May are as follows:

	Applications approved	Licences issued
Schedule I	1,453	1,368
Schedule II	1,283	1,030
Schedule IIIa	1,625	539

Germany Procures First Consignment of Edible Oils and Fats for Consumption

Cargo will consist of 5,700 tons of lard; 7,000 tons of whale oils; 1,730 tons of coconut oil; and 1,270 tons of soya oil—Estimated cost is \$8 million—Oil will be processed into margarine in German factories.

By D. W. Jackson, Canadian Economic Representative

MINDEN, June 27, 1947.—For the first time since the beginning of the occupation, a shipment of 15,700 tons of edible fats and oils is being procured abroad for German consumption in the combined United States-United Kingdom area at an estimated cost of \$8,000,000. The funds are appropriated under the disease and unrest formula. First shipments are expected to arrive in German ports early in July, with the total amount of 15,700 tons now under procurement scheduled to reach the combined area by early August. The cargo will consist of 5,700 tons of lard; 7,000 tons of whale oils; 1,730 tons of coconut oil; and 1,270 tons of soya oil.

Oil Will be Processed into Margarine

It is contemplated that all of the oil will be processed into margarine in German factories. Bizonal food and agriculture authorities have been requested to make the necessary arrangements for handling of the fat imports, part of which will be moved in refrigerator ships.

Pointing out that the imports should offer some relief in the present shortage of fats and oils by providing approximately a month's ration requirements for non-self suppliers, the British and United States commanders-in-chief have urged that plans be made now to store fat supplies for use during the winter months when production drops.

They stressed that shortages in the combined area cannot be solved through imports alone because of the very heavy demand on the part of all world claimants and because of the relatively high price of this commodity. It was stated that the adoption of more efficient collection and utilization methods by German officials would permit some improvement in supplies of fat available to the German city population from German production.

Freighter Bound for Churchill To Open Navigation Season

“Essex Trader”, first ship in last year, carries cargo from Britain—Group of grain growers and other businessmen from prairies leave Regina next Wednesday for northern port on Hudson Bay—Icebreaker N. B. McLean will furnish information on conditions in Hudson Strait.

ATENTION, recently directed to Hudson Strait through the loss off Cape Dorset of the northern supply ship *Nascopie*, will be focused next week on the commercial aspects of the trade route that has its western terminus at Churchill, on Hudson Bay. Plans have been made for a special welcome to the first freighter reaching the Manitoba port this year. An organized group of grain growers and other businessmen from the prairies is due to leave Regina on August 6 for Churchill aboard a special train, which will take on additional passengers at Saskatoon and Prince Albert, Sask.

The *Essex Trader*, which inaugurated the navigation season last year, is due off Cape Shidley on August 5, and is expected to be the first arrival at Churchill. She was scheduled to leave Newcastle-upon-Tyne on July 24 for Antwerp, where she would complete loading and sail on July 28. The Montreal Shipping Company, Limited, her agents in Canada, have been advised that the Antwerp call had to be cancelled due to a dock strike in the Belgian port. It is understood, however, that cargo scheduled for shipment from Antwerp will later be forwarded to Montreal in another ship, and thence to its original destination. Cargo booked from the United Kingdom included steel plates, window glass, linen, chinaware, several automobiles, machinery and whisky. No passengers can be carried, due to the lack of accommodation.

Excursion Planned to Coincide with First Arrival

The *Essex Trader* will not enter Hudson Bay until after August 5, when lower marine insurance rates for that area become effective, but her arrival at Churchill is scheduled to coincide with that of the prairie excursion on August 8. It was arranged for the government icebreaker *N. B. McLean* to assist the *Essex Trader* and other vessels through Hudson Strait. Although she is now in those northern waters, and will still be able to furnish information on ice conditions, the attention of this icebreaker has been temporarily diverted to the ill-fated *Nascopie* and those who were forced to abandon her on July 21. However, she will return to Hudson Strait and her northern ice patrol.

Port facilities at Churchill, which is situated at the entrance to the Churchill River, are administered by the National Harbours Board. These include 1,855 linear feet of wharf, with a depth of water alongside of 30 feet at low tide, a steel transit shed, 476 feet long and 173 feet wide, a grain elevator with a storage capacity of 2,500,000 bushels, equipped with galleries and spouts that will enable three ships to load at a time, a floating crane of ten tons capacity, a marine slipway capable of handling ships up to 1,200 tons deadweight, and railway tracks along the wharf.

Twelve Ocean-Going Arrivals Last Year

Twelve ocean-going ships, of 39,619 net tons register, visited Churchill last year, compared with one in 1945 and three in 1944. Nine coastal craft, of 794 net tons register, also called in at the Hudson Bay port. The following table indicates the cargo tonnage handled through Churchill during the last five years:

Cargo Handled Through Churchill

	Inward	Outward (Tons)	Total
Foreign—			
1946	37	91,641	91,678
1945 .....	..	....	....
1944 .....	..	280	280
1943 .....	..	22,207	22,207
1942 .....	..	....	....
Domestic—			
1946	56	2,010	2,066
1945	30	1,077	1,107
1944	45	1,103	1,148
1943	1,232	10,288	11,520
1942	122	26,563	26,685

Grain shipments through Churchill totalled 2,928,936 bushels last year, indicating a resumption of the traffic that was halted during the war. There were 740,000 bushels moved out in 1943, but nothing in 1945, 1944, 1942 and 1941.

Navigation Season is Normally Nine Weeks

Although passengers aboard the special train will be interested primarily in the possibilities of traffic through this northern port, limited to a period of nine weeks, the territory through which they must pass will furnish atmosphere unknown to the great majority of Canadians. From Prince Albert, they will continue through rolling, wooded farm lands toward the railway divisional town of Hudson Bay, which is better known in those parts as "The Junction", and the gateway to the north. Their train then proceeds through muskeg and timber country to The Pas, where countless stories of lumbermen, prospectors and trappers may still be heard, and associated by many people with international "Dog Derbies". The excursionists plan to visit Flin Flon, the mining town from whose rock is produced gold, copper, silver, cadmium and the purest zinc.

Crossing the Owl River at Mile 445, the train will enter the "Barren Lands", a treeless stretch of country with a striking lack of growth apart from arctic moss and other ground-hugging growth that contains countless berries and flowers. The first sight of Churchill comes at Mile 503, when the large grain elevator at this northern port appears on the horizon. The excursion, sponsored by the Saskatchewan Government, is promoted by officials of that government, the Canadian National Railways, the Saskatchewan Wheat Pool, the Associated Chambers of Commerce and the Bay Route Association. All these organizations are interested in the development of Churchill, which was first discovered in 1619 by Jens Munck, the son of a Danish nobleman, though modern harbour facilities date from September, 1931.

New Zealand Seeks Cotton Textiles as United Kingdom Cancels Allocations

Substantial reductions in imports of cotton textiles from United Kingdom anticipated—Cotton goods may be secured from Germany and Japan—Government assisting importers to obtain additional supplies—Negotiations underway with United States authorities for Japanese cotton.

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

WELLINGTON, April 11, 1947.—Sponsorship of cotton textiles from the United Kingdom has been abolished and henceforth there would be no further country by country allocation of these goods by the United Kingdom authorities, the New Zealand Minister of Supply announced on March 3. There will probably be substantial reductions in the quantity of cotton goods imported from the United Kingdom toward the end of this year, but there are prospects of securing cotton goods from Germany and Japan. The new system was intended to give greater freedom to the British cotton industry within the total export allocation for trade with Empire territories, Western Hemisphere countries, and other hard currency countries. New Zealand importers or their United Kingdom agents would have to take their place with those of other countries and buy what they could from the exportable surpluses available from Britain. Present indications suggested a considerable reduction in supplies to New Zealand compared with 1946. Orders accepted in 1946, for which exporters had already obtained authority to acquire cotton yarn, would not be affected. It might thus be later this year before the effects of the new system are felt.

New Zealand Imports of Woven Cotton

Country of Origin	1938		1946	
	Quantity Sq. Yds.	Value £NZ	Quantity Sq. Yds.	Value £NZ
British Countries				
United Kingdom	18,750,328	957,026	33,393,667	3,883,760
Eire	15	2	.....	.....
Hong Kong	1,088	61	.....	.....
India	157,450	5,260	7,810,095	452,988
Canada	169,727	12,322	1,746,153	133,904
Australia	17,324	1,688	70,041	7,923
South Africa .....	.....	.....	32	5
Total British	19,095,932	976,359	43,019,988	4,478,580
Foreign Countries				
Austria	3,354	335	.....	.....
Belgium	69,285	7,713	340	156
Czechoslovakia	12,063	1,005	.....	.....
France	14,113	1,679	3,574	850
Germany	87,276	8,077	.....	.....
Hungary	1,139	101	.....	.....
Italy	6,251	1,078	.....	.....
Netherlands	183,095	11,676	14,462	5,090
Poland	142	8	.....	.....
Russia	1,658	101	.....	.....
Switzerland	145,510	9,969	11,398	3,076
China	192	20	.....	.....
Japan	9,540,008	204,225	30	5
United States	261,651	16,521	1,451,503	161,796
Chile .....	.....	.....	30	6
Total foreign	10,325,737	262,508	1,481,337	170,979
Total	29,421,669	1,238,867	44,501,325	4,649,559

Government Assisting Industry to Obtain Adequate Supplies

The Minister stated that the Government was following up every possible avenue of approach to enable importers to secure additional supplies and the Minister of Finance would take up the matter in the United Kingdom. It seemed reasonable to expect that a few million yards of cotton goods could be obtained from Japan and Germany, and departmental officers were engaged with representatives of the trade in completing arrangements as to the precise type of goods to be bought and the basis of purchase. He added that the German goods would most likely be heavier types such as drill, denims and sheetings, with perhaps some print cloth suitable for dress goods.

Some interesting comparisons can be made with regard to this commodity. The total imports from British countries increased by 18 per cent during the period. The United States total increased by 2.2 per cent and has supplied 94.7 per cent of the imports from foreign countries.

Average Price of Imported Woven Cotton Per Yard

Country	Value	
	1938	1946
United Kingdom	1s. 4d.	2s. 3½d.
Canada	1s. 5 d.	1s. 6½d.
British Countries	1s.	2s. 1 d.
United States	1s. 2½d.	2s. 2½d.
All Countries	10d.	2s. 1 d.

Government Policies Criticized by Wholesale Softgoods Federation

There was considerable discussion of the supply position at the annual conference of the New Zealand Wholesale Softgoods Federation. The policies of the Government were severely criticized, particularly with regard to the sponsorship of local industry and the fact that more factories are in existence than the labour supply can operate, with the result that non-essential works are drawing labour away from essential industries. The president, after referring to the fact that payment for goods from other than sterling areas would have to be made in dollars which would be "obtained if available from Britain's meagre store," said:

"The great outstanding fact would seem to be that, while seeking for other markets for our exports, we shall be compelled still to regard Britain as our chief market, and, conversely, we must look to her for our main supplies of manufactured goods. There appear to be no alternatives, even if we wished it to be otherwise."

Action Taken by New Zealand Government to Obtain Cotton Supplies

In an endeavour to obtain further information regarding what action the New Zealand Government has taken to obtain additional supplies of cotton goods, the following points have been noted: the New Zealand Government does not intend to approach Canada with a view to obtaining an additional allocation; the latest reports indicate that no supplies can be expected from German sources for the next twelve or eighteen months; negotiations have been undertaken by the New Zealand Minister in Washington with the American Government and the American military authorities in Japan with a view to obtaining supplies of cotton from Japan.

While the New Zealand Government is anxious to conclude a government to government purchase, it appears that the American authorities would prefer private trading. It has been suggested in some quarters that

this supply of cotton goods from Japan could come under reparations to New Zealand, but this proposal is not being considered by the Government at present.

Payment normally would be made for these goods in dollars, but as there has been a request from the authorities in Japan for a supply of wool, it is thought that payment can in fact be effected by an exchange of products.—The quantity of wool requested exceeds the total New Zealand production. Final arrangements, however, have not been concluded and it cannot be stated whether or not any wool from New Zealand will be exported to Japan.

Daily Air Service to Bermuda Announced

Colonial Airlines, which operate nine flights daily between Montreal and New York, announced this week that it would inaugurate a daily service on August 1st between New York and Hamilton, Bermuda, with an additional flight on Fridays. DC-4 aircraft, with accommodation for 44 passengers, are scheduled to leave New York at 8 a.m., E.S.T., arriving Hamilton at 12.40 p.m. Actually, the flight takes less than four hours, as there is a difference of one hour between Eastern Standard Time and 60th Meridian Time.

Anglo-Egyptian Financial Agreement Outlined in White Paper

London, July 4, 1947.—(F.T.S.)—A White Paper has been published by the United Kingdom Government containing the terms of a financial agreement made with the Egyptian Government to deal with the Egyptian sterling balances. The agreement is of a temporary character and covers the period from July 14 until the end of the year.

Egyptian sterling balances are estimated at approximately £400,000,000. The agreement provides that these balances, subject to certain agreed releases, will be rendered not available for current expenditure of any kind or for transfer. The investment and re-investment of these balances will, moreover, be controlled.

A certain amount of old accumulated sterling will, however, be released and will be available for expenditure by Egypt in the United Kingdom or in other countries. These released funds, plus the total of Egyptian sterling receipts arising from current transactions, will be available to Egypt in accordance with the convertibility provisions of the Anglo-American Loan Agreement, for expenditure without restriction in other countries, including the United States and Canada. Capital movements between the United Kingdom and Egypt will be regulated. The terms of the agreement are such that Egypt ceases to be a member of the so-called sterling area.

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.

Trade Commissioners on Tour

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

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Gananoque—Chamber of Commerce.

Guelph—Board of Trade.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kingston—Chamber of Commerce.

London—Chamber of Commerce.

Oshawa—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

St. Catharines—Chamber of Commerce.

Toronto—Can. Manufacturers' Association.

Vancouver—H. W. Brighton, Foreign Trade Service, Room 331, Marine Building.

Victoria—Dept. of Trade and Industry.

Windsor—Chamber of Commerce.

Winnipeg—Can. Manufacturers' Association.

J. M. Boyer, Canadian Trade Commissioner in Chicago, is being transferred to Cairo, Egypt, in the same capacity, and is scheduled to sail from Canada on September 3. He has already commenced a tour that will take him from the Maritime Provinces to British Columbia, having visited Halifax, Sydney, Sackville and Saint John. Besides Egypt, territory covered by the Cairo office includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

J. M. Boyer

(Appointed Canadian Trade Commissioner at Cairo)

Ottawa—August 15-18.

Montreal—August 19-31.

Malayan Pineapple Industry is Being Improved

Singapore, June 10, 1947.—(FTS)—Statements by government experts regarding the revival of the Malayan pineapple industry reveal that this is likely to be a slow process but that the extensive efforts and time involved will at least permit improvements in the technique of production and packing and the establishment of new standards which will be of permanent benefit to the trade. From the preparation of new plantations to the final packing for export, the industry will undergo a complete overhaul. It is certain that when supplies are again freely available they will be much superior in quality to the prewar product, although considerably more expensive. Consideration is now being given to a much wider, if not universal, use of cardboard cartons for export packing in place of the wooden cases which were in general use before the war. Such an alteration in policy will probably be based on the use of Canadian-made containers and the resulting business should be of substantial interest to Canadian board mills.

Trade and Tariff Regulations

Egyptian Order Affects Sale of Packaged Foodstuffs

Cairo, June 28, 1947.—(FTS)—The Egyptian Government, in an announcement published April 28, prohibits the importation of packaged foodstuffs normally sold by weight or volume unless appropriately marked with their net weight or volume. If it is not possible to indicate net weight, it is permissible to mark the gross weight together with the weight of the package, in accordance with usual trade practice.

Argentine Exchange Control Regulates Capital Investments

Buenos Aires, July 17, 1947.—(FTS)—Under date of July 8, 1947, the Banco Central de la Republica Argentina issued Circular No. 788 in regard to control of specified uses of foreign exchange. The rulings contained therein were effective immediately. Funds in foreign currencies or from debits in peso accounts are able freely to enter Argentina subject only to presentation of a sworn declaration (forms 77a and 74a). Regarding the entry of foreign capital for investment, information in addition to that on the sworn declaration is required concerning the residence of the investor, the type and the duration of the investment. On the basis of this information, the Banco Central will furnish a Certificate of Origin of Capital which will ensure the investor freedom to re-export the funds and prescribed earnings thereon. Short-term investments may be taken out of the country after 12 months, together with interest or dividends not exceeding 5 per cent per annum. Fixed investments in industrial or agricultural activities may be withdrawn after two to six years, together with net profit not exceeding 7 per cent to 12 per cent per annum, according to the number of years the capital is in the country. Longer term investments will be arranged by agreement, which must contain a clause allowing for the co-participation of Argentine capital.

Profits exceeding the stated margins will not be permitted to be withdrawn, as they are considered as Argentine capital. Re-investment of medium-term capital may be authorized when justified, but separate authorization must be obtained. Capital which has already entered Argentina from abroad must be proved to be of foreign origin. Countries with which Argentina has clearing agreements (Spain, France, Belgium and Switzerland, but not the United Kingdom or Brazil), prior authorization of the Banco Central will also be required.

The withdrawal of funds in the form of foreign currency or by means of credits in peso accounts is subject to prior permit (forms 76 and 75). Until such time as the Banco Central issues the pertaining regulations, authorized exchange operators are empowered to effect transfer for family assistance up to 500 pesos a month for each beneficiary, and for travelling expenses up to a total of 5,000 pesos for each traveller. The investment abroad of Argentine capital will be authorized only if it is proved to the Bank that it is in the interest of the economy of Argentina. The net profits from import and export trade operations, whatever the origin of the capital, will be considered as purely Argentine capital. The export of gold in any form is subject to prior authorization.

Regulations previously in effect made it possible for capital to be exported without difficulty. This measure is a marked tightening of control over the movement of funds into and out of Argentina, and in particular the investment of foreign capital. The decree was announced almost

simultaneously with the presidential statement that Argentina had now achieved economic freedom from overseas capital. This new system will enable the authorities to exercise vigilance over the movement of money and over the existence and employment of foreign capital within the country.

Postal Information

Mail Service to Ryukyu Islands Resumed

Mail service to the Ryukyu Islands south of 30 degrees north latitude, including Okinawa and Kuchinoshima, has now been resumed. Letters, postcards, commercial papers, printed matter and samples will be accepted under normal conditions for transmission by surface means. Merchandise cannot be forwarded by letter mail. Business communications are restricted to the ascertainment of facts and exchange of information. Registration, air mail and money order services are not yet available. Articles should be addressed in English, but it will be permissible for the address to be shown also in any other language provided those addressed in another language bear an interlined translation in English of the name of the post office, island where located and the words "Ryukyu Islands".

Parcel post service, for gift parcels only, is subject to the same conditions as that in operation to the main islands of Japan. The weight limit is 11 pounds. No mailer may send more than two parcels per week to different addressees. Parcels cannot be insured. Present rates of from 25 cents for one pound to \$2.85 for 11 pounds are of a temporary nature and are subject to revision in accordance with any variation in transportation charges.

Direct Sailing for Oslo Planned

Inaugurating a postwar service from Montreal to Oslo, the Norwegian-American Line has arranged through its agents, the March Shipping Company, Limited, for the *Idefjord* to load flour and other general cargo for Oslo. She is due at Montreal about August 7 from Norway in ballast, and is scheduled to sail for Oslo on August 19. Previous departures have been made from Saint John to Oslo.

Stirling Assets of Bank in Iraq Frozen

London, July 24, 1947.—(FTS)—Discussions are in progress between representatives of the Iraq Government and the British Government, which hopes shortly to conclude an agreement regulating the use of Iraq sterling balance. Meanwhile, by agreement between the two governments, a freezing order, effective July 23, has been made under Defence (Finance) Regulation 2A. The freeze applies only to the sterling assets of banks in Iraq, and there is no intention of interfering with normal commercial transactions.

Until a final agreement between Iraq and the United Kingdom is reached, and the sterling assets of banks in Iraq unfrozen, it is suggested that Canadian exporters obtain the confirmation of London banks on letters of credit expressed in sterling, which they receive in respect of goods to be exported to Iraq.



Ocean-Going Sailing Schedules

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

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

Departures from Montreal

*Calls at Halifax about five days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques...	July 24—Aug. 3	<i>Fort Chesterfield</i>	Elder Dempster
Lourenço Marques..	August 15—25	<i>Cabano</i>	Elder Dempster
Lourenço Marques..	September 1—10	<i>A Ship</i>	Elder Dempster
Lourenço Marques..	September 15—25	<i>Cambray</i>	Elder Dempster
Beira.....	July 24—Aug. 3	<i>Fort Chesterfield</i>	Elder Dempster
Beira.....	September 1—10	<i>A Ship</i>	Elder Dempster
Africa-South—			
Cape Town.....	July 24—Aug. 3	<i>Fort Chesterfield</i>	Elder Dempster
Port Elizabeth.....	August 8—18	<i>Cabano</i>	Elder Dempster
East London.....	September 1—10	<i>A Ship</i>	Elder Dempster
Durban.....	September 15—25	<i>Cambray</i>	Elder Dempster
Argentina—			
Buenos Aires.....	August 27	<i>Arthur J. Tyrer</i>	Montreal Shipping
Buenos Aires.....	Aug. 27—Sept. 2	<i>Fort Columbia</i>	Furness Withy
Buenos Aires.....	September 10—15	<i>Brazilian Prince</i>	Furness Withy
Buenos Aires.....	September 20	<i>John B. Hood</i>	Montreal Shipping
Australia—			
Sydney.....	July 29—Aug. 2	<i>City of Poona</i>	Montreal Australia New Zealand Line
Melbourne.....			
Adelaide.....			
Fremantle.....	August 15—21	<i>Leicester</i>	Montreal Australia New Zealand Line
Adelaide.....			
Melbourne.....			
Brisbane.....	August 16—23	<i>Port Pirie</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Belgium—			
Antwerp.....	August 2	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	August 5	<i>Prins Willem van Orange</i>	Shipping Limited Brock Shipping
Antwerp.....	August 6	<i>Harpefjell</i>	Canada Steamships
Antwerp.....	August 10—15	<i>Brant County</i>	Shipping Limited
Antwerp.....	August 14	<i>Hedel</i>	

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Belgium—Con.			
Antwerp.....	August 20	<i>Bayside</i>	Montreal Shipping
Antwerp.....	August 25-31	<i>Grey County</i>	Canada Steamships
Antwerp.....	August 26-30	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	August 30	<i>Sein</i>	Furness Withy
Antwerp.....	September 1	<i>Marchcape</i>	March Shipping
Antwerp.....	September 6	<i>Marchdale</i>	March Shipping
Brazil—			
Rio de Janeiro.....	Aug. 27-Sept. 2 September 10-15	<i>Fort Columbia</i>	Furness Withy
Santos.....		<i>Brazilian Prince</i>	Furness Withy
Santos.....	August 5	<i>George B. McLellan</i>	Montreal Shipping
Ceylon—			
Colombo.....	July 30-Aug. 4	<i>City of Norwich</i>	McLean Kennedy
Colombo.....	August 11-16	<i>Riverside</i>	March Shipping
China—			
Shanghai.....	July 30-Aug. 3	<i>City of Carlisle</i>	McLean Kennedy
Shanghai.....	August 11-16	<i>Riverside</i>	March Shipping
Shanghai.....	August 25	<i>City of Lucknow</i>	McLean Kennedy
Denmark—			
Copenhagen.....	August 2	<i>Tunaholm</i>	Swedish American Line
Copenhagen.....	August 27	<i>Svaneholm</i>	Swedish American Line
Egypt—			
Port Said.....	August 23-27	<i>St. Cloud Victory</i>	Cunard Donaldson
Suez.....			
Port Said.....	July 30-Aug. 4	<i>City of Norwich</i>	McLean Kennedy
Eire—			
Dublin.....	August 10	<i>Irish Ash</i>	Shipping Limited
Cork.....	August 23	<i>A Ship</i>	Shipping Limited
Finland—			
Helsinki.....	August 2	<i>Tunaholm</i>	Swedish American Line
Helsinki.....	August 27	<i>Svaneholm</i>	Swedish American Line
France—			
Le Havre.....	August 6	<i>Harpeffell</i>	Brock Shipping
Le Havre.....	August 10-15	<i>Brant County</i>	Canada Steamships
Le Havre.....	August 20	<i>Bayside</i>	Montreal Shipping
Le Havre.....	August 25-31	<i>Grey County</i>	Canada Steamships
Le Havre.....	August 30	<i>Sein</i>	Furness Withy
Le Havre.....	September 6	<i>Marchdale</i>	March Shipping
Greece—			
Piraeus.....	August 15-25	<i>Marchport</i>	March Shipping
Hong Kong.....			
{	July 30-Aug. 3	<i>City of Carlisle</i>	McLean Kennedy
	August 11-16	<i>Riverside</i>	March Shipping
	August 25	<i>City of Lucknow</i>	McLean Kennedy
India—			
Madras.....	July 30-Aug. 4	<i>City of Norwich</i>	McLean Kennedy
Bombay.....			
Calcutta.....			
Bombay.....	August 11-16	<i>Riverside</i>	March Shipping
Calcutta.....			
Karachi.....	August 10-15	<i>King David</i>	McLean Kennedy
Bombay.....			
Italy—			
West coast ports....	August 10-15	<i>A Ship</i>	Montreal Shipping
Malayan Union—			
Penang.....	August 23-27	<i>St. Cloud Victory</i>	Cunard Donaldson
Port Swettenham.....			
Malta.....	August 15-25	<i>Marchport</i>	March Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mediterranean— Central and Western Areas	August 10-15 August 15-25	<i>A Ship</i> <i>Marchport</i>	Montreal Shipping March Shipping
Morocco— Casablanca	August 15-25	<i>Marchport</i>	March Shipping
Netherlands— Rotterdam	August 5	<i>Prins Willem van</i> <i>Orange</i>	Shipping Limited Brock Shipping
Rotterdam	August 6	<i>Harpefjell</i>	Canada Steamships
Rotterdam	August 10-15	<i>Brant County</i>	Shipping Limited
Rotterdam	August 14	<i>Hedel</i>	Canada Steamships
Rotterdam	August 25-31	<i>Grey County</i>	March Shipping
Rotterdam	September 1	<i>Marchcape</i>	
Rotterdam	August 25-31	<i>Grey County</i>	Canada Steamships
Amsterdam	August 26-30	<i>Twickenham</i>	Cunard Donaldson
Netherlands East Indies— Batavia	August 23-27	<i>St. Cloud Victory</i>	Cunard Donaldson
Samarang			
Soerabaya			
Newfoundland— St. John's	August 5-8	<i>Blue Peter II</i>	Montreal Shipping
St. John's	August 11-13	<i>Elgin</i>	Furness Withy
St. John's	August 29	<i>Blue Peter II</i>	Montreal Shipping
New Zealand— Auckland	August 19-28	<i>Australind</i>	Montreal Australia New Zealand Line
Wellington			
Lyttelton			
Dunedin			
New Plymouth			
Northern Ireland— Belfast	August 2-7	<i>Fanad Head</i>	McLean Kennedy
Norwegian Ports— Oslo	August 2	<i>Tunaholm</i>	Swedish American Line
Oslo	August 27	<i>Svaneholm</i>	Swedish American Line
Oslo	August 17-19	<i>Idefjord</i>	March Shipping
Philippines— Manila	July 30-Aug. 3	<i>City of Carlisle</i>	McLean Kennedy
Manila	August 25	<i>City of Lucknow</i>	McLean Kennedy
Poland— Gdansk	August 2	<i>Tunaholm</i>	Swedish American Line
Gdansk	August 27	<i>Svaneholm</i>	Swedish American Line
Portugal— Lisbon	August 10-15	<i>A Ship</i>	Montreal Shipping
Singapore	August 23-27	<i>St. Cloud Victory</i>	Cunard Donaldson
	August 11-16	<i>Riverside</i>	March Shipping
Sweden	August 2	<i>Tunaholm</i>	Swedish American Line
	August 27	<i>Svaneholm</i>	Swedish American Line
United Kingdom— Avonmouth	August 1-7	<i>Boston City</i>	Furness Withy
Avonmouth	August 8-14	<i>Delilian</i>	Cunard Donaldson
Avonmouth	August 13-19	<i>Salacia</i>	Cunard Donaldson
Bristol	August 1-7	<i>Boston City</i>	Furness Withy
Cardiff	August 1-7	<i>Boston City</i>	Furness Withy
Glasgow	August 8-14	<i>Dorelain</i>	Cunard Donaldson
Glasgow	August 23-29	<i>Parthenia</i>	Cunard Donaldson
Hull	August 1-6	<i>Marengo</i>	McLean Kennedy
Leith	August 25	<i>Cairnavon</i>	Furness Withy
Leith	August 29	<i>Cairnesk</i>	Furness Withy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom			
—Con.			
Liverpool.....	August 1-5	<i>Cavina</i>	Cunard Donaldson
Liverpool.....	August 2-8	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	August 2-7	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	August 9-15	<i>Fort Miami</i>	Cunard Donaldson
Liverpool.....	August 10-13	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	August 13-18	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	September 2-8	<i>Asia</i>	Cunard Donaldson
Liverpool.....	September 6	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	September 15	<i>Beaverford</i>	Canadian Pacific
London.....	August 6	<i>Harpefjell</i>	Brock Shipping
London.....	August 7	<i>Beavercove</i>	Canadian Pacific
London.....	August 10-15	<i>Beaverdell</i>	Canadian Pacific
London.....	August 10-16	<i>Yardulia</i>	Cunard Donaldson
London.....	August 26	<i>Beaverlake</i>	Canadian Pacific
London.....	September 2-8	<i>Fort Spokane</i>	Cunard Donaldson
London.....	September 3	<i>Beaverqlen</i>	Canadian Pacific
London.....	September 13	<i>Beavercove</i>	Canadian Pacific
Manchester.....	August 4-9	<i>Manchester Regiment</i>	Furness Withy
Manchester.....	August 11-16	<i>Manchester Trader</i>	Furness Withy
Manchester.....	August 18-23	<i>Manchester Port</i>	Furness Withy
Newcastle.....	August 25	<i>Cairnavon</i>	Furness Withy
Newcastle.....	August 29	<i>Cairnesk</i>	Furness Withy
Swansea.....	August 1-7	<i>Boston City</i>	Furness Withy
Uruguay—			
Montevideo.....	August 27	<i>Arthur J. Tyrer</i>	Montreal Shipping
Montevideo.....	Aug. 27-Sept. 2	<i>Fort Columbia</i>	Furness Withy
Montevideo.....	September 10-15	<i>Brazilian Prince</i>	Furness Withy
West Indies—			
Antigua.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
Antigua.....	July 30-Aug. 4	* <i>Canadian Cruiser</i>	Canadian National
Antigua.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
Antigua.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
Antigua.....	August 25-30	<i>Canadian Constructor</i>	Canadian National
Bahamas.....	August 8	* <i>Canadian Conqueror</i>	Canadian National
Barbados.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
Barbados.....	July 30-Aug. 4	* <i>Canadian Cruiser</i>	Canadian National
Barbados.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
Barbados.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
Barbados.....	August 25-30	<i>Canadian Constructor</i>	Canadian National
Bermuda.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
Bermuda.....	July 30-Aug. 4	* <i>Canadian Cruiser</i>	Canadian National
Bermuda.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
Bermuda.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
Bermuda.....	August 25-30	<i>Canadian Constructor</i>	Canadian National
British Guiana.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
British Guiana.....	July 30-Aug. 4	* <i>Canadian Cruiser</i>	Canadian National
British Guiana.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
British Guiana.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
British Guiana.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
British Guiana.....	August 25-30	<i>Canadian Constructor</i>	Canadian National
Dominica.....	July 30-Aug. 4	* <i>Canadian Cruiser</i>	Canadian National
Dominica.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
Dominica.....	August 25-30	<i>Canadian Constructor</i>	Canadian National
Grenada.....	July 29-Aug. 8	* <i>Alcoa Runner</i>	Alcoa Steamships
Grenada.....	July 30-Aug. 4	* <i>Canadian Cruiser</i>	Canadian National
Grenada.....	August 9-19	* <i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
Grenada.....	August 20-29	* <i>A Ship</i>	Alcoa Steamships
Grenada.....	August 25-30	<i>Canadian Constructor</i>	Canadian National

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Jamaica.....	August 8	<i>*Canadian Conqueror</i>	Canadian National
Martinique.....	July 30—Aug. 4	<i>*Canadian Cruiser</i>	Canadian National
Montserrat.....	July 30—Aug. 4	<i>*Canadian Cruiser</i>	Canadian National
Montserrat.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
Montserrat.....	August 25-30	<i>Canadian Constructor</i>	Canadian National
St. Kitts.....	July 29—Aug. 8	<i>*Alcoa Runner</i>	Alcoa Steamships
St. Kitts.....	July 30—Aug. 4	<i>*Canadian Cruiser</i>	Canadian National
St. Kitts.....	August 9-19	<i>*Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
St. Kitts.....	August 20-29	<i>*A Ship</i>	Alcoa Steamships
St. Kitts.....	August 25-30	<i>Canadian Constructor</i>	Canadian National
St. Lucia.....	July 29—Aug. 8	<i>*Alcoa Runner</i>	Alcoa Steamships
St. Lucia.....	July 30—Aug. 4	<i>*Canadian Cruiser</i>	Canadian National
St. Lucia.....	August 9-19	<i>*Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
St. Lucia.....	August 20-29	<i>*A Ship</i>	Alcoa Steamships
St. Lucia.....	August 25-30	<i>Canadian Constructor</i>	Canadian National
St. Vincent.....	July 29—Aug. 8	<i>*Alcoa Runner</i>	Alcoa Steamships
St. Vincent.....	July 30—Aug. 4	<i>*Canadian Cruiser</i>	Canadian National
St. Vincent.....	August 9-19	<i>*Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
St. Vincent.....	August 20-29	<i>*A Ship</i>	Alcoa Steamships
St. Vincent.....	August 25-30	<i>Canadian Constructor</i>	Canadian National
Trinidad.....	July 29—Aug. 8	<i>*Alcoa Runner</i>	Alcoa Steamships
Trinidad.....	July 30—Aug. 4	<i>*Canadian Cruiser</i>	Canadian National
Trinidad.....	August 9-19	<i>*Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
Trinidad.....	August 20-29	<i>*A Ship</i>	Alcoa Steamships
Trinidad.....	August 25-30	<i>Canadian Constructor</i>	Canadian National

Departures from Halifax

*Calls at Saint John about three days earlier.

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland—			
St. John's.....	August 2-4	<i>Meigle</i>	Shaw Steamships
St. John's.....	August 12-15	<i>Fort Amherst</i>	Furness Withy
United Kingdom—			
Liverpool.....	August 26-30	<i>Jessmore</i>	Furness Withy
Southampton.....	August 10	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	August 31	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	September 21	<i>Aquitania</i>	Cunard Donaldson
Antigua.....	August 15-19	<i>Lady Nelson</i>	Canadian National
Antigua.....	August 25-29	<i>*Lady Rodney</i>	Canadian National
Barbados.....	August 15-19	<i>Lady Nelson</i>	Canadian National
Barbados.....	August 25-29	<i>*Lady Rodney</i>	Canadian National
Bermuda.....	August 1-4	<i>Fort Townshend</i>	Furness Withy
Bermuda.....	August 15-19	<i>Lady Nelson</i>	Canadian National
Bermuda.....	August 25-29	<i>*Lady Rodney</i>	Canadian National
British Guiana.....	August 15-19	<i>Lady Nelson</i>	Canadian National
British Guiana.....	August 25-29	<i>*Lady Rodney</i>	Canadian National
Dominica.....	August 15-19	<i>Lady Nelson</i>	Canadian National
Dominica.....	August 25-29	<i>*Lady Rodney</i>	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom			
—Con.			
Grenada.....	August 15-19	<i>Lady Nelson</i>	Canadian National
Grenada.....	August 25-29	* <i>Lady Rodney</i>	Canadian National
Jamaica.....	August 15-20	<i>Husvik</i>	Drew Brown Shipping
Montserrat.....	August 15-19	<i>Lady Nelson</i>	Canadian National
Montserrat.....	August 25-29	* <i>Lady Rodney</i>	Canadian National
St. Kitts.....	August 15-19	<i>Lady Nelson</i>	Canadian National
St. Kitts.....	August 25-29	* <i>Lady Rodney</i>	Canadian National
West Indies—			
St. Lucia.....	August 15-19	<i>Lady Nelson</i>	Canadian National
St. Lucia.....	August 25-29	* <i>Lady Rodney</i>	Canadian National
St. Vincent.....	August 15-19	<i>Lady Nelson</i>	Canadian National
St. Vincent.....	August 25-29	* <i>Lady Rodney</i>	Canadian National
Trinidad.....	August 15-19	<i>Lady Nelson</i>	Canadian National
Trinidad.....	August 25-29	* <i>Lady Rodney</i>	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom— 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
Africa-East—			
Lourenço Marques..	August 16	<i>Brastagi</i> <i>Kirrimoor</i>	Dingwall Cotts Dingwall Cotts
Lourenço Marques..	Early September		
Africa-South—			
Cape Town.....	August 16 Early September	<i>Brastagi</i> <i>Kirrimoor</i>	Dingwall Cotts Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Argentina—			
Buenos Aires.....	August	<i>Ravnanger</i>	Empire Shipping
Australia—			
Melbourne.....	August 4 August 10 Mid-September	<i>Wairuna</i> <i>Wairata</i> <i>Waitomo</i>	Canadian Australasian Canadian Australasian Canadian Australasian
Sydney.....			
Brazil—			
Santos.....	August	<i>Ravnanger</i>	Empire Shipping
Burma			
Rangoon.....	September 2	<i>Madoera</i>	Dingwall Cotts
Ceylon—			
Colombo.....	August 15	<i>Manx Marine</i>	Dingwall Cotts

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Chile—			
Arica.....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
Antofogasta.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
Valparaiso.....			
China—			
Shanghai.....	August	<i>Vingnes</i>	Empire Shipping
Taku Bar.....			
Chinwangtao.....			
Shanghai.....	July 25-Aug. 10	<i>Lake Cowichan</i>	Anglo Canadian Ship Shipping
Shanghai.....	July 29-Aug. 11	<i>Lake Okanagan</i>	Empire Shipping
Shanghai.....	July 31-Aug. 10	<i>Lake Chilliwack</i>	Anglo Canadian Shipping
Colombia—			
Buenaventura.....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
Buenaventura.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
Costa Rica—			
Puntarenas.....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
Puntarenas.....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Ecuador—			
Guayaquil.....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
Guayaquil.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
Eire—			
Dublin.....	August 4-19	<i>Lake Minnewanka</i>	Anglo Canadian Shipping
Guatemala—			
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
Honduras—			
Amapala.....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
Amapala.....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
India—			
Madras.....	August 15	<i>Manz Marine</i>	Dingwall Cotts
Cochin.....			
Bombay.....			
Karachi.....			
Madras.....	August 2-7	<i>Silvercedar</i>	Dingwall Cotts
Bombay.....			
Karachi.....			
Cochin.....	August 14	<i>Samsacola</i>	Dingwall Cotts
Bombay.....			
Karachi.....			
Bombay.....	September 12	<i>Hoegh Silvercrest</i>	Dingwall Cotts
Karachi.....			
Calcutta.....	September 2	<i>Madoera</i>	Dingwall Cotts
Mediterranean Ports—	August 14-28	<i>Lake Athabasca</i>	Anglo Canadian Shipping
Mexico—			
Acupalco.....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Manzanillo.....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
Manzanillo.....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Manzanillo.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
Netherlands East Indies—			
Batavia.....	September 2	<i>Madoera</i>	Dingwall Cotts
Soerabaya.....			

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—			
Auckland.....	August 4	<i>Wairuna</i>	Canadian Australasian
Wellington.....	Mid-September	<i>Wailomo</i>	Canadian Australasian
Auckland.....	August 10	<i>Wairata</i>	Canadian Australasian
Nicaragua—			
Corinto.....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
Corinto.....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Palestine—			
Jaffa.....	August 14-28	<i>Lake Athabasca</i>	Anglo Canadian Shipping
Panama—			
Balboa.....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
Cristobal.....	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
Peru—			
Callao.....			
Mollendo.....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
Talara.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
Supe.....			
Philippines—			
Manila.....	August	<i>Vingnes</i>	Empire Shipping
Manila.....	September 2	<i>Madoera</i>	Dingwall Cotts
Manila.....	September 12	<i>Hoegh Silvercrest</i>	Dingwall Cotts
Salvador—			
La Libertad.....	August 5	<i>Gunners Knot</i>	C. Gardner Johnson
La Union.....	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
South Sea Islands—			
Papeete.....			
Suva.....	August 4	<i>Wairuna</i>	Canadian Australasian
Papeete.....			
Rarotonga.....	August 10	<i>Wairata</i>	Canadian Australasian
United Kingdom—			
Liverpool.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
London.....	July 25-Aug. 9	<i>Lake Kootenay</i>	Canada Shipping
London.....	July 29-Aug. 13	<i>Lake Cowichan</i>	Anglo Canadian Shipping
London.....	August 1-14	<i>Lake Okanagan</i>	Empire Shipping
London.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
Manchester.....	Late August	<i>Pacific Shipper</i>	Furness Pacific

Japan Will Produce Bicycle Tires and Tubes

Tokyo, July 5, 1947.—(FTS)—Production of a million bicycle tires and tubes every six months, commencing in October, is planned by manufacturers of rubber goods in this country. The Supreme Commander for the Allied Powers (SCAP) has already authorized the production of 350,000 units. The domestic price is 75 yen for a tire and 23 yen for a tube, but it is not yet possible to indicate what this represents in the currencies of other countries.

The current shortage of coal is the principal handicap in the production of rubber goods. Others include extensive damage to factories, the shortage of subsidiary materials and the increase in production costs.

Foreign Trade Service Abroad

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

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

Argentina

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

Territory includes Uruguay and Paraguay.

Australia

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

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

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

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

Belgian Congo

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

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

Belgium

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

Brazil

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

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

Chile

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

Territory includes Bolivia.

China

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

Colombia

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

Territory includes Republic of Panama and the Canal Zone.

Cuba

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

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

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

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

France

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

Territory includes Switzerland, Algeria, Morocco and Tunisia.

Greece

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

Territory includes Turkey.

Guatemala

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

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

Hong Kong

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

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

India

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

Territory includes Burma and Ceylon.

Ireland

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

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

Italy

Rome—J. P. MANNION, 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, Sophia-laan 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 21	Nominal Quotations July 28
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2450	.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