

# FOREIGN TRADE

OTTAWA, AUGUST 9, 1947

Published Weekly  
By  
Foreign Trade Service  
Department of Trade and Commerce

---

---

## In The Issue

Canada—Port Facilities provide for Development of Trade.....	234
Brazil—Full Development delayed by Transport Facilities.....	238
China—Economic Conditions Deteriorated Last Year.....	240
Australia—Fish Consumption is restricted by Small Industry.....	244
United States—San Fransisco Export-Import Shipments increased	247
Canada—Foodstuffs in Quantity shipped to Great Britain.....	248
Jamaica—Production of Rum Important to General Economy....	250
Canada—Mission to South Africa now comprises Six Industrialists	251
Chart—Export Trade of Canada, 1939-47.....	252
Chart—Import Trade of Canada, 1939-47.....	252
Argentina—Country has Unrivalled Wave of Prosperity in 1946.	254

## Regular Features

Foreign Exchange Quotations.....	272
Foreign Trade Enquiries.....	261
Foreign Trade Fairs in 1947.....	257
Foreign Trade Service Abroad.....	270
Postal Information.....	261
Trade Commissioners on Tour.....	259
Trade and Tariff Regulations.....	260
Transportation.....	262
Departures from Montreal.....	262
Departures from Halifax.....	266
Departures from Saint John.....	267
Departures from Vancouver-New Westminster.....	267

**COVER SUBJECT**—Canadian foodstuffs and other goods from this country being discharged from the Canadian Pacific cargo liner *Beaverdell* in London. As indicated in this issue, Canada has undertaken to provide large quantities of various foodstuffs for the people of Great Britain. The contracts for wheat, flour and dressed poultry have already been filled for the stated periods.

*Port of London Authority Photo*

# Canadian Port Facilities Provide For Development of Trade

*National Harbours Board administers eight terminals, with a capital investment of \$225,000,000—Create vital link in transportation system—Funds of each port kept separate—Duplication of services avoided.*

By W. C. Perron, Traffic Officer, National Harbours Board

(Editor's Note—This is the first in a series of three articles on Canada's national harbours prepared for *Foreign Trade*.)

**F**OREIGN trade depends on the provision of port facilities, and the rapidity with which cargo is handled in the harbours of this country contributes materially to the development of commercial relations between Canada and other countries. The administration of eight harbours, representing a capital investment of approximately \$225,000,000, is the responsibility of the National Harbours Board, which controls an aggregate of 25 miles of wharves, 85 transit sheds with a floor space of 5,600,000 square feet, 14 grain elevators with a storage capacity of 43,500,000 bushels, three cold storage warehouses with a capacity of over 5,000,000 cubic feet, three terminal railways with some 120 miles of track, industrial sites, heavy-lift cranes and electric power plants.

The national harbours of Canada are Halifax, N.S., Saint John, N.B., Chicoutimi, Quebec, Three Rivers and Montreal, Que., Churchill, Man., and Vancouver, B.C. They were developed primarily as links between the railway, inland waterway and highway carriers of Canada and the ocean carriers, engaged in the overseas trade of this Dominion. They also serve Canadian coastal and intercoastal trade routes, besides adjacent districts in which goods are produced and consumed in large volume. As these harbours were required to furnish facilities for the development of domestic and foreign trade, their direction as national ports proved natural. This was in accordance with the establishment of a national policy that involved the employment of national credit.

## Harbours Under Local Administration Till 1935

With the exception of Churchill, which was managed by a federal government department, the administration of Canada's national harbours prior to 1935 was the responsibility of local harbour commissioners, who were appointed by the Dominion Government. The local harbour commissions were financed by the revenues of their respective ports, by loans authorized under their limited borrowing powers and by government loans.

A survey of the harbour situation was undertaken in 1931 by Sir Alexander Gibb, noted British engineer with wide experience in the construction and operation of port facilities. He was instructed by the government to report on the best method of administration, combining efficiency with economy, due regard being given to the fact that taxpayers in all parts of Canada would be contributing to the development of its ports.

## Vital to National Transportation System

The Gibb report stated that the harbours were a vital unit in the national system of transportation and, having to serve more than local interests, should be directed on national lines and in accordance with a definite co-ordinated policy; that the harbours should be subject to a



**Montreal—Air view of the St. Lawrence port through which were handled last year 4,392,376 tons of foreign outward cargo and 2,551,868 tons of foreign inward cargo. A total of 9,099,100 tons of cargo were handled during the navigation season. The Lachine Canal (left centre) is part of the inland waterway system connecting Montreal with the Great Lakes.**

*Royal Canadian Air Force Photo*

considerable amount of federal control; that more definite and effective control of expenditure was necessary; that engineering of capital works ought to be improved and strengthened; and that disorganization caused by changing of executive heads with each change of government should be eliminated in the interest of efficient operation. The report suggested that these objectives could best be achieved by a Central Harbour Board.

In 1935, the Dominion Government put into effect some of the chief recommendations of Sir Alexander Gibb, by appointing three senior government officials at Ottawa to act as harbour commissioners of the ports that were to be brought under centralized control. This form of administration continued until October 1, 1936, when the National Harbours Board Act came into effect and the permanent Board was appointed.

The National Harbours Board Act provides for the creation of a Board of three members under the direction of and responsible to the Minister of Transport. In legal parlance, the Board is a statutory corporation created as an agency of the Crown and charged with the administration, management and control of harbours and properties placed under its jurisdiction. By provisions of the Act, the powers, rights and obligations of the former local commissions were vested in the new Board, thus insuring continuity in respect of outstanding rights and obligations.

### **Responsibility for Churchill Assumed in 1937**

At the outset, the Board was entrusted with control of all national ports, except Churchill. Effective January 1, 1937, Churchill and the government-owned grain elevators at Prescott and Port Colborne were placed under the Board, pursuant to a provision in the Act that permits the Governor in Council to transfer any harbour or property of the Dominion to the Board for administrative purposes.

The Act gives the Board wide and general powers of management and control. Certain powers are reserved to the Governor in Council, the chief of which is the making of by-laws covering charges on vessels and goods at Board harbours and regulations governing the use of Board harbours. These by-laws are prepared by the Board's legal and traffic departments and are approved by the Board. Recommendations respecting them are made by the Minister of Transport and submitted by him to the Governor in Council.

### **Funds of Each Port Kept Separate**

The Board operates on an annual budget submitted yearly to the Minister of Transport, as required by the Act. The funds of each port must be kept separate and there must be no intermingling or transfer of funds from one port to another. The Minister of Finance is empowered to make advances for working capital not exceeding \$1,000,000 at any given time, such advances being repayable annually. The accounts of each port and the staff handling these accounts are under the direction and control of the Department of Finance, and all revenues received and expenditures made by the Board are subject to audit by the Auditor General of Canada. The Board is required to obtain, by parliamentary vote, funds necessary to meet deficits on account of operation and maintenance, interest due to the public on bonds outstanding, and new capital expenditures. As outstanding bond issues mature, they are retired by moneys voted by Parliament, and moneys thus voted become capital obligations of the Board to the government.

Whenever any works are to be executed under Board direction, public tenders must be called, except in cases:

- (a) Of pressing emergency in which delay would injure the public interest;
- (b) Where the work can be more expeditiously or economically executed by employees of the Board or of the Government;
- (c) Where the estimated cost of the work is less than \$10,000.

In the matter of traffic promotion and solicitation, the Board leaves to private transportation and traffic interests the primary responsibility; co-operates fully with such private interests; develops and maintains satisfactory relations with shippers, receivers and carriers.

### **Duplication of Services Avoided**

As the larger railway and shipping companies have traffic offices at home and abroad for the purpose of promoting and soliciting business for their Canadian services, the duplication of these offices and efforts by the Board would be costly and difficult to justify. Furthermore, the Foreign Trade Service of the Department of Trade and Commerce, whose function is the promotion and maintenance of trade between Canada and other countries, has trade representatives in thirty-four countries, and the appointment by the Board of traffic representatives abroad would create unnecessary duplication of effort by government agencies.



**Saint John—Air view of the New Brunswick port through which were handled during the past year 1,777,285 tons of Canadian exports and 547,804 tons of Canadian imports. Ocean-going arrivals totalled 504, of 1,457,879 tons net register. The famous reversing falls may be seen at left centre.**

*Royal Canadian Air Force Photo*

With regard to harbour facilities and services, it is the Board's general policy to provide the necessary major facilities for public use, but to refrain from performing certain services that can be well provided by private interests. For example, at Board wharves and sheds at the eastern harbours, through traffic is interchanged directly between the inward and outward carriers, and local traffic passes directly between the carriers and the consignors, consignees or their agents; the points of traffic interchange are the ordinary places of rest in the sheds or on the wharves, and the handling services—such as car loading, car unloading and stevedoring—are performed generally by the carriers and stevedoring companies. At the Board's Vancouver terminals, all regular wharf services, including car loading, car unloading and handling to or from ship slings, although provided for in the Board's wharf tariff, are actually performed by a stevedoring company under contract to the Board. Harbour services undertaken by the Board include the handling of grain at Board-operated elevators and goods in its warehouses, terminal switching at a number of harbours, and the operation of heavy-lift cranes and electric power and water systems at certain harbours.

#### **Berths Assigned to Ships, Except at Montreal**

At all National Harbours except Montreal, it is the Board's general practice to assign its berths, both shedded and open, to each ship on each entry and for the time required to discharge and load traffic, including sufficient free time in which to assemble outward cargo and a limited period of free time during which inward cargo may remain in the sheds or on the wharves. In other words, the assignment of Board berths at all harbours, except Montreal, is on a ship-to-ship basis.

At Montreal, with the exception of a few transit sheds and certain open areas held for general use at short-term rentals, it is the Board's

general practice to lease these facilities for the navigation season each year. Transit sheds are leased to shipping companies that operate extensive and regular services to and from Montreal. Open areas are also leased to shipping companies or other parties that will guarantee the extensive use of the areas for water-borne traffic. Each lessee is given prior berthing rights to the berth adjoining the lease-hold. The Board reserves the right, when the berth is not in use by the lessee, to permit its use by vessels of other parties for the purposes of berthing and loading or unloading traffic that does not require the use of the leasehold.

The Board's head office organization at Ottawa consists of the chairman, vice-chairman, another member, an executive secretary, and secretarial, legal, engineering, accounting and traffic departments. Local management of each harbour devolves upon the port manager, who is entrusted with the actual operation and maintenance of the harbour. In addition to his administrative duties, he is responsible for developing and maintaining close connections with local port users, authorities and business organizations.

---

## Full Brazilian Development Delayed by Inadequate Transport Facilities

*Many important centres have no railway connection—Brazil relies largely upon coastwise and river transport, with a resulting tendency to concentrate population in coastal areas—Few paved roads, although vehicle registration is fairly high.*

By Maurice Bélanger, Commercial Secretary, Canadian Embassy

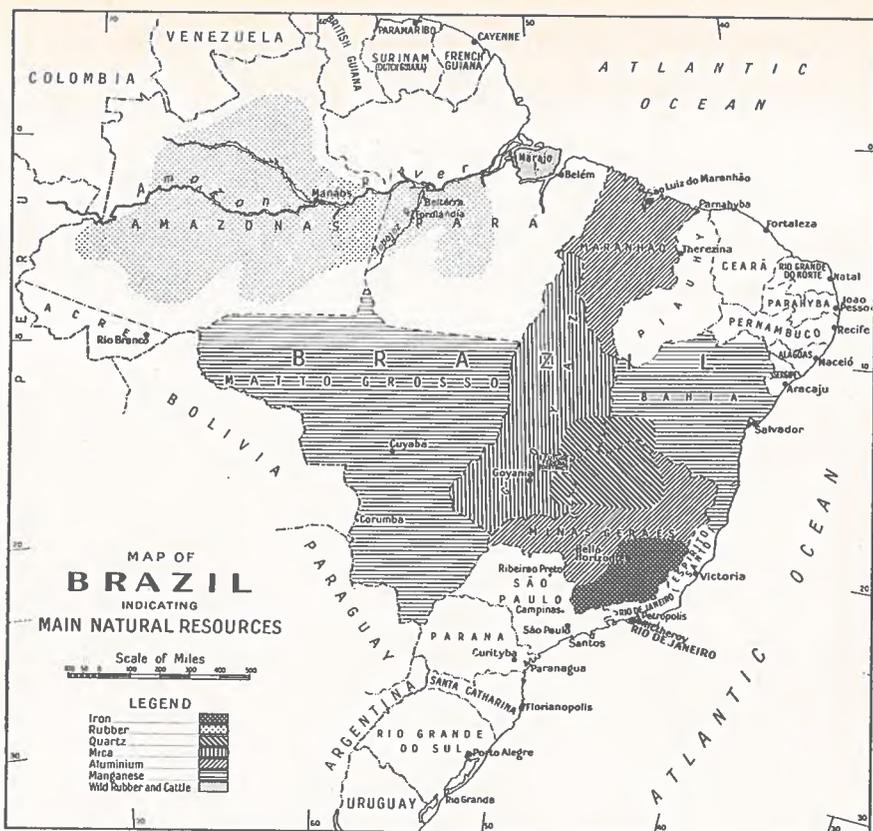
(Editor's Note—This is the eighth in a series of articles on Brazil, prepared by Mr. Bélanger for *Foreign Trade*.)

**B**RAZIL relies largely upon coastwise and river transport, as road and rail facilities are somewhat inadequate. As a result, the population of this country is concentrated in the coastal areas, and the development of inland territory of high potential economic value has been retarded.

There is no railway connection between many important centres. The states of Parana and Santa Catarina in the south, where climatic and economic conditions favour the development of large producing and consuming centres, have less than 1,000 miles of railway lines each. The total mileage of railways for the entire country is estimated at 25,000 miles, about half the railway mileage of Canada, but a large part of this comprises narrow-gauge lines of very low traffic capacity, and unconnected with the main lines. The states of Minas Geraes and São Paulo, with 5,000 and 4,600 railway-miles respectively, are the most favoured. The total gross revenue of all railways in 1941 was under U.S. \$72 millions, compared with a gross revenue in Canada of over \$500 millions.

### Paved Highways Few and Poorly Surfaced

There are practically no paved highways in Brazil, with the exception of short stretches with heavy tourist traffic, such as the road between São Paulo and Santos, and between Rio de Janeiro and Protopolis. For the greater part, the Rio de Janeiro-São Paulo highway is a poorly surfaced gravel road, which becomes virtually impassable over long stretches after heavy rains. The total mileage of all roads is about 160,000, but less than



Canadian Geographical Society Map.

8,000 miles are surfaced, comparing unfavourably with a total Canadian highway mileage of 564,000, of which 122,000 are surfaced. Motor vehicle registrations for 1941 were 243,000, which included 101,000 private passenger automobiles, 35,000 taxis, and 95,000 trucks.

#### Water-borne Transport Helpful but Slow

Sea and river transport afford distribution for Brazil's produce to different parts of the country. Between centres located on the coast or navigable waterways, this system is relatively cheap but slow because of the class of ships used and deficient harbour installations in all but the largest ports.

The recent war reduced the efficiency of all three methods of transport. Railways were hampered by lack of imported materials and rails, scarcity of imported coal and difficulties in obtaining regular supplies of domestic coal and wood fuel. Highway transport was impeded by the shortage of gasoline, of which there is no domestic production, and by the lack of replacement and repair parts. Enemy action greatly hampered water transport along the coast.

It is no exaggeration to say that transportation is Brazil's greatest and most urgent economic problem, a problem which impedes the movement of raw materials and fuel and the distribution of finished products, with resultant handicaps to the development of existing and new industries.

# Economic Conditions in China Deteriorated in Past Year

*Acute financial and industrial crisis at the end of the year, along with increasing inflation, does not make future look too promising—Internal communications are in a parlous state—Available foreign exchange for essential purchases from overseas is rapidly dwindling—Civil war adds to the already difficult economic scene.*

By L. M. Cosgrave, Commercial Counsellor for Canada

(Editor's Note—This is the last of three articles on economic conditions in China. The first two appeared in the July 26th and August 2nd issues of *Foreign Trade*.)

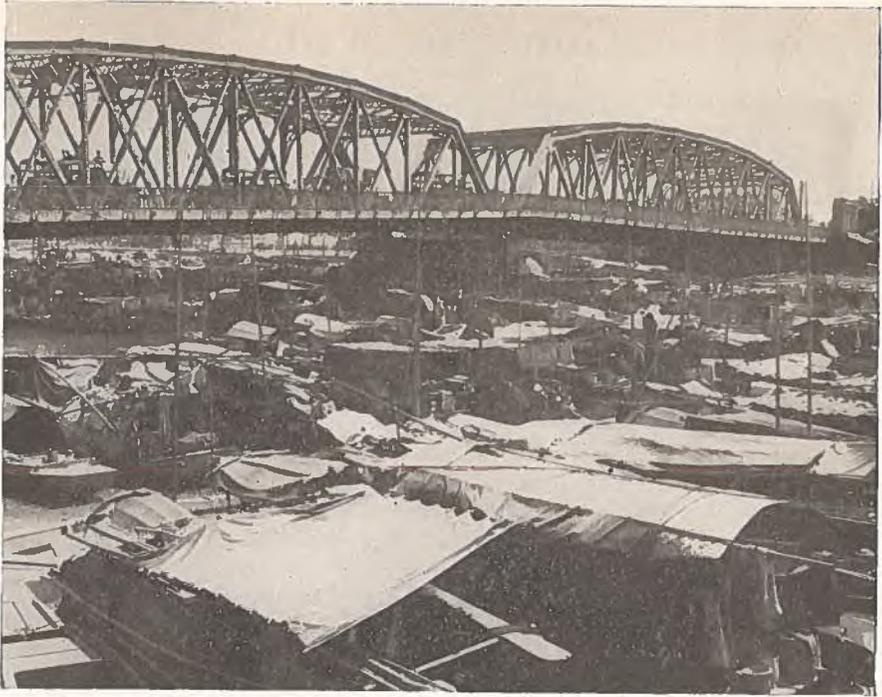
**S**HANGHAI, June 5, 1947.—The close of 1946 found China suffering an acute financial and industrial crisis with a serious extension of her widespread civil war, inflation increasing rapidly, internal communications in a parlous condition, and available foreign exchange for essential purchases from overseas rapidly dwindling. Throughout 1946 economic conditions deteriorated progressively, despite every effort by the Central Government to bolster China's unstable currency, reflected in the constant depreciation of the Chinese National Currency, vis-a-vis the gold dollar and sterling, and the rapidly widening margin between the fixed rate and the brazenly open black market quotations.

Foreign trade under these circumstances, despite the need of China for innumerable foreign commodities, capital goods for rehabilitation of her numerous industries, raw materials of all kinds, and consumption goods to replace the negligible stocks remaining after five years of non-contact with the outside world, was seriously handicapped and failed to solve, or even materially assist, China's postwar recovery.

## Exchange Difficulties Commenced in 1937

China's exchange difficulties actually commenced at the time of Japan's undeclared war on China in 1937. Prior to that period, the Chinese dollar had achieved definite stability at a fixed rate of Chinese \$3.30 = U.S.\$1.00. With the invasion of China by the Japanese in 1937, however, China's financial difficulties commenced with the loss of her valuable customs duties and efficient means of levying either direct or indirect taxes in her large industrial and most prosperous areas. As a result, the Chinese dollar was officially devalued in 1940 to a rate of Chinese \$20.00 = U.S.\$1.00, and this was in effect, though with an ever-increasing black market rate, until the outbreak of the east asiatic war in December, 1941. The puppet currency, known as "C.R.B.," introduced by the Japanese during their occupation of Shanghai and other Chinese cities, was naturally worthless at the end of the war. To cancel it altogether, however, would have inflicted great hardship on the population, and the authorities therefore decided to introduce a new currency, known as "C.N.C."—Chinese National Currency, which was given in exchange for C.R.B. at a ratio of C.R.B.\$200.00 = C.N.C.\$1.00. In March, 1946, when foreign banks re-opened for the transaction of international trade, an official exchange rate was established of CNC\$2020 to U.S.\$1.00.

With a return of the occupied areas to China, it was hoped to re-establish financial stability in preparation for the expected resumption of her former flourishing import and export trade. The recrudescence



**China—Soochow Creek, Shanghai, where there is a large floating population of “water gypsies”, who are born and die in their boats. The Garden Bridge is an important thoroughfare in this metropolis of the Orient.**

*Photo by Eltisheff*

of China's civil war, however, and widespread damage to her vital inland transport, both water and land, caused an immediate upsurge of commodity prices and continual increases in the cost of living.

#### **Central Government Tried to Maintain Established Rate**

The Central Government made every effort to maintain the established cross-rate for the Chinese national dollar. Early in 1946 it became evident that the fixed official rate was too inelastic and would have to be changed. The growing drain on the national treasury, despite its reserve fund estimated at U.S.\$500 million, resulted in increased note issues, and, regardless of the rigid control by the Central Bank of China and constant official unloading of gold bars on the open market, the cost of living continued to increase at an alarming rate, due largely to China's inability to impose price ceilings or price control. The government again endeavoured to rectify the situation by devaluing the Chinese dollar on August 19, 1946, from \$2020 to \$3350=U.S.\$1.00, a depreciation in six months of 50 per cent in terms of Chinese currency or an appreciation of the United States dollar by 65 per cent.

However, this readjustment did little to improve the situation and both import and export trade became exceedingly difficult, due to the inability of traders to fix exchange forward.

#### **Numerous Reasons for Depreciation of Currency**

The reasons for the rapid depreciation of currency during a year in which it was hoped China would be re-established on a sound basis are

numerous, but undoubtedly the most outstanding is the continued civil war, which is now estimated to absorb some 75 per cent of the nation's income. To obtain a clearer perspective of the China picture today, experienced observers, who have studied China's economy for many years and are aware of her amazing powers of recuperation, have recently emphasized the differences existing at the present time compared with prewar years.

Then, despite periodic civil wars and the protracted Sino-Japanese undeclared war, extending from Manchuria in 1931 to Central China in 1937-38, China still managed to meet her obligations in many directions, investments in local industries were profitable, and exchange was maintained on a fairly even keel.

#### **Conditions More Chaotic Today Than at Any Time in Modern History**

Today, despite the undoubted strength and resilience of China, economic conditions are more chaotic than at any time in her modern history; industrial expansion has virtually ceased for the time being, exports are negligible and inflation rapidly becoming uncontrollable, both in respect of currency and commodities.

Probably the most important factor is the unbalanced state of the national budget, due almost entirely to the prolongation of China's widespread civil war. With 70 per cent of the national budget allocated to the armed services for expendable items, the continual deterioration due to war activities of China's rail, road and water transport, and the natural ravages of war throughout the operational areas, the resultant chaos has forced the National Government to promulgate far more drastic regulations than China has experienced in past crises.

Admittedly, therefore, China's economic picture for the near future is a gloomy one. Little improvement can be expected until the civil war is either localized or is satisfactorily brought to a peaceful conclusion, thus releasing urgently needed funds and commodities for the restoration of China's transportation system, renewal of her export trade, and imports of vital overseas requirements to complete her essential industries.

Though the foregoing outline of present-day conditions in China would appear to indicate a protracted period of economic convalescence, it should be remembered that there are many credits in China's favour which, with any decided change for the better in the political outlook, could materially improve the whole economic picture throughout China.

#### **Transport Facilities Have Been Improved**

Thousands of miles of secondary roads have been improved during the period since the cessation of hostilities. The main Canton-Hankow Railway is again functioning, following re-establishment of over one thousand miles of road-bed, replacement of bridges, culverts and rolling-stock. The rehabilitation of Taiwan, despite internal political disturbances, provides China with numerous first-class industries, producing for export in prewar years approximately U.S.\$250 million per annum. The recent major repair of the Yellow River dykes will reclaim over two million acres of fertile land. Throughout Central and Southern China, also, UNRRA and CNRRA agricultural and engineering personnel have carried out many valuable reconstruction projects, unspectacular, but of definite value to China's future recovery.

The acquisition by China of Japan's tremendous industrial holdings in the main coastal ports of Central China, Shantung, and Manchuria,

consisting of land and railways, coal and iron mines, textile and steel mills, docks and wharves, ships and official buildings, all constitute assets of the highest importance to any country's economy. China holds high priority in the distribution of Japanese reparations, her share being estimated as high as U.S.\$2 billion.

Increased income from taxation and overseas remittances should provide valuable funds in the near future, while UNRRA's contribution in services and goods, estimated at not less than U.S.\$1 billion during the past eighteen months, will aid considerably in China's recovery.

#### **Immediate Difficulties Reflected in Many Directions**

On the other hand, immediate difficulties are reflected in many directions, largely as a result of China's internal difficulties and political complications. The high cost of labour and materials seriously retard production of China's urgent needs. Export prices are out of line with world prices, or the goods are unavailable from the interior, due to lack of shipping facilities and high transport costs. Usurious rates of interest prevent industrial development. Civil war demands form almost insuperable barriers to the early recovery of economic equilibrium.

#### **Future Outlook Far from Promising**

The outlook for the immediate future is therefore far from promising, and it now seems obvious that China's imports for some time to come will be confined largely to urgent capital goods and vital raw materials for industry and agriculture.

Numerous recommendations designed to meet the general economic situation have been made by prominent public bodies to the Central Government, but it is now realized that, until it is possible to end the existing drain on the national budget of the civil war, little improvement can be expected.

On behalf of Canadian exporters planning for future China trade, however, every endeavour is being made by officials of the Department of Trade and Commerce to maintain interest in Canadian products among China importers, agents and distributors, in order that normal trading may be resumed at a later date, and despite China's inability to effect purchases of other than vital needs at the present time, Canadian firms interested in China should continue supplying information and sales data through their agents and buying contacts.

---

#### **Malaya Has Widespread Development in Trade Unions**

Singapore, June 17, 1947.—(FTS)—There has been widespread development in the trade union movement throughout Malaya and the efforts of governments and industry to speed rehabilitation have been seriously impeded by strikes for higher wages, better living conditions and other privileges. The Governments of Singapore and the Malayan Union have attempted to direct the trend along reasonable and progressive lines through the appointment of trade union advisers, but this does not appear to have prevented frequent disputes between employers and workers or the calling of strikes for obscure or unjustifiable reasons. Meanwhile the general level of wages, already high, is showing a steady increase.

# Fish Consumption in Australia is Restricted by Small Industry

*Chief deterrents have been lack of knowledge regarding the location of fishing grounds, insufficient data on fish habits and inadequate attention to fishing technique as well as marketing and distributing methods—Results of research programs to date indicate possibilities of developing tuna, herring and pilchard industry.*

By T. R. G. Fletcher, Assistant Canadian Trade Commissioner

**M**ELBOURNE, May 2, 1947.—The Australian fisheries have never been thoroughly exploited and, by Canadian standards, the present-day industry is not large. The chief deterrents to development have been: lack of knowledge regarding the location of fishing grounds; insufficient data on migration and other habits of the fish; and inadequate attention to fishing technique and methods of marketing and distributing the catch. These factors have materially affected consumption of fish within the country, and perhaps can be very directly related to the fact that Australians are not generally great eaters of fish. Prewar annual per capita consumption of fish in Australia was only 13 pounds, inclusive of approximately 4.5 pounds of imported fish, most of which was in a canned form. By comparison, in New Zealand the annual per capita consumption was 23 pounds, in the United Kingdom 49 pounds and in Japan 110 pounds.

Statistics for 1944-45 reveal that there were 14,612 men employed, using 8,086 boats; the value of boats and equipment was £A1.5 million; and the total catch of 30,000 tons of fish was valued at £A2.5 million. Comparable Canadian statistics for 1943 indicate that the Canadian sea fishery, alone, employed 45,900 men, using 32,845 boats; vessels and equipment were valued at £A7.5 million; and the total catch was valued at £A22 million.

## Recorded Production of Fish in Australia

Year	Fresh fish 1,000 pounds	Crayfish Dozen	Crabs Dozen	Oysters Cwt.	Prawns Cwt.
1934-35	62,408	103,367	12,043	58,678	13,656
1935-36	60,499	90,909	10,681	63,501	15,545
1936-37	62,344	143,727	18,795	74,283	13,960
1937-38	64,301	159,053	18,960	83,666	8,888
1938-39	68,626	163,757	20,863	89,145	9,545
1939-40	70,023	128,477	23,081	82,312	9,545
1940-41	64,616	143,807	21,907	86,463	8,870
1941-42	59,846	138,209	29,967	88,949	10,650
1942-43	52,365	115,037	21,238	79,885	1,400
1943-44	53,757	126,511	15,122	50,482	1,385
1944-45	63,690	127,775	18,495	57,489	1,761

## Australian Exports of Fish

Year	Fresh or frozen Pounds	Preserved in tins Pounds	Smoked or dried Pounds	including salted Cwt.
1934-35	152,342	215,064	23,955	496
1935-36	115,189	304,640	17,046	455
1936-37	57,958	456,062	24,474	869
1937-38	95,775	485,879	42,332	263
1938-39	53,000	594,883	38,482	662
1939-40	150,756	963,777	60,708	502
1940-41	111,052	679,900	52,875	149
1941-42	159,943	991,935	36,666	157
1942-43	8,618	3,148,647	284	284
1943-44	11,153	5,966,174	1,572	...
1944-45	86,062	4,156,889	457	9

## **Canned Fish Constitutes Largest Proportion of Fish Imports**

Canned fish constitutes by far the largest proportion of the imports. Salmon from Canada, Japan and United States of America; herrings from Canada and the United Kingdom; and sardines from Norway were the chief varieties imported. The potted fish comes chiefly from the United Kingdom and New Zealand. New Zealand also supplied the bulk of the fresh fish imported into Australia.

Administration of the Australian fisheries is the province of the state governments. Since a 1927 conference, however, the states have sought Commonwealth assistance in the necessary research and investigation required to permit a fuller development of the industry. This task was eventually allotted to the Fisheries Division of the Council for Scientific and Industrial Research, and since 1933 considerable progress has been made. Scope of activities has included the construction of vessels for use in exploration for pelagic (or surface-swimming) fish and demersal (or bottom-dwelling) fish; experiments in catching techniques; testing of methods of curing, canning and preserving different varieties of fish, with attention to by-product possibilities; studies in market distribution; use of aerial reconnaissance in co-operation with the fishing fleets; research into fish oils and their extraction; and detailed ichthyological and hydrological investigations.

It is freely admitted that much more research is required before the industry can be placed on a firm footing. From results to date there are definite grounds for belief that the industry can be considerably expanded.

The principal fishing areas have been determined as the coastal lakes, streams, estuaries and beaches; from Cairns in Queensland, to Ceduna in South Australia, and from Esperance to Geraldton in Western Australia.

### **Demersal Grounds Divided into Two Classes**

The demersal grounds fall into two classes: (a) the reefs from which cod and other tropical species are taken in tropical waters, and snapper in temperate waters; and (b) the grounds from which flathead, morwong, etc., are taken. The reefs extend intermittently from Northern Queensland around the southern part of the continent to Shark Bay, halfway up the western coast of Western Australia. Other demersal grounds are known to exist in the Great Australian Bight, but full information has not yet been obtained. The demersal shark grounds lie principally in Bass Strait and on the continental shelf off South Australia. Other grounds have been located off southern Western Australia.

### **Spanish Mackerel and Barraconta Included in Pelagic Fishing**

The existing pelagic fisheries include that for the spanish mackerel off the northeastern coast and that for barracouta in Bass Strait and off eastern Tasmania. Concentration of other pelagic groups, including tuna, pilchards, herring, sprats and anchovies, are reported over the continental shelf at various points.

Mollusca inhabit two areas. Pearl oysters are found in the northern and western coastal waters. Edible oysters are most prevalent in the temperate waters of Queensland, New South Wales and Victoria. The scallop is found commercially only in Tasmanian waters.

Crustacea are found in practically all coastal waters, crabs being the most abundant. Prawns are taken in the temperate waters of Queensland and New South Wales. Crayfish are taken on reefs of the continental shelf in the waters of all southern states.

## Tuna Research Has Shown Best Results

To date the most promising of all the avenues of research has been the tuna fishery. Nine species have been identified, six of which are commercially important. From present knowledge, the greater part of the catch will consist of the southern bluefin, the northern tuna and the striped tuna. Commercial quantities of these fish thrive off eastern Tasmania and in South Australian and Western Australian waters. Indications are that this fishery could be greatly developed, and it is anticipated that domestic canned tuna will encroach on the market now enjoyed by imported canned salmon.

## Possibilities for Canning and Preserving Herring and Pilchards

Canning and preserving tests with respect to the herring and pilchards have indicated the possibility of an industry complementary to the projected tuna canning and with equal basis for expectation of a sound economic future. A difficulty not yet overcome is the obstacle of the catching technique. Live-bait fishing requires an abundant supply of bait, and investigations are proceeding into the stocks of pilchards, herring, anchovies which abound. Purse-seining has not yet proved successful, due to the consistently rough seas which obtain in the areas where the tuna abound. This latter factor also applies to the pilchard and herring fishery. Notwithstanding these problems, great hopes are held for the future.

These forecasts have undoubted significance for Canada. Canadian exporters of canned fish have long enjoyed a valuable market in Australia. Canned fish have always represented about 98 per cent of total Canadian sales of fish to Australia.

### Canadian Exports of Preserved or Canned Fish to Australia

	1935	1936	1937	1938	1939
Herrings .....Cwt.	10,559	5,743	7,023	7,859	8,903
\$	74,070	42,192	52,940	61,051	67,082
Pilchards .....Cwt.	4,757	3,096	5,339	4,225	8,306
\$	39,334	25,272	43,133	31,008	73,705
Salmon .....Cwt.	115,901	159,796	144,512	140,702	133,463
\$	1,382,299	1,821,321	1,676,050	1,718,200	1,656,298
Sardines .....Cwt.	13,960	11,217	12,045	12,343	10,818
\$	109,310	94,863	103,864	110,194	94,225
Total .....Cwt.	145,177	179,865	168,943	165,166	161,508
\$	1,605,013	1,983,763	1,878,259	1,920,817	1,891,578

Fisheries experts also anticipate an expansion in the oyster fishery. Detailed investigation have given basis to the considered opinion that within a few years this section of the industry can be doubled, and a sound export trade developed in edible oysters.

## Vitamin Fish-Oil Industry Developed During War

A wartime development has been the Australian vitamin fish-oil industry. Energies were bent to a search for the principal shark areas, the fish with the best liver oil content (which was sought also for its food value as a table dish), and under wartime conditions a profitable industry was established. The peacetime existence of this industry will depend on good prices for vitamin oil concentrates and/or an increased demand for fish by the consuming public.

The Council for Scientific and Industrial Research investigation has led to the establishing of a new Australian industry to produce agar.

Plants have been set up in New South Wales on an economic basis, using the best-suited varieties of seaweed available, and have now an export surplus for this commodity.

#### **Large Volume of Research Yet to be Done**

These are examples of the results obtained to date by the program of government research. While a considerable mass of basic information has been obtained, there remains a large volume of work to be done. Future plans include: investigations to establish the commercial value of trawling grounds known to exist in the Great Australian Bight, off the eastern coast of Tasmania, and the New South Wales coast; the revival of the whaling industry; greater use of aerial reconnaissance; methods of securing maximum yields and best uses for fish by-products, including the study of inedible fish species in this respect; study of conservation measures; extensive biological and hydrological research; marketing and distribution studies.

In most other countries, sea food forms an important and relatively inexpensive part of the national diet. In Australia, fish has historically been scarce and expensive. While this has been no doubt partly due to causes other than the absence of knowledge regarding the fisheries, sufficient investigation has now been made to augur well for a much greater exploitation of the latent domestic fishery.

---

## **San Francisco Export-Import Shipments Increased in First Quarter of Year**

*Export shipments totalled \$118 million, almost double the figure for the same period during the previous year, while imports, valued at \$55 million, were almost three times those of a year ago.*

**By V. E. Duclos, Canadian Trade Commissioner**

**L**OS ANGELES, June 30, 1947.—According to a recent report of the San Francisco Chamber of Commerce, world trade shipments through the San Francisco-Oakland area in the first quarter of 1947 showed a decided increase over the same period last year, in spite of growing world shortages of dollar exchange and decreasing demand from many markets. In fact, the figures certainly do not substantiate the gloomy outlook that some merchants have assumed towards foreign trade, although a sharp drop in the volume of United States exports in more recent months is reported, which will not show up in government statistics for several weeks.

#### **Export Shipments Almost Double Those of Last Year**

Export shipments for January-March totalled \$118 million, and imports \$55 million for the three months' period. This boosted 1947 exports to almost double the figure for a year ago during the same period, and imports almost triple a year ago.

Exports from the entire Pacific Coast area in March increased 41 per cent in shipping weight and 22 per cent in value from 1.6 billion pounds and \$88 million in February to 2.2 billion pounds and \$107 million in March. And imports increased from 432 million pounds valued at \$31 million in February to 506 million pounds valued at \$39 million in March.

Exports and imports of the five West Coast customs districts for the three months, January-March, are as follows:

	Exports		Imports	
	Value Million dollars	Weight Million pounds	Value Million dollars	Weight Million pounds
San Francisco .....	118.2	1,561.3	55.0	420.5
Los Angeles .....	67.0	1,863.1	28.1	315.3
Washington .....	57.2	885.6	20.7	686.2
Oregon .....	47.7	1,168.0	5.0	50.5
San Diego .....	7.3	121.6	1.8	22.6

## Canada Has Shipped Foodstuffs In Quantity to Great Britain

*Contracts for wheat flour and dressed poultry already filled  
—Seventy-three per cent of wheat specified was shipped by  
June 30—Deliveries of 7,500 tons of sugar dried whole  
eggs due by November—Cheese shipments delayed.*

By Export Division, Foreign Trade Service

**F**OODSTUFFS are among the most important commodities shipped by Canada to the United Kingdom, which has come to depend on supplies from this country to an ever-increasing extent, since the decline in an exportable surplus from other traditional sources. Canada has contracted to provide specific quantities, and every effort is being made to meet her commitments. Some indication of the extent to which requirements have been filled is set forth in the figures below, compiled through the co-operation and assistance of the Department of Agriculture. It is noted that the contract for dressed poultry, amounting to 12,500,000 pounds for the twelve months ending March 31, 1947, has been filled, with the last shipment leaving Montreal on July 25. Wheat flour requirements have been exceeded. It was announced on July 31 that quantity clauses of the United Kingdom-Canada wheat agreement for 1946-47 had been fulfilled. The items are:

**Bacon**—Canada contracted to supply between 350,000,000 and 265,000,000 pounds during the calendar year, of which 108,322,035 had been shipped by July 15.

**Beef**—Canada contracted to supply 120,000,000 pounds during the calendar year, of which 1,065,543 pounds were shipped by July 15.

**Lamb and Mutton**—Canada contracted to supply 10,000,000 pounds during the calendar year, of which 17,539 pounds of lamb and 25,306 pounds of mutton had been shipped by July 15.

**Canned Meat Lunch**—Canada contracted to supply 25,000,000 pounds, during the calendar year, of which 4,159,296 pounds had been shipped by June 30.

**Hog Casings**—Canada contracted to supply 330,000 bundles during the calendar year, of which 242,700 bundles had been shipped by July 15.

**Oxtails**—Canada contracted to supply 300,000 pounds during the calendar year, of which 4,515 pounds had been shipped by July 15.

**Beef Offals**—Canada contracted to supply 450,000 pounds of tongues during the calendar year, of which 33,923 pounds had been shipped by July 15; a total of 385,000 pounds of kidneys, of which 23,239 pounds had been shipped; and 250,000 pounds of livers, of which none were shipped by July 15.



Great Britain—Frozen meat being unloaded at Cardiff, South Wales.

*Great Western Railway Photo*

**Pork Offals**—Canada contracted to supply 4,480,000 pounds during the calendar year, of which 954,790 pounds were shipped by July 15.

**Cheese**—Canada contracted to supply a minimum of 125,000,000 pounds during the twelve months ending March 31, 1948, of which 9,263,250 pounds had been shipped by July 31.

**Evaporated Milk**—Canada contracted to supply a minimum of 600,000 cases of forty-eight 16-oz. tins during the twelve months ending March 31, 1948, of which 260,500 cases were shipped by July 15.

**Roller Dried Skim Milk Powder**—Canada contracted to supply 8,000,000 pounds during the season, of which 4,740,200 pounds were shipped by July 15.

**Dressed Poultry**—Canada contracted for and supplied 12,500,000 pounds during the twelve months ending March 31, 1947.

**Eggs**—Canada contracted to supply 1,750,000 cases of shell eggs during the twelve months ending January 31, 1948, of which 469,592 cases were shipped by June 30; and 7,500 long tons of sugar dried whole eggs, of which an equivalent of 664,252 cases have been shipped. It is expected that the contract for sugar dried whole eggs will have been completed by October 31.

**Fruit Pulp in SO<sub>2</sub>**—Canada contracted to supply 6,140,000 pounds of raspberry pulp during the season, of which none has yet been shipped; 800,000 pounds of strawberry pulp, of which 800,780 pounds were shipped by July 15; and 120,000 pounds of greengage pulp, of which none has yet been shipped.

**Flax**—Canada has contracted to supply her entire production of dew-retted scutched flax and pluckings of grades, Canada 1, 2, 3, 4, and pluckings, with the exception of quantities required for processing in this country, during the twelve months ending September 15, of which 662,589 pounds had been shipped by July 31.

**Flax Tow**—Canada contracted to supply the entire production of dew-retted scutched tow of the grades Canada A, B, C, with the exception

of quantities required for processing in Canada or for other purposes, during the twelve months ending September 15, of which 36,388 pounds had been shipped by July 31.

**Wheat**—Canada contracted to supply 160,000,000 bushels during the season, of which 117,747,817 bushels had been shipped by June 30.

**Wheat Flour**—Canada contracted to supply 500,000 tons during the season, of which 750,150 tons had been shipped by June 30.

---

## Production of Rum Important To General Economy of Jamaica

*Exports of rum in 1946 amounted to £1,690,916, an increase of £733,091 over 1945, due to the improvements in shipping—Production for current year is estimated at 22,000 puncheons as against 22,103 puncheons in 1946.*

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

(Editor's Note—This is the second of three articles on economic conditions in Jamaica in 1946. The first article appeared in the August 2nd issue of *Foreign Trade*.)

**K**INGSTON, June 17, 1947.—There has been no industrial plant of any consequence established in Jamaica in the past year, but tenders for a cement plant and the cement franchise have been invited by the government, and there is also a possibility that a button factory may be erected, if a suitable site can be located by the interested company. Rum has continued to be a chief product of manufacture and exports for 1946 amounted to £1,690,916, an increase of £733,091 over 1945, due to the fact that shipping has not been available to carry the quantity of rum purchased by the United Kingdom. With the improvement in shipping, stocks, which accumulated during the war, started to move, so that the increase has no bearing on the relevant rum production of the Island for the two years under comparison. The latest estimate of rum production for the current year is 22,000 puncheons as against the production of 22,103 puncheons last year. The rum pool continues to be an important factor in the industry, preventing over-production and exercising control over rum exports in bulk.

### Substantial Increase in Cigar Exports

There has been a substantial increase in the export of cigars from £155,738 in 1944 to £308,920 in 1945 and £547,532 in 1946. The bulk of the cigars have gone to the United Kingdom. The substantial increase in the value of this export is a healthy sign and reflects a steady improvement in the industry generally in the Island. There has been an increased demand for Jamaican cigars in Great Britain, and although the new taxes imposed on tobacco will have some effect, it is hoped that this will not decrease sales to any great extent.

Of the many industries in Jamaica established or enlarged during wartime a considerable number have been forced to close down as they have been unable to meet postwar foreign competition. Some notable exceptions to this are condensed milk, cigarettes and beer. Imports of condensed milk declined from 9,899,759 pounds in 1938 to 3,787,242 pounds

in 1946. Domestic production of this commodity, however, increased from 3,911,796 pounds in 1944 to 5,964,000 pounds in 1946. It is estimated that in 1950 the Island will be self-sufficient in this item.

#### **Domestic Production of Cigarettes Increased**

Domestic production of cigarettes increased from 276,933,900 in 1944 to 416,294,320 in 1946. Imports have declined from the prewar figure of 9,899,759 to 3,787,242 in 1946. As domestic beer production increased, imports also decreased. Beer production steadily increased from 441,746 gallons in 1944 to 743,266 gallons in 1946. Imports declined from 83,913 gallons in 1938 to 11,977 gallons in 1945 and 81,097 gallons in 1946.

---

## **Canadian Trade Mission to South Africa Now Comprises Six Industrialists**

*Minister of Trade and Commerce will head group due in Johannesburg on September 20—Official visits scheduled for Leopoldville, Cairo, Rome and Lisbon for discussion of trade topics.*

**J**AMES Stuart Duncan, President of Massey-Harris Company, Limited, will accompany the Hon. James A. MacKinnon, Minister of Trade and Commerce, on the Canadian Trade Mission proceeding to South Africa in September. Mr. Duncan, who was Deputy Minister of National Defence for Air during the war and was created an Honorary Air Commodore in recognition of his services, has wide financial and industrial interests. He is a director of the Canadian Bank of Commerce, the Canada Cement Company, Limited, the Cutting Tools and Gauges, Limited, the H. V. McKay Massey-Harris Proprietary, Limited, Australia, the Page-Hersey Tubes, Limited, the International Nickel Company of Canada, Limited, the Canadian Chamber of Commerce, and other organizations. Mr. Duncan has had considerable practical experience of foreign trade, having been General Manager of the Massey-Harris Company, Limited, in Europe, and General Manager for Argentina.

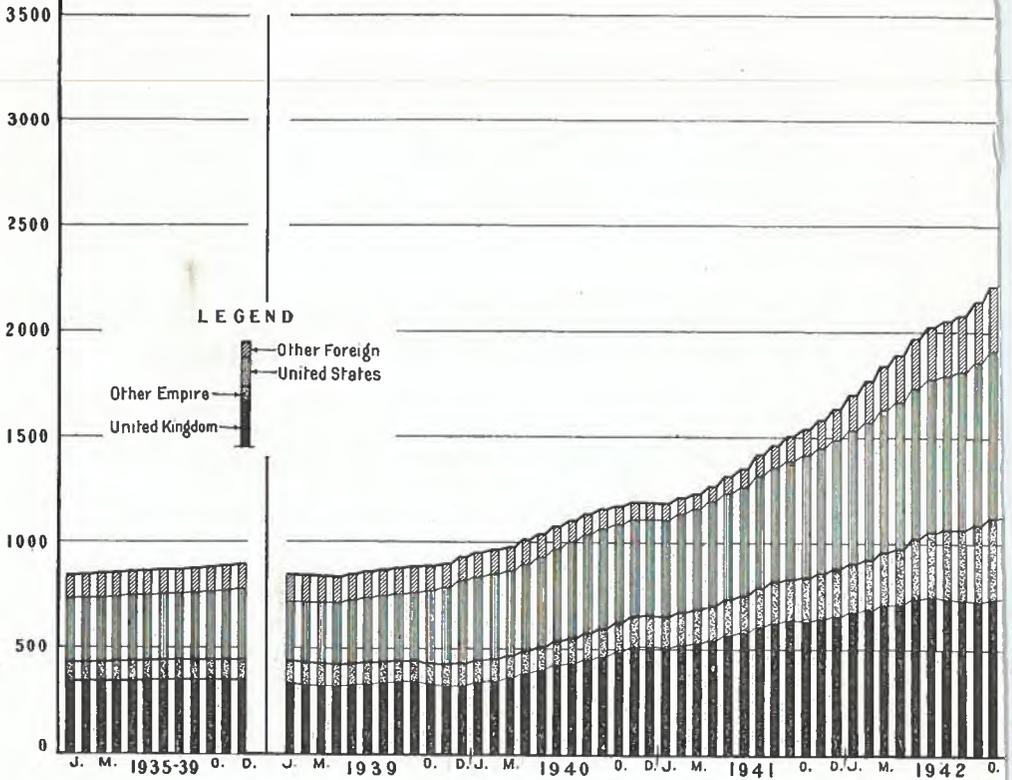
As announced in the July 26th issue of *Foreign Trade*, other members of the Trade Mission include: R. C. Berkinshaw, President, Canadian Manufacturers' Association, and Vice-President, Goodyear Tire & Rubber Company of Canada, Limited, Toronto; V. M. Drury, President, Canadian Car and Foundry Company, Limited, Montreal; Paul Bienvenu, President, Catelli Food Products, Limited, Montreal; E. E. H. Wright, President, Welland Vale Manufacturing Company, Limited, St. Catharines, Ont.; and D. R. Moffat, Vice-President, Moffats Limited, Weston, Ont.

The party will proceed by regular air lines, via New York, the Azores, Lisbon, Dakar and Accra to Leopoldville, in the Belgian Congo, where arrangements for its reception are being made by L. H. Ausman, Canadian Trade Commissioner. The Mission is due in Johannesburg on September 20, and will visit Pretoria, Cape Town, Port Elizabeth, Durban and the Kruger National Park. Arrangements in the Union of South Africa are being made by J. H. English, Commercial Counsellor for Canada in Johannesburg, in conjunction with S. V. Allen, Commercial Secretary for Canada in Cape Town. The party is also scheduled to visit Bulawayo and Salisbury, in Southern Rhodesia, before flying home via Cairo, Rome and Lisbon, where arrangements for its reception are being made by Canadian Trade Commissioners in those capitals.

MILLION DOLLARS

### EXPORT TRADE OF CANADA (EXCLUSIVE OF GOLD) 1935-42

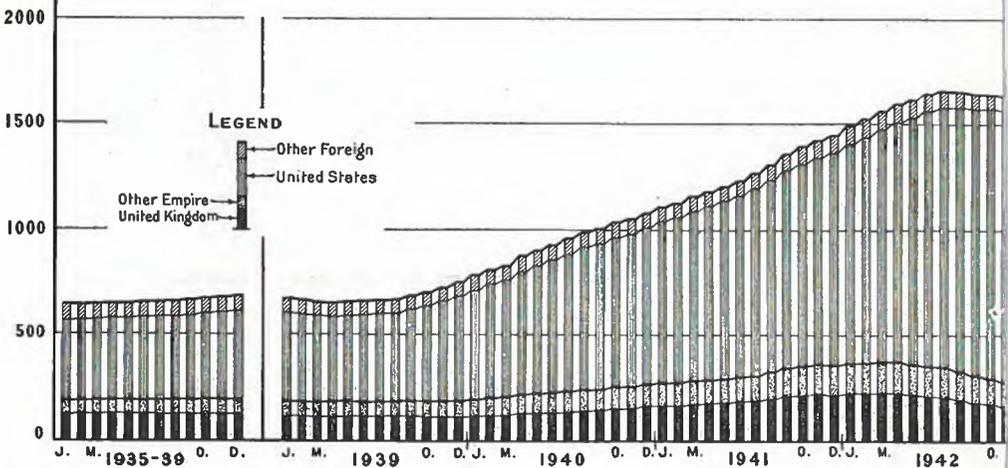
RUNNING TWELVE MONTHS



MILLION DOLLARS

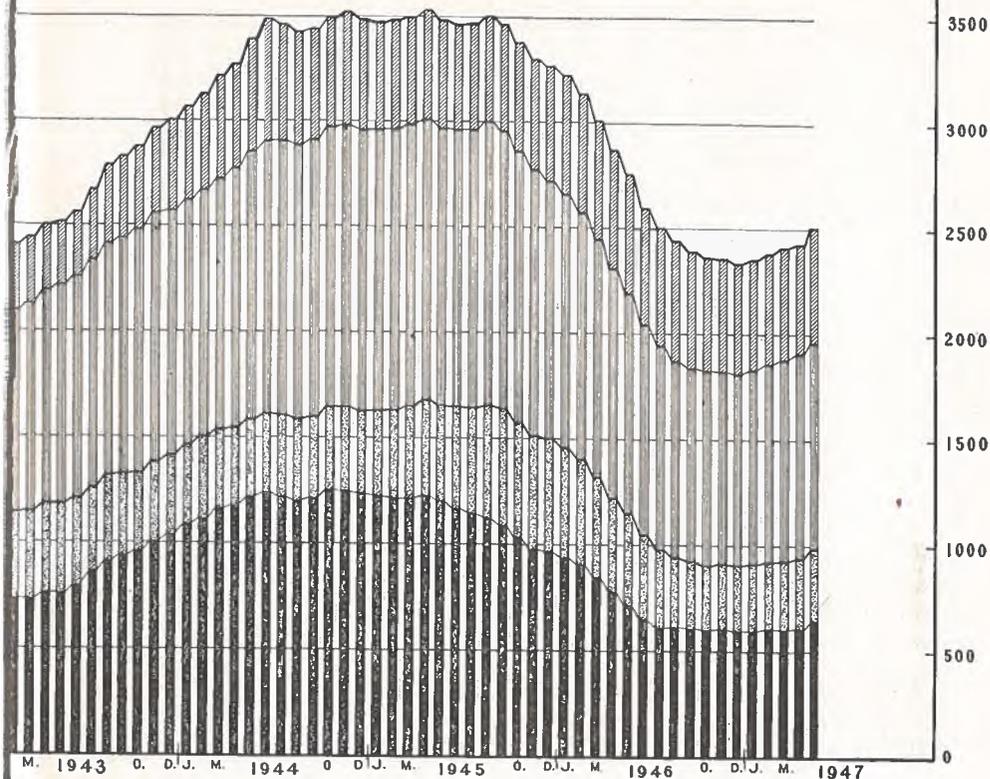
### IMPORT TRADE OF CANADA, 1939-47

RUNNING TWELVE MONTHS



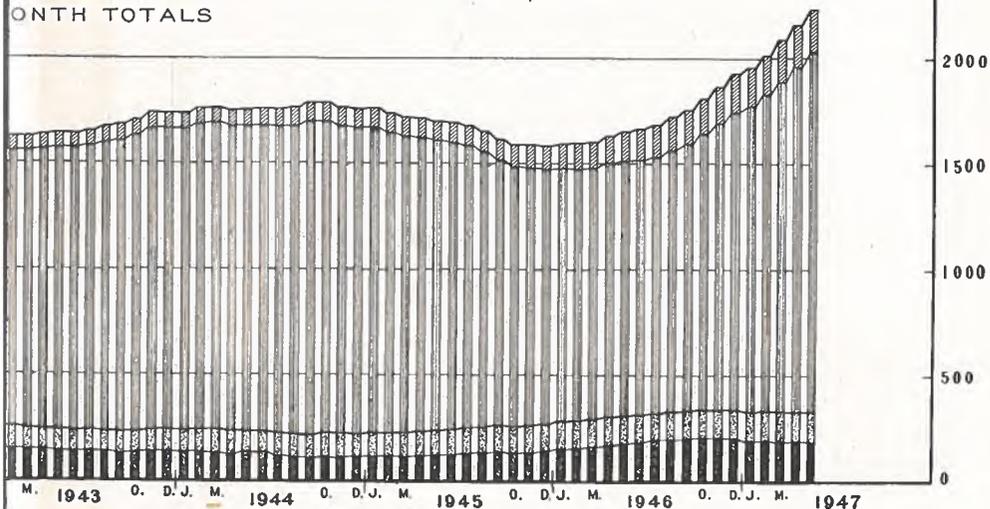
### 47 WITH AVERAGE FOR THE BASE PERIOD, 1935-39 MONTH TOTALS

MILLION  
DOLLARS



### AVERAGE FOR THE BASE PERIOD, 1935-39 MONTH TOTALS

MILLION  
DOLLARS



# Argentina Has Unrivalled Wave Of Prosperity In Past Year

*Condition, reflected in all phases of country's economic life, is the result of income derived from the unprecedented world demand for foodstuffs and other agricultural products—Central Bank of the Republic and Argentine Trade Promotion Bureau nationalized—Five-year plan covers wide field.*

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

(Editor's Note—This is the first of four articles on economic conditions in Argentina last year.)

**B**UENOS AIRES, May 21, 1947.—The income derived from the unprecedented world demand during the immediate postwar period for the foodstuffs and other agricultural products of Argentina resulted in an unrivalled wave of prosperity in the country during the year 1946. This condition was reflected in all phases of the country's economic life. Imports and exports greatly increased over the preceding year both in volume and value. Retail sales turnover climbed steadily throughout the year, except for a sharp recession in November, which was more than offset by heavy Christmas buying. Good quality imported articles were generally conspicuous by their absence in the shops, but no shortages developed because of the presence of moderate stocks of locally produced articles.

The general level of wholesale prices rose gradually throughout the year, while purchasing power within the country kept pace. Values of shares quoted on the Buenos Aires Stock Exchange rose steeply from February to July and, although there was a sharp recession in November, a recovery had been made by the end of the year which was so complete as to amount to a boom condition. Aggregate cash values of real estate sales closely paralleled those of the Stock Exchange. Labour's take-home pay was materially increased, but was nearly offset by the resulting rise in prices. The gross tonnage of ships arriving in Argentine ports doubled during the year. Industrial production increased only slightly, owing to the persistent shortage of raw materials and to the difficulties in replacing worn out machinery or purchasing new plant.

## **Changes in the Country's Economy Occurred**

Many changes to the country's economy occurred in 1946. The new government issued many decrees of far-reaching consequence, including that which nationalized the Central Bank of the Republic. This decree provided that the Central Bank shall, in addition to its functions as a bank and financial agent for the government, act as the centre of a planned system of national economic expansion and development. The nature and scope of this expansion is seen in the decree nationalizing the Argentine Trade Promotion Institute which, as an agency of the Central Bank, exercises control over a large part of the country's foreign trade as well as in other sections of commercial and economic activity within the country. Another decree of far-reaching importance altered the Argentine banking system, notably in the sense that in the depositing side of their business the Argentine banks now function as agents of the government which guarantees all bank deposits. Moreover, the function of the banks as providers of credit was brought under closer supervision and control, and the freedom of the banks to operate in this respect was limited to the use of funds up to the amount of their capital.

## **Two Trends Revealed in International Financial Relations**

In the sphere of international financial relations, Argentine policy during the past year revealed two distinct trends: the redemption and repatriation of Argentine foreign loan balances, the only national indebtedness of this kind now remaining being a small sterling loan balance; and Argentina's assumption of the role of international lender, as exemplified in the financial section of the agreement with Spain which, apart from credit facilities which Argentina undertook to extend to Spain, provided that a loan guaranteed by the Spanish Government may be floated in Buenos Aires. Other instances of Argentina as a lender of capital were afforded in the commercial agreements with France and Chile.

The so-called "Argentinization" of foreign capital public utility enterprises in Argentina has been a further interesting feature of the past year's developments in the sphere of international financial relations. A leading instance of this trend was the purchase by the Argentine Trade Promotion Institute of the United River Plate Telephone Company Limited. This company is now being administered by a mixed capital entity; mixed in the sense that the capital is to be subscribed partly by the public and partly by the state, up to the authorized figure of 1,000 million pesos. Another was the state purchase of the three French railways for 187 million pesos, while lengthy negotiations were carried out for the purchase of the British-owned railways on which an agreement was finally reached in February, 1947, at a figure of 2,482 million pesos or £150 million.

## **Five-Year Plan not Exclusively Concerned with Economic Planning**

The Argentine Five-Year Plan, announced by President Perón in October, 1946, is not exclusively concerned with economic planning. Its provisions include far-reaching proposals for education, the political and electoral system, the judiciary, public health, national and municipal administrative organization and national defence. The plan, as a whole, will entail expenditure on an unprecedented scale planned to average 1,400 million pesos per annum or approximately 6,900 million pesos by 1951. This does not include provision for military or national defence expenditure under the plan which has been unofficially estimated as likely to involve disbursements of a similar amount. Expenditures, authorized on March 28, 1947, by the senate, are projected as follows: public works and transport, 3,710,000,000 pesos; national universities, 200,000,000 pesos; national power scheme, 2,235,000,000 pesos; public health, 625,000,000 pesos; industrialization, 20,000,000 pesos; and immigration and colonization, 200,000,000 pesos.

The financing of these expenditures will be facilitated by profits derived by the state through the Argentine Trade Promotion Institute in using its monopolistic function as sole exporter of many primary products, as well as profits derived from its function as an importer. There are blanket laws embodied in the plan which will enable the President to avail himself of any recourse he considers appropriate for facilitating its execution. In this respect the primary measures taken to nationalize the Central Bank and realign the banking system are seen in their full significance, and by them the government may at its sole discretion draw on the financial resources of the country.

## **Policy of Intensive Industrialization Included in Plan**

A policy of intensive industrialization is included in the Five-Year Plan and recourse to extreme protectionism will be resorted to in order

to foster the establishment and growth of those industries which the government considers necessary for the national economy or national defence. The President will have power to increase or reduce customs duties 50 per cent either way, and to impose duties up to 25 per cent where no duties now exist. In pursuing these aims a new exchange control regime was announced in which a number of articles were placed under import quota control as well as other articles on which prior study by the Central Bank is necessary. Central Bank Circular No. 667 of March 11, 1947, provided that prior import exchange permits must be obtained for all imports.

The following are the branches of industry specified in the industrialization section of the Five-Year Plan:

#### Projected Development of Argentine Industries

Items	Present	Future
	production	production
	Metric tons	
Cotton yarns .....	63,000	80,000
Woollen yarns .....	21,500	30,000
Rayon yarns .....	4,500	8,000
Argentine long-fibre yarns .....	4,000	6,000
Silk yarns .....	2	300
Printing paper and others .....	100,000	190,000
Newsprint .....	...	50,000
Wool scouring .....	65,000	100,000
Caustic soda .....	10,000	40,000
Sodium carbonate .....	...	25,000
Lead arsenate .....	...	500
Barium chloride .....	500	800
Citric acid .....	150	400
Minium .....	650	1,000
Litargirio .....	500	800
Zinc oxide .....	1,400	3,500
Steel blooms .....	120,000	315,000
Lead .....	22,000	24,000
Zinc .....	2,000	6,000
Tin (also for timplate) .....	850	2,600
Antimony .....	1,100	2,000
Aluminum .....	1,200	1,400
Tin plate .....	....	70,000

It has been officially intimated that private individuals who increase or initiate the production of these items will be accorded the fullest co-operation of the State in eliminating difficulties hindering the achievement of their aims and will furthermore be assured of the sale of their products up to the limit set by the plan.

#### Trinidad Considers Exportation of Surplus Goods

Port of Spain, July 11, 1947.—(FTS)—Consideration is being given to the exportation of surplus goods which have accumulated in Trinidad through the frequency with which merchandise has been arriving in recent months. The government has been requested to establish a committee of merchants to study the situation. If it is found that such exportation is desirable, the Controller of Imports and Exports will be asked to consider the question of issuing export licences covering surplus goods. The overstocked position applies particularly to textiles, which have been arriving in large quantities from the United States, Great Britain and Canada. Some textiles, such as tropical worsteds and denims, are still in very short supply. Merchants report a drop in sales, due to sales resistance on the part of the general public to high prices, and their belief that prices must fall.

# Foreign Industrial Fairs in 1947

## Australia

**Victoria**—Royal Agricultural Society Show—September 18-27.

**Adelaide**—Royal Agricultural and Horticultural Society of South Australia Inc.—September 4-11.

**Perth**—Royal Show of the Royal Agricultural Society of Western Australia—October 6-10.

## Belgian Congo

**French Equatorial Africa, Brazzaville**—An exhibition of French products. (Authorities glad to include Canadian exhibits.)—Date not set. Apply to: Service des Affaires Economiques, Brazzaville, French Equatorial Africa.

## Belgium

**Brussels**—Salons de l'Alimentation (foodstuffs fair), held in "Palais du Centenaire"—October 4-19. Apply to: 10 Place de Brouchere, Brussels.

## Czechoslovakia

**Prague**—Prague International Sample Fair—September 5-14. Apply to: Secretary, Czechoslovak Economic Association, 64 Great Cumberland Place, London, W.1.

**Prague**—International Motor Exhibition—October 18-28. Apply to: Automobile Manufacturers Association, 356 Madison Avenue, New York City.

## Finland

**Helsinki**—General Fishing Exhibition and Fair—October 11-19. Apply to: Mr. Harry Ronholm, Suomen Messut Osuuskunta, Helsinki, Finland.

## France

**Strasbourg**—International Sample Fair—September 6-21. Apply to: Office of the Commercial Counsellor, French Embassy, 464 Wilbrod Street, Ottawa.

**Marseilles**—International Sample Fair—September 13-28. Apply to: Office of the Commercial Counsellor, French Embassy, 464 Wilbrod Street, Ottawa.

**Paris**—International Automobile Show—October 2-12. Apply to: Grand Palais, Port J, Paris.

## Germany

**Leipzig**—Leipzig Autumn Fair—September 3-7. Apply to: Leipziger Messeamt (10B), Leipzig, C.1, Markt 8, Germany.

## Hungary

**Budapest**—International Sample Fair—September 5-15. Apply to: Arumintavasari es Kiallitasi Kozpont, 25 Bajcsy-Zsilinszky ut Budapest VI.

## Italy

**Bari**—Bari Levant Fair—September 15-30. Apply to: Ente Autonomo, Fiera del Levante, Bari, Italy.

## Netherlands

**Utrecht**—Royal Netherlands Industries Fair (Autumn Fair)—September 9-18. Apply to: Secretariat, Koninklijke Nederlandsche Jaarbeurs, Utrecht, Netherlands.

**Amsterdam**—Netherlands Foodstuffs Exposition—October. Apply to: Midex, N.V., Secretariaat Tentoonstelling, Frederikspiein 47-49, Amsterdam -C, Netherlands.

## Newfoundland

**Corner Brook**—The West Coast Agricultural and Industrial Fair—September 5-7.

## Portugal

**Lisbon**—International Trade and Samples Fair—May 1-September 30. Apply to: Miss R. E. Prince-Bishop, Rua Garrett 74, Lisbon.

## South Africa

**Durban**—South African Industries Fair—September 8-13. Apply to: South African Federated Chamber of Industries, 216-225 Maritime House, Loveday Street, Johannesburg.

## Sweden

**Stockholm**—St. Erick's Fair—August 23-September 7.

## Turkey

**Izmir—Izmir (Smyrna)**—Turkey International Trade Fair—August 20-September 20. Apply to: Turkish Commercial Counsellor, 50 Rockefeller Plaza, New York, U.S.A.

## United Kingdom

**Edinburgh**—Exposition of Industries, Arts and Crafts—August 25-September 30. Apply to: Edinburgh Chamber of Commerce and Manufacturers, Edinburgh, Scotland.

**London**—Industrial Wales—All Wales and Monmouthshire Exhibition—August 28-September 13. Apply to: Exhibition Manager, 3 Castle St., Cardiff.

**Brighton**—Sussex Industries Exhibition—September 12-27. Apply to: Sussex Engineers and Manufacturers Association, 3 Marlborough Place, Brighton 1.

**London**—Radiolympia—National Radio Exhibition—October 1-11. Apply to: The Radio Industry Council, 59 Russell Square, London W.C.1, England.

**London**—Building Exhibition at Olympia (Grand and National Halls)—November 19-December 4. Apply to: Building Trades Exhibition, Limited, 4 Verriem Place, Southampton Row, London W.C.1, England.

## 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.

### Commercial Modus Vivendi With Greece Completed by Canada

Canada completed on July 28 a commercial *modus vivendi* with Greece by an exchange of notes. This *modus vivendi* provides for the reciprocal exchange of unconditional most-favoured-nation treatment. This means that the products of each country on importation into the other country will not be subject to customs duties or charges greater than those which apply to any third country. Similarly any concessions which either Canada or Greece may grant in the future to a third country will be automatically extended to the other. Thus imports into Canada from Greece will be subject to the intermediate tariff and lower rate rather than the general tariff as heretofore. The tariff treatment which Canada affords to British countries is specifically excepted from the operation of the *modus vivendi*, so that the British preferential system is not affected by it.

The new arrangement is the first commercial agreement concluded between Canada and Greece by direct negotiation. It will continue in force for a definite period of one year. Following the one-year period, it will continue in force until terminated by either country on three months' notice.

# Trade and Tariff Regulations

## **Australian Customs (Import Licensing) Regulations Amended**

Sydney, July 21, 1947.—(FTS)—The Australian Customs (Import Licensing) Regulations have been further amended by the transfer of the following commodities when of non-sterling origin from the prohibited import list to the administrative control of the Department of Trade and Customs: isopropanol; pipe unions to withstand a pressure of 500 pounds and over to the square inch; soap powders; electroliers, gaseliers, chandeliers, pendants and brackets; wall, stand and table lamps, not including lamps having glass shades and glass bases; bowls, shades, reflectors and refractors for lighting purposes of glass other than cut glass; sulphite of soda; hyposulphite of soda; sulphate of soda; bolts and split rings, swivels, ear wires, bars and stampings used in the manufacture of jewellery; clock-work mechanism of the type incorporating a governor equipped drive for use in the manufacture of Australian-made toys; isinglass; salt cake; steel packing band apparatus; Portland cement; wrought stone and marble n.e.i.; manufactures n.e.i. wholly or partly made up, of wicker, bamboo and cane; capers and olives in vessels exceeding one gallon; clothes pegs; hairdressers' chairs; photograph and picture frames and stands of any material; football bladders; and ice hockey skates. Field and marine glasses, the duty on which exceeds 15s. each, have been transferred to administrative control from a quota basis of 100 per cent.

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

The following commodities when of non-sterling origin have been transferred from administrative control to quota bases: handbag frames, 33 $\frac{1}{2}$  per cent, by value of base year imports, 12 months ended June 30, 1939; axes, 25 per cent; liquorice n.e.i. (when current domestic value, including inside packages, exceeds 1s. per pound), 25 per cent; cartridges, 75 per cent. The present licensing period, which commenced on July 1, 1947, is to be of six months duration.

---

## **Ceylon Increases Duties on Beer, Wines and Tobacco**

Colombo, June 20, 1947.—(FTS)—Increased import duties on beer, wines and tobacco when imported into Ceylon have been announced, effective October 1, 1947, according to Customs Notification (Tariff) No. 47/2. The amendment provides for an increase of 75 per cent in the present rates of duty applicable on beer, ale and porter and all malt liquor and also on wines and spirits of every description, including perfumed spirits. The notification also provides for increased rates of duty on manufactured tobacco, including beedies, cigarettes and cigars as well as unmanufactured tobacco.

---

## **Agricultural Machinery Exempt from Duty in Iran**

Teheran, June 28, 1947.—(FTS)—The Iranian Government announced on June 17 that the importation of agricultural machinery of all kinds, pumps used in agriculture, apparatus used in blasting rocks on agricultural land, ploughs (mechanically propelled or otherwise) and their spare parts and well-boring machinery will be exempt from the payment of customs

duty and road tax and other import charges for ten years from date of decree, provided that the Ministry of Agriculture certifies that the articles enumerated above are being imported for agricultural purposes.

---

## Foreign Trade Enquiries

Canadian firms interested in any enquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the enquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with enquiries, the name of the enquirer, file number of the enquiry and the date of issue of *Foreign Trade* in which it was shown should be supplied.

33. **Dominican Republic**—B. Preetzmann-Aggerholm, Mercedes and Colon Streets, Ciudad Trujillo, Dominican Republic, desires direct and exclusive representation of a reputable Canadian mill to supply flour. File: 13192.
34. **Dominican Republic**—L. W. Cuesta and Company S. en C., Mercedes 9, Ciudad Trujillo, Dominican Republic, wishes to obtain direct and exclusive representation of a reputable Canadian mill to supply flour. File: 13192.
35. **Haiti**—William Narr, 71 Rue du Quai, Port au Prince, Haiti, desires direct and exclusive representation of a reputable Canadian mill to supply flour. File: 13192.
36. **Haiti**—H. R. Tippenhauer Company, Rue Mag. de l'Etat, Port au Prince, desires direct and exclusive representation of a reputable Canadian mill to supply flour. File: 13192.

---

## Postal Information

### Parcel Post Service To Netherlands Guiana Resumed

The parcel post service from Canada to Netherlands Guiana has been resumed and parcels may now be despatched by this route as well as by the United States. Via British Guiana, the charges range from 40 cents for one pound to \$2.75 for parcels weighing between 15 and 20 pounds. Via New York, the charges are from 35 cents for one pound to \$3.75 for packages weighing from 15 to 20 pounds. There is no insurance service.

---

### Parcel Post Insurance to Brunei Available

Commercial parcels from Canada for Brunei forwarded via England may now be insured.

---

### Registration service in Operation to Netherlands East Indies

Registration service has now been resumed to those places in the Netherlands East Indies to which mail service is in operation.

---

### Tobacco Should Not be Sent to Germany

Gift parcels to Germany may contain only essential relief items such as food, clothing, medicine and similar items for the relief of human sufferings. Tobacco and cigarettes are to be excluded from gift parcels, regardless of the address in Germany.



## Ocean-Going Sailing Schedules

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

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

### Departures from Montreal

\*Calls at Halifax about five days later.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques...	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.....	September 1-10	<i>A Ship</i>	Elder Dempster
<b>Africa-South—</b>			
Cape Town.....	August 15-25	<i>Cabano</i>	Elder Dempster
Port Elizabeth.....	September 1-10	<i>A Ship</i>	Elder Dempster
East London.....	September 15-25	<i>Cambray</i>	Elder Dempster
Durban.....			
<b>Argentina—</b>			
Buenos Aires.....	August 27	<i>William Asa Carter</i>	Montreal Shipping
Buenos Aires.....	Aug. 27-Sept. 2	<i>Fort Colombia</i>	Furness Withy
Buenos Aires.....	September 10-15	<i>Brazilian Prince</i>	Furness Withy
Buenos Aires.....	September 23	<i>Robert Lansing</i>	Montreal Shipping
<b>Australia—</b>			
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.....			
<b>Belgium—</b>			
Antwerp.....	August 10-15	<i>Brant County</i>	Canada Steamships
Antwerp.....	August 11-18	<i>Triport</i>	Montreal Shipping
Antwerp.....	August 14	<i>Hedel</i>	Shipping Limited
Antwerp.....	August 22	<i>Bayside</i>	Montreal Shipping
Antwerp.....	August 22	<i>Rutenfjell</i>	Brock Shipping
Antwerp.....	August 22-25	<i>Sein</i>	Furness Withy
Antwerp.....	August 25-31	<i>Grey County</i>	Canada Steamships
Antwerp.....	August 26-30	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	September 11	<i>Marchdale</i>	March Shipping
Antwerp.....	September 15-20	<i>Beckenham</i>	Cunard Donaldson

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Brazil—</b>			
Rio de Janeiro.....	Aug. 27-Sept. 2	<i>Fort Columbia</i>	Furness Withy
Santos.....			
Rio de Janeiro.....	September 23	<i>Robert Lansing</i>	Montreal Shipping
Santos.....	September 10-15	<i>Brazilian Prince</i>	Furness Withy
<b>British Honduras—</b>			
Belize.....	August 27-31	<i>Benny</i>	Saguenay Terminals
<b>Ceylon—</b>			
Colombo.....	August 20-25	<i>City of Worcester</i>	McLean Kennedy
Colombo.....	August 28	<i>Riverside</i>	March Shipping
Colombo.....	September 15-20	<i>City of Lichfield</i>	McLean Kennedy
Colombo.....	September 25	<i>Gulfside</i>	March Shipping
<b>China—</b>			
Shanghai.....	August 9-10	<i>Eurybates</i>	Cunard Donaldson
Shanghai.....	August 28	<i>Riverside</i>	March Shipping
Shanghai.....	September 1-4	<i>City of Lucknow</i>	McLean Kennedy
Shanghai.....	September 25	<i>Gulfside</i>	March Shipping
<b>Colombia—</b>			
Barranquilla.....	August 27-31	<i>Benny</i>	Saguenay Terminals
<b>Denmark—</b>			
Copenhagen.....	August 27	<i>Svaneholm</i>	Swedish American Line
Copenhagen.....	September 16	<i>Braeholm</i>	Swedish American Line
<b>Egypt—</b>			
Port Said.....	August 23-27	<i>St. Cloud Victory</i>	Cunard Donaldson
Suez.....			
Port Said.....	August 20-25	<i>City of Worcester</i>	McLean Kennedy
Port Said.....	September 15-20	<i>City of Lichfield</i>	McLean Kennedy
<b>Eire—</b>			
Dublin.....	Aug. 27-Sept. 2	<i>Inishowen Head</i>	McLean Kennedy
Dublin.....			
Dublin.....	August 10	<i>Irish Ash</i>	Shipping Limited
Cork.....			
Cork.....	August 23	<i>A Ship</i>	Shipping Limited
<b>Finland—</b>			
Helsinki.....	August 27	<i>Svaneholm</i>	Swedish American Line
Helsinki.....	September 16	<i>Braeholm</i>	Swedish American Line
<b>France—</b>			
Le Havre.....	August 10-15	<i>Brant County</i>	Canada Steamships
Le Havre.....	August 22	<i>Bayside</i>	Montreal Shipping
Le Havre.....	August 22-25	<i>Sein</i>	Furness Withy
Le Havre.....	August 25-31	<i>Grey County</i>	Canada Steamships
Le Havre.....	September 11	<i>Marchdale</i>	March Shipping
<b>Germany—</b>			
Hamburg.....	August 11-18	<i>Triport</i>	Montreal Shipping
<b>Gibraltar.....</b>	September 1	<i>Mont Rolland</i>	Montreal Shipping
<b>Hong-Kong.....</b>	August 9-10 August 28 September 1-4 September 25	<i>Eurybates</i>	Cunard Donaldson
		<i>Riverside</i>	March Shipping
		<i>City of Lucknow</i>	McLean Kennedy
		<i>Gulfside</i>	March Shipping
<b>India—</b>			
Madras.....	August 20-25	<i>City of Worcester</i>	McLean Kennedy
Bombay.....			
Calcutta.....	September 15-20	<i>City of Lichfield</i>	McLean Kennedy
Bombay.....	August 28	<i>Riverside</i>	March Shipping
Calcutta.....	September 25	<i>Gulfside</i>	March Shipping
Karachi.....	August 15-20	<i>King David</i>	McLean Kennedy
Bombay.....			

**Departures from Montreal—Continued**

Destination	Loading Date	Vessel	Operator or Agent	
<b>Italy—</b>				
West Coast ports...	September 1	<i>Mont Rolland</i>	Montreal Shipping	
Genoa.....	September 5	<i>Marchport</i>	March Shipping	
<b>Malayan Union—</b>				
Penang.....	August 23-27	<i>St. Cloud Victory</i>	Cunard Donaldson	
Port Swettenham..				
<b>Malta.....</b>				
Malta.....	September 5	<i>Marchport</i>	March Shipping	
<b>Netherlands—</b>				
Rotterdam.....	August 10-15	<i>Brant County</i>	Canada Steamships	
Rotterdam.....	August 11-18		<i>Triport</i>	Montreal Shipping
Rotterdam.....	August 14	<i>Hedel</i>	Shipping Limited	
Rotterdam.....	August 22	<i>Rutenfjell</i>	Brook Shipping	
Rotterdam.....	August 25-31	<i>Grey County</i>	Canada Steamships	
Rotterdam.....	August 25-31	<i>Grey County</i>	Canada Steamships	
Amsterdam.....			August 26-30	Cunard Donaldson
			September 15-20	Cunard Donaldson
<b>Netherlands East Indies—</b>				
Batavia.....	August 23-27	<i>St. Cloud Victory</i>	Cunard Donaldson	
Samarang.....				
Soerabaya.....				
<b>Netherlands West Indies—</b>				
Curaçao.....	August 27-31	<i>Benny</i>	Saguenay Terminals	
<b>Newfoundland—</b>				
St. John's.....	August 11	<i>Blue Peter II</i>	Montreal Shipping	
St. John's.....	August 11-13	<i>Elgin</i>	Furness Withy	
St. John's.....	August 18-20	<i>Ashleaf</i>	Shaw Steamships	
St. John's.....	August 29	<i>Blue Peter II</i>	Montreal Shipping	
<b>New Zealand—</b>				
Auckland.....	August 19-28	<i>Australind</i>	Montreal Australia New Zealand Line	
Wellington.....				
Lyttelton.....				
Dunedin.....				
New Plymouth.....				
<b>Northern Ireland—</b>				
Belfast.....	Aug. 27—Sept. 2	<i>Inishowen Head</i>	McLean Kennedy	
Belfast.....	September 14-18	<i>Fanad Head</i>	McLean Kennedy	
<b>Norway—</b>				
Oslo.....	August 11-19	<i>Idefjord</i> <i>Svaneholm</i> <i>Braheholm</i>	March Shipping	
Stavanger.....	August 27		Swedish American Line	
Bergen.....	September 16		Swedish American Line	
<b>Philippines—</b>				
Manila.....	August 9-10	<i>Eurybates</i>	Cunard Donaldson	
Manila.....	September 1-4	<i>City of Lucknow</i>	McLean Kennedy	
<b>Poland—</b>				
Gdansk.....	August 11-18	<i>Triport</i> <i>Svaneholm</i> <i>Braheholm</i>	Montreal Shipping	
Gdansk.....	August 27		Swedish American Line	
Gdansk.....	September 16		Swedish American Line	
<b>Singapore.....</b>				
Singapore.....	August 23-47	<i>St. Cloud Victory</i> <i>Riverside</i> <i>Gulfside</i>	Cunard Donaldson	
	August 28		March Shipping	
	September 25		March Shipping	
<b>Sweden.....</b>				
Sweden.....	August 27	<i>Svaneholm</i> <i>Braheholm</i>	Swedish American Line	
	September 16		Swedish American Line	
<b>United Kingdom—</b>				
Avonmouth.....	August 8-14	<i>Delilian</i> <i>Salacia</i> <i>Gracia</i> <i>Delilian</i> <i>Salacia</i>	Cunard Donaldson	
Avonmouth.....	August 13-19		Cunard Donaldson	
Avonmouth.....	Aug. 28—Sept. 5		Cunard Donaldson	
Avonmouth.....	September 17-23		Cunard Donaldson	
Avonmouth.....	September 22-27		Cunard Donaldson	
Avonmouth.....			Cunard Donaldson	

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Glasgow .....	August 8-14	<i>Dorelian</i>	Cunard Donaldson
Glasgow .....	August 26-31	<i>Corrientes</i>	Cunard Donaldson
Glasgow .....	September 8-14	<i>Norwegian</i>	Cunard Donaldson
Glasgow .....	September 17-23	<i>Dorelian</i>	Cunard Donaldson
Hull .....	August 27-31	<i>Consuelo</i>	McLean Kennedy
Leith .....	August 24	<i>Cairnesk</i>	Furness Withy
Leith .....	August 27	<i>Cairnavon</i>	Furness Withy
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 .....	Aug. 26-Sept. 4	<i>Asia</i>	Cunard Donaldson
Liverpool .....	Aug. 27-Sept. 2	<i>Inishowen Head</i>	McLean Kennedy
Liverpool .....	September 6	<i>Empress of Canada</i>	Canadian Pacific
Liverpool .....	Sept. 13-18	<i>Valacia</i>	Cunard Donaldson
Liverpool .....	September 14-18	<i>Fanad Head</i>	McLean Kennedy
Liverpool .....	September 15	<i>Beaverford</i>	Canadian Pacific
Liverpool .....	September 18-22	<i>Torr Head</i>	McLean Kennedy
Liverpool .....	September 22	<i>Beaverburn</i>	Canadian Pacific
Liverpool .....	Sept. 26-Oct. 2	<i>Fort Miami</i>	Cunard Donaldson
Liverpool .....	September 27	<i>Empress of Canada</i>	Canadian Pacific
London .....	August 10-15	<i>Beaverdell</i>	Canadian Pacific
London .....	August 15-20	<i>Vardulia</i>	Cunard Donaldson
London .....	August 22	<i>Rutenfjell</i>	Brock Shipping
London .....	August 26	<i>Beaverlake</i>	Canadian Pacific
London .....	September 1-6	<i>Fort Spokane</i>	Cunard Donaldson
London .....	September 3	<i>Beaver Glen</i>	Canadian Pacific
London .....	September 6-12	<i>Vandalia</i>	Cunard Donaldson
London .....	September 13	<i>Beavercove</i>	Canadian Pacific
London .....	September 22-27	<i>Hillcrest Park</i>	Cunard Donaldson
London .....	September 26	<i>Beaverdell</i>	Canadian Pacific
Manchester .....	August 11-16	<i>Manchester Trader</i>	Furness Withy
Manchester .....	August 18-23	<i>Manchester Port</i>	Furness Withy
Manchester .....	September 4	<i>Manchester Shipper</i>	Furness Withy
Newcastle .....	August 24	<i>Cairnesk</i>	Furness Withy
Newcastle .....	August 27	<i>Cairnavon</i>	Furness Withy
<b>Uruguay—</b>			
Montevideo .....	August 27	<i>William Asa Carter</i>	Montreal Shipping
Montevideo .....	Aug. 27-Sept. 2	<i>Fort Columbia</i>	Furness Withy
Montevideo .....	September 10-15	<i>Brazilian Prince</i>	Furness Withy
Montevideo .....	September 23	<i>Robert Lansing</i>	Montreal Shipping
<b>Venezuela—</b>			
La Guaira .....	August 27-31	<i>Benny</i>	Saguenay Terminals
<b>West Indies—</b>			
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
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 .....	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 .....	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

## Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
Dominica.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
Dominica.....	August 25-30	<i>Canadian Constructor</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
Montserrat.....	August 15-19	<i>Canadian Challenger</i>	Canadian National
Montserrat.....	August 25-30	<i>Canadian Constructor</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.....	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.....	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.....	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
<b>Newfoundland—</b>			
St. John's.....	August 12-15	<i>Fort Amherst</i>	Furness Withy
St. John's.....	August 18-19	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	August 19-22	<i>Fort Townshend</i>	Furness Withy
St. John's.....	August 29-30	<i>Mayhaven</i>	Shaw Steamship
<b>St. Pierre.....</b>			
St. Pierre.....	August 18-19	<i>Mayhaven</i>	Shaw Steamships
St. Pierre.....	August 29-30	<i>Mayhaven</i>	Shaw Steamships
<b>United Kingdom—</b>			
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
<b>West Indies—</b>			
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 15-19	<i>Lady Nelson</i>	Canadian National
Bermuda.....	August 19-22	<i>Fort Amherst</i>	Furness Withy
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—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—</b>			
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
Jamaica .....	October 1-5	<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
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	Landing Date	Vessel	Operator or Agent
<b>Dominican Republic—</b>			
Ciudad Trujillo .....	August 29-31	<i>Wentworth Park</i>	Saguenay Terminals
<b>Haiti—</b>			
Port-au-Prince .....	August 29-31	<i>Wentworth Park</i>	Saguenay Terminals

## Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenco Marques ..	August 20	<i>Brastagi</i>	Dingwall Cotts
Lourenco Marques ..	Early September	<i>Kirriemoor</i>	Dingwall Cotts
Lourenco Marques ..	September 23	<i>Manmoeran</i>	Dingwall Cotts
<b>Africa-South—</b>			
Cape Town .....	August 16 Early September September 23	<i>Brastagi</i> <i>Kirriemoor</i> <i>Manoeran</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts
Port Elizabeth .....			
East London .....			
Durban .....			
<b>Argentina—</b>			
Buenos Aires .....	August	<i>Ravnanger</i>	Empire Shipping
<b>Australia—</b>			
Melbourne .....	August 14 September 10	<i>Wairata</i> <i>Waitomo</i>	Canadian Australasian Canadian Australasian
Sydney .....			
<b>Brazil—</b>			
Santos .....	August	<i>Ravnanger</i>	Empire Shipping
<b>Burma—</b>			
Rangoon .....	September 8	<i>Madoera</i>	Dingwall Cotts
<b>Ceylon—</b>			
Colombo .....	August 20	<i>Manz Marine</i>	Dingwall Cotts

## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Chile—</b>			
Arica .....	August 12 August 28-29	<i>Santa Flavia</i> <i>Santa Adela</i>	C. Gardner Johnson C. Gardner Johnson
Antofagasta .....			
Valparaiso .....			
<b>China—</b>			
Shanghai .....	August July 31—Aug. 10	<i>Vingnes</i> <i>Lake Chilliwack</i>	Empire Shipping Anglo Canadian Shipping
Taku Bar .....			
Chinwangtao .....			
Shanghai .....			
<b>Colombia—</b>			
Buenaventura .....	August 12 August 28-29	<i>Santa Flavia</i> <i>Santa Adela</i>	C. Gardner Johnson C. Gardner Johnson
Buenaventura .....			
<b>Costa Rica—</b>			
Puntarenas .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
<b>Ecuador—</b>			
Guayaquil .....	August 12 August 28-29	<i>Santa Flavia</i> <i>Santa Adela</i>	C. Gardner Johnson C. Gardner Johnson
Guayaquil .....			
<b>Eire—</b>			
Dublin .....	August 1-15	<i>Cannaregeo</i>	Anglo Canadian Shipping
<b>Guatemala—</b>			
San Jose .....	August 12 August 19 August 28-29	<i>Santa Flavia</i> <i>Anchor Hitch</i> <i>Santa Adela</i>	C. Gardner Johnson C. Gardner Johnson C. Gardner Johnson
San Jose .....			
San Jose .....			
<b>Honduras—</b>			
Amapala .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
<b>India—</b>			
Madras .....	August 20	<i>Manz Marine</i>	Dingwall Cotts
Cochin .....			
Bombay .....			
Karachi .....			
Cochin .....	August 15	<i>Samsacola</i>	Dingwall Cotts
Bombay .....			
Karachi .....			
Bombay .....	September 16	<i>Hoegh Silvercrest</i>	Dingwall Cotts
Karachi .....			
Calcutta .....	September 8	<i>Madoera</i>	Dingwall Cotts
<b>Mediterranean Ports—</b>			
Mediterranean Ports	August 14-28	<i>Lake Athabasca</i>	Anglo Canadian Shipping
<b>Mexico—</b>			
Acapulco .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Manzanillo .....	August 19 August 28-29	<i>Anchor Hitch</i> <i>Santa Adela</i>	C. Gardner Johnson C. Gardner Johnson
Manzanillo .....			
<b>Netherlands East Indies—</b>			
Batavia .....	September 8	<i>Madoera</i>	Dingwall Cotts
Soerabaya .....			
<b>New Zealand—</b>			
Auckland .....	September 10	<i>Waitomo</i>	Canadian Australasian
Wellington .....			
Auckland .....	August 14	<i>Wairata</i>	Canadian Australasian
<b>Nicaragua—</b>			
Corinto .....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
<b>Palestine—</b>			
Jaffa .....	August 15-29	<i>Lake Athabasca</i>	Anglo Canadian Shipping

## Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or agent
<b>Panama—</b>			
Balboa.....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
Cristobal.....			
Balboa.....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
Balboa.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
<b>Peru—</b>			
Callao.....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
Mollendo.....			
Talara.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
Supé.....			
<b>Philippines—</b>			
Manila.....	August	<i>Vingnes</i>	Empire Shipping
Manila.....	September 8	<i>Madoera</i>	Dingwall Cotts
Manila.....	September 16	<i>Hoegh Silvercrest</i>	Dingwall Cotts
<b>Salvador—</b>			
La Libertad.....	August 19	<i>Anchor Hitch</i>	C. Gardner Johnson
La Union.....			
La Libertad.....	August 12	<i>Santa Flavia</i>	C. Gardner Johnson
La Libertad.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
<b>South Sea Islands—</b>			
Papeete.....	August 14	<i>Wairata</i>	Canadian Australasian
Rarotonga.....			
Papeete.....	September 10	<i>Waitomo</i>	Canadian Australasian
<b>United Kingdom—</b>			
Liverpool.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
London.....	July 25-Aug. 10	<i>Lake Cowichan</i>	Anglo Canadian Shipping
London.....	July 29-Aug. 13	<i>Lake Okanagan</i>	Empire Shipping
London.....	Late August	<i>Pacific Shipper</i>	Furness Pacific
Manchester.....	Late August	<i>Pacific Shipper</i>	Furness Pacific

### Foodstuffs Imported by Germany in June

Minden, June 26, 1947.—(FTS)—During the third week of June, approximately 119,000 tons of foodstuffs valued at \$16,500,000 were unloaded at the ports of Hamburg, Bremen, and Emden, to feed the German civilian population in the combined United States and United Kingdom area. This food, shipped from the United States and paid for equally by British and American taxpayers, consisted of 108,000 tons of bread grains and flour (101,000 tons in flour equivalent), 10,000 tons of pulses and 1,000 tons of miscellaneous foods for school feeding. The figures do not include imports of fish, fresh vegetables, and other foods from the United Kingdom, Norway and other European countries.

During the first three weeks of June, 350,000 tons of bread grains and flour (322,000 tons in flour equivalent) and 15,000 tons of other food, having a total value of \$48,000,000, were imported from the United States for the combined area. These imports already exceed those for the entire month of May.

# Foreign Trade Service Abroad

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

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

## Argentina

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

Territory includes Uruguay and Paraguay.

## Australia

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

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

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

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

## Belgian Congo

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

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

## Belgium

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

## Brazil

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

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

## Chile

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

Territory includes Bolivia.

## China

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

## Colombia

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

Territory includes Republic of Panama and the Canal Zone.

## Cuba

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

Territory includes Haiti, Dominican Republic and Puerto Rico.

## Egypt

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

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

## France

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

Territory includes Switzerland, Algeria, Morocco and Tunisia.

## Greece

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

Territory includes Turkey.

## Guatemala

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

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

## Hong Kong

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

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

## India

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

Territory includes Burma and Ceylon.

## Ireland

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

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

## Italy

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

Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

## Jamaica

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

Territory includes the Bahamas and British Honduras.

## Malayan Union

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

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

# Foreign Trade Service Abroad

## Mexico

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

## Netherlands

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

## Newfoundland

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

## New Zealand

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

## Norway

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

## Peru

*Lima*—C. J. VAN TICHEM, Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212. Territory includes Ecuador.

## Portugal

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

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

## South Africa

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

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

*Cable address, Cantracom.*

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

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

*Cable address, Cantracom.*

## Sweden

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

Territory includes Finland.

## Trinidad

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

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

## United Kingdom

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

*Cable address, Sleighing, London.*

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

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

*Cable address, Sleighing, London.*

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

*Cable address, Canfrucum.*

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

*Cable address, Timcom, London.*

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

Territory includes the Midlands, North of England and Wales.

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

Territory covers Scotland and Iceland.

*Cable address, Cantracom.*

## United States

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

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

Territory includes Bermuda.

*Cable address, Cantracom.*

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

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

## Venezuela

*Caracas*—C. S. 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 28	Nominal Quotations Aug. 5
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2455	.2465
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