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COVER SUBJECT—Dressed beef, like this being inspected by federal government graders in a cooling room of a packing plant, is being rushed to Canadian ports for shipment to the United Kingdom and continental ports. Canada contracted to supply the United Kingdom with 120,000,000 pounds of beef during the current calendar year. By July 15, only 1,065,543 pounds had been shipped, but by August 9, 7,940,000 pounds of bone-in beef and 6,621,000 pounds of boneless beef had been transported across the Atlantic.

National Film Board Photo

Broad Powers Requested by U.K. Government to Meet Crisis

Action necessary to meet essential needs of the country—Regulations will be directed to increasing production and redressing balance of trade—Heavy import cuts proposed but will not effect bulk food contracts with Canada—Resources of country will be remobilized to meet emergency.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, August 6, 1947.—The United Kingdom Government are approaching Parliament with a view to securing powers additional to those already available in the Supplies and Services (Transitional Powers) Act, 1945, which made it possible to continue for five years after the end of the war certain of the wartime defence regulations and to make them applicable to the continuance of economic controls during the transition to a peacetime economy.

The preamble to the new Bill refers to the expectation that "by reason of the war and the dislocation of trade, consequent thereon, supplies and services available are, or are likely shortly to become, insufficient for meeting the essential needs of the community" and states that "it has become necessary that the use of the powers conferred by those regulations should be directed more particularly to increasing production and redressing the balance of trade."

Extension of Powers Will Have Wide Scope

This extension of powers will, if granted, be applicable for the following purposes: for promoting the productivity of industry, commerce and agriculture; for fostering and directing exports and reducing imports, or imports of any classes, from all or any countries and for redressing the balance of trade; and generally for ensuring that the whole resources of the community are available for use, and are used, in a manner best calculated to serve the interests of the community.

Legislation Will Provide Authority to Deal With Emergency

The new legislation is intended to provide the Government with the authority necessary to give effect to proposals for dealing with the economic emergency which has developed and which, it is generally understood, will involve drastic measures to cut down dollar expenditures, by reducing imports and in other ways and to mobilize the industrial resources of the nation for a new and greater production and export drive. The Prime Minister has outlined the actual measures to be adopted under this legislation.

Heavier Import Cuts Announced by Prime Minister

Beginning with the import program, he stated that cuts additional to those announced in the provisional plans had been decided. A reduction in imports of at least 500,000 tons of petrol, representing £4,000,000, is intended. This will necessitate the reduction of the basic allowance for private motorists by one-third and a reduction of 10 per cent in supplementary allowances and allowances for commercial vehicles.

The foreign travel allowance granted to residents of the United Kingdom is to be reduced from £75 for twelve months to £35 for fourteen months.

Import Duty on Moving Picture Films Greatly Increased

The import duty on exposed moving picture films is to be heavily increased. As from August 1, an ad valorem duty of 300 per cent is to be substituted for the present specific duty of 5d. a foot in the case of imported films registered, or intended to be registered, for public exhibition. The value for duty purposes is to be calculated by reference to the anticipated net proceeds. It is anticipated that the new duty will materially reduce the outflow of remittances for imported films which have latterly been running at a rate of £17,000,000 to £18,000,000 a year.

Imports of Luxury Consumer Goods Cut

A reduction amounting in value to £5,000,000 will also be made in imports of miscellaneous consumer goods of luxury type. The Prime Minister explained that it will be necessary to apportion this cut with great care to avoid damaging the economies of other countries and their power to take United Kingdom exports and to furnish increased supplies of essential goods to this country. At the time of writing no details are available as to the exact goods which are to be affected by this directive so that it is not possible to indicate to what extent existing Canadian exports to the United Kingdom will be involved.

Certain Economies to be Made Regarding Imports of Raw Materials

As regards raw materials, the Prime Minister pointed out that the field for saving in imports is very small if damage to the productive effort is to be avoided. Some economies under this head, however, are to be made. The authorities propose to reduce imports of timber by £10,000,000. This cut is to be applied not on the very low level of supplies imported until recently, but on the considerably higher level it had been hoped to reach. Some saving may also be possible by postponing purchases of part of the cotton supplies.

Reduction in Food Consumption Planned

The main impact of the economies is to be directed against food, especially from hard-currency sources. A reduction in the rate of these purchases of the order of £144,000,000 a year is envisaged. This will mean that buying will be confined to essential items. There is no intention, however, of interfering with the bulk long-term contracts for staple foodstuffs, such as those already concluded with Canada covering wheat, bacon, cheese, etc., and, for the present, imports from hard-currency countries will be limited to such essentials.

The level of distribution of foodstuffs in the United Kingdom in the immediate future will depend upon a number of factors. In the first place it will depend on the degree to which it is possible to buy foodstuffs from soft-currency sources. In so far as such sources are more favourable from the commercial point of view, the question of discrimination under Article 9 of the Anglo-American Loan Agreement will not arise. Where, however, such purchases cannot be justified under the terms of the Agreement, the United Kingdom Government will explore the situation immediately with the United States authorities to see what steps can be taken to enable them to obtain supplies from soft-currency areas. The second factor which will determine the effect on the rations is the length of time the policy

will have to be maintained. It is proposed at once to increase the points value of some of the non-basic foods, as they are largely distributed under the points scheme. As regards basic rations, everything will be done to maintain them; but if reductions are necessary, preference will be given to heavy manual workers. In any event restrictions on consumption in restaurants and hotels are to be imposed.

Proposed Measures Will Increase the Inflationary Pressure

The measures proposed will restrict the amount of goods and services available for home consumption without any corresponding reduction in purchasing power, thus increasing the inflationary pressure. To meet this the Government will take action to prevent the unstable purchasing power from creating an unbalanced situation. A tighter control will be exercised over both public and private capital investment. It will be the purpose to concentrate on projects which will give quick returns in additional exports or in strengthening the industrial structure. Projects in themselves desirable will have to be postponed, while such investments as the re-equipment of agriculture, power supply and mines must take precedence. There will be a re-deployment and re-timing, including some postponement, of the general building program. This will be done so as to give first place to the building of houses for miners, agricultural workers and other key workers.

Overall Adverse Balance of Payments Has Risen

In his review of the events leading up to the intensification of the crisis, the Prime Minister stated that the overall adverse balance which was £400,000,000 in 1946, had risen to an annual rate of something over £700,000,000 in the first half of this year, but the salient feature of recent developments was an increase in the dollar deficit. For the year 1946, the total dollar deficiency was less than £350,000,000, if Canadian dollar outgoings were included.

Large Expenditures of United States Dollars This Year

In the first six months of 1947, the United States dollar deficit was £405,000,000, representing an annual rate of £810,000,000. Of this, £176,000,000 represented the United Kingdom's trading deficit with the United States. In addition, £29,000,000 was spent on purchasing from the United States for Germany. Purchases for United Kingdom account in the remainder of the Western Hemisphere cost £118,000,000. A further £58,000,000 had to be provided in United States dollars for purchases in the United States by sterling-area countries, £10,000,000 for sterling-area purchases in the rest of the Western Hemisphere and £14,000,000 for similar purchases by European countries.

On the other side of the ledger it was disclosed that £250,000,000 of the original United States loan of £937,500,000 remains. The Chancellor of the Exchequer later hinted that the loan will have been completely exhausted in the month of October. There is also £125,000,000 of the Canadian credit, and finally there is the ultimate reserve amounting to £600,000,000.

Problem of Sterling Convertibility One of Dollars

The problem of convertibility was declared by the Prime Minister to be a problem of a world shortage of dollars rather than one arising out of the Loan Agreement. Before the war, sterling could be transferred in London to any other currency for ordinary current use anywhere. To

return to that position had always been the objective. The United States loan was designed to help the United Kingdom to return to that position, and it is the intention to adhere to that policy.

Remobilization of Resources Proposed

On the positive side, the Government propose to concentrate domestic resources on the reconstruction and development of basic industries and services, on the production of goods for export and on the production of all goods which will replace imports. Plans for the expansion of production in the Colonial Empire will also be proceeded with energetically.

As regards coal, efforts are being made to arrange for miners to work an extra half hour a day, with the aim of an average output for the six months, September to April, of 4,000,000 tons of deep-mined coal a week.

The output of steel is insufficient in the light of present conditions, and shortages in certain types have been acting as a brake on production in the manufacturing industries. The target for 1948 is to be increased to 14,000,000 ingot tons, although this is admitted to be only just within the capacity of the industry. Production in 1947 is not expected to exceed 12,500,000 tons.

The Government's program in relation to agriculture is of direct interest to Canada. The objective is an extra £100,000,000 worth of food by 1951-52, which means an increase of not less than 20 per cent on the present output. More agricultural labour will be needed and the supply of houses and agricultural machinery is to be speeded up. Maximum supplies of feeding-stuffs are to be obtained in order to expand as rapidly as possible domestic production of beef, bacon and eggs.

Export Drive to Boost Shipments Over Prewar Volume

In the economic survey made in March, the export target was put at 140 per cent in volume of the 1938 level by the end of 1947. Owing to many adverse factors, this target cannot be reached. For 1948, the objective is to be 140 per cent of the 1938 volume by June and 160 per cent by December. While the Prime Minister did not directly refer to the use of the new power to direct exports, he admitted that the main difficulty is going to be to concentrate on exports into those markets which will most assist the balance of payments.

Control of Labour to be Reimposed

Finally, the Government propose to reimpose control over the engagement of labour, which was almost universally adopted during the war, but has since been removed from all industries except coal-mining, building and agriculture. This will enable all workers leaving one job and seeking another to be guided into that class of work in which they can best assist towards overcoming the country's economic difficulties. Control of engagement only involves those falling out of employment. To find the required manpower for essential employment, it may be necessary to take steps to limit employment on less essential work and to direct labour to a limited extent into the essential industries.

J. P. Manion will Attend FAO Session at Geneva

J. P. Manion, Canadian Economic Representative, Rome, Italy, will attend the third session of the Food and Agriculture Organization (FAO), which opens at Geneva, Switzerland, on August 25.

Mexican Shoe Industry Crisis Caused by High Retail Prices

Several hundred small manufacturers will probably be affected permanently—Shoe trade failed to lower prices and buyers' strike resulted—Industry grew rapidly during the war—Export trade in huaraches declined from 3,255,441 pairs in 1943 to only 38,858 pairs in first three months of 1947—Tanning industry production greatly reduced.

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

MEXICO CITY, July 8, 1947.—The Mexican shoe and leather industry entered a state of crisis in June which probably will permanently affect several hundred small manufacturers. The crisis was caused primarily by the failure of the shoe trade to lower retail prices, and it was characterized by a voluntary buyers' strike. The public, encouraged by the government's program for lower consumer prices, was refusing to buy footwear with which retail stores and houses were crammed. It was estimated that, if no more shoes left the Mexican factories before November 1, shoe stores would still not be by any means empty. Minister of National Economy Ruis Galindo stated publicly that there was now no justification for high consumer prices, and placed the responsibility for lowering them on the shoulders of the business community.

Industry Requests Higher Import Tariffs

One of the main demands of the industry as a whole was that higher import tariffs should be authorized in order to protect domestic production. After a series of meetings with representatives of the industry, the government gave no indication that a higher general tariff on footwear was being considered. One of the reasons for this attitude was that Mexican costs of production rose during the years of the war to about the same level as in the United States and probably higher than that in Canada.

Shoe Production Greatly Increased During the War

The industry in Mexico grew very rapidly during the war. It normally produces about 40,000 pairs of shoes every working day, or between 12 to 13 million pairs annually. Statistics published by the Ministry of National Economy, which cover only a certain number of factories and therefore are useful only for comparative purposes, show that the value of national production at factories which are surveyed regularly by the Ministry was quadrupled between 1940 and 1946 to an all-time high level of \$12.5 million last year.

Mexican Shoe Industry, 1943 to 1946

	1943	1944	1945	1946
			Pesos	
PRODUCTION COSTS	29,663,094	33,755,898	41,545,343	49,455,074
Raw materials consumed	21,390,147	23,629,345	28,406,725	32,935,981
Salaries and wages	6,166,506	7,425,621	9,430,107	11,464,892
Other items	2,106,441	2,700,932	3,708,511	5,054,201
PRODUCTION	34,738,445	40,411,634	51,123,879	62,233,996
Men's shoes	27,911,613	30,838,943	35,231,501	43,095,131
Ladies' shoes	4,756,374	6,755,157	8,452,909	10,322,721
Children's shoes	1,340,974	2,817,534	7,117,506	8,598,292
Canvas shoes	729,484	.....	321,963	217,852

When the present import tariff was established in 1929, it varied between 28 cents and \$1.20 per pair of shoes, or an ad valorem duty of about 50 per cent. Increased prices all round have reduced the ad valorem duty to only 12 per cent, and in the meantime imports have mounted considerably.

Imports of leather footwear of all types in 1939 were valued at \$56,700; in 1940, at \$71,670; in 1941, \$151,300; and in 1942, \$362,500. In the last years of the war, and in the prewar period, imports had tended to increase, notably from the United States.

Foreign Competition Evident in Men's Welt Shoes

The Mexican industry was concerned particularly with foreign competition in men's welt shoes, which were being produced in Mexico at an average factory price of between eight and nine dollars a pair, and sold to the public at between twelve and thirteen dollars. Factories which were capable of turning out up to eight hundred pairs of these shoes daily, and six months ago were making five hundred pairs daily, were in June reduced to two hundred pairs a day, mostly for factory stock. Shoes of this type were the product of comparatively new and highly organized factories which, because of the increased prices of raw materials and the money inflation from which Mexico has suffered during the last four years, now found that the imported product was in direct price competition with their own.

Rapidly Losing Profitable Export Trade in Huaraches

The Mexican industry also was losing rapidly a profitable export trade in huaraches, or leather slippers. Of this type of footwear, 3,255,441 pairs were exported in 1943; 753,035 pairs in 1944; 1,501,470 pairs in 1945; 2,112,151 pairs in 1946; but only 38,858 pairs during the first three months of 1947. The United States imported the bulk of these Mexican exports, although Canada also figured in the export list, having bought 39,815 pairs in 1944, and 44,964 pairs in 1945. The value to Mexico of this export trade was \$3,600,000 in 1943 and \$2,260,000 in 1946. The market abroad was caused by wartime shortages and the trade was expected to return to its low prewar levels during the present year.

Tanning Industry Supporting Shoe Trade in Plea for Higher Tariffs

The tanning industry was supporting the shoe industry in its plea for higher import tariffs, although imported leather fills only about 12 per cent of Mexico's leather needs. Many tanneries were working three and four days a week. As compared with the fall of 1944, the production of chrome-tanned sole leather, in May this year, showed a decrease of 55 per cent; vegetable-tanned sole leather, 45 per cent; and leather for linings and uppers an average decrease of more than 30 per cent. During 1946, about two million hides were tanned in Mexico, and their value was estimated at about \$18,500,000. The bigger suppliers of imported cattle and calf skins were Argentina, Colombia and the United States. Argentine leathers that were sold in November, 1946, at U.S.\$0.65 per pound were double that price in March this year.

Mexican Imports of Cattle and Calf Skins

	1944	1945	1946
		Kilograms	
Argentina	1,391,574	2,476,287	3,495,581
United States	134,821	210,589	644,172
Colombia	2,665,796	2,053,281	1,412,064

Retail Prices Key to Present Crisis

Retail prices were the key to the current crisis, and they were expected to tumble perhaps 25 or 30 per cent before the year ended. It was possible that many of the small factories or family workshops which have been closed during the past two months would never again reopen, because the trend in the shoe industry, as in most other national industries, was towards mass production. A domestic market was not lacking. At maximum capacity, the Mexican industry was capable of producing not more than 16 million pairs of shoes annually or three-quarters of one pair per capita each year. Forward-looking manufacturers were basing their estimates on a gradually increasing domestic consumption of up to 40 million pairs annually within ten years, and were alert to the possibility of a considerable export market in the Caribbean area.

Jamaican Public Works Program Continued During Past Year

Construction projects for the relief of unemployment included swamp reclamation, food production and road building—Air traffic has increased at Island airports—Banana Insurance Act and Statistics Act passed—Adverse balance of payments reduced from £4,636,400 in 1945 to £3,991,400 in 1946.

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

(Editor's Note—This is the last of three articles on economic conditions in Jamaica. The first two appeared in the August 2nd and August 9th issues of *Foreign Trade*.)

KINGSTON, June 17, 1947.—Construction projects for the relief of unemployment were continued throughout the year and consisted of swamp reclamation, food production, road building, and additional work on a farmers' training centre. It is estimated that the expenditure on maintenance of main roads, including maintenance of bridges, retaining walls and culverts for the fiscal year 1946-47 will amount to £410,000.

Main roads during 1946 were maintained in fair condition, all landslides having been quickly cleared and the main arterial roads kept open to traffic. The total cost of flood damage for the year was £55,360. Twenty-five tanks for catching and storing water in dry areas were constructed.

The 1947-48 budget contains provision for major expenditures under the much heralded Ten-Year Development Plan (see *Commercial Intelligence Journal* No. 2191, January 26, 1946). Two and a quarter million pounds will be spent this year and of Jamaica's share the major portion will be raised by a development loan and as little as possible by direct taxation. The funds have been allocated to increasing agricultural production, land settlement schemes, housing schemes and public works extraordinary.

Heavy Increase in Air Traffic at Airports

There has been a heavy increase of traffic at the Kingston airport, the chief one on the Island, and at the airport at Montego Bay, which was opened this year by daily scheduled flights by Pan American Airways Inc., to and from Miami. During November, 1945, some 300 aircraft and 4,595 passengers went through the Kingston airport, while in November,

1946, the number of aircraft increased to 356 and the number of passengers to 6,752. This is an indication of the increased air traffic which is steadily rising.

In addition to numerous non-schedule air lines the following schedule air lines operated aircraft through the Kingston airport: British South American Airways Limited; Pan American Airways Inc.; K.L.M. (Royal Dutch Air Lines); and British West Indian Airways Limited; as well as aircraft belonging to two local air lines, the Jamaica Air Transport Limited and Air Services Jamaica Limited. It is anticipated that the total revenue collectable for 1946 will be approximately 80 per cent above the estimated figure of £11,441.

Railway is a Heavy Burden on Finances

The Jamaica Government Railway continues to be a heavy burden on the Colony's finances. With the return of road transport to more normal operation, the railway is losing a great deal of business. Its deficit, including interest charges for the financial year ended on March 31, 1947, was £256,578, in spite of retrenchment and the conversion of seven main line locomotives from coal to oil burning.

The volume of shipping in Jamaica ports has shown a steady improvement throughout the year, but several prewar shipping services have not yet been resumed and the total tonnage for the year will represent about one-quarter of the prewar figure.

The power transmitter of the Kingston station, the only radio station on the Island, was increased from 120 to 1200 watts on December 1, 1946, and an evening program was commenced which doubled the total daily output. A short time ago the government asked for tenders on the franchise for commercial broadcasting, which stipulated the erection of several additional stations and contemplated complete coverage for the Island. Nothing further has been heard on the matter since the announcement, but it would appear to indicate a change in policy from a government-owned system to commercial radio.

Banana Insurance Law Will Protect Growers

The Banana Insurance Law, which has been mooted for many years, was finally passed in 1946. It provides for the creation of a fund for insurance of banana crops against hurricane damage, the fund being built up from a levy upon each count bunch of bananas delivered for export. The law will be administered by a Board, in large measure representing the industry. It is hoped that this legislation will help to stabilize an industry which has had many ups and downs in past years.

The second piece of legislation of importance passed in 1946 was the Statistics Law to enable the recently established Central Bureau of Statistics to obtain reliable information. The law incorporates the census law passed a few years ago to cover taking of the first modern census in Jamaica (as of January 4, 1943). It goes a good deal further, empowering the bureau to collect basic statistical information on a wide range of subjects relating to the Colony's economic and social affairs, e.g. exports and imports, trade and commerce, industry and merchandising, transport, banking and finance, land tenure, housing, and immigration and emigration.

In conformity with world trends, Jamaica has also legislated for lower taxes. The general exemption for incomes not over £700 per annum was raised from £150 to £200; the excess profits tax was abolished as from January 1, 1947, and it is anticipated that this action will have a beneficial effect on business generally.

A Principal-Designate has been appointed to the University College which is expected to begin activities when the medical faculty opens in September, 1948. The university will be located in Kingston, Jamaica, and it is the first to be established in the British West Indies.

Prices and Cost of Living Have Advanced Steadily

The supply of imported foodstuffs is still not plentiful and shipments are spasmodic. Prices have advanced steadily and the latest cost-of-living index under this heading is 172 as against 144 a year ago. The government recently announced the discontinuance of subsidies on all fish with the exception of cod. Prices immediately rose from 1d. to 6d. a pound, which will be reflected in a further increase in the cost of living in the next index. An increase of 18.6 per cent has been recorded in the cost-of-living index for working classes and the peasantry, which at March was 185.25.

Labour conditions have continued to be only fairly satisfactory, strikes having again delayed the harvesting of the sugar crop during the early part of the grinding period. Unemployment is quite high and a survey taken by the Central Bureau of Statistics in September, 1946, showed 15.5 per cent of the employable population of greater Kingston were unemployed at the time. Of this figure, 17.5 per cent were male and 14.1 per cent female.

Financial Operations of the Island Result in Surplus

According to the annual report of His Excellency the Governor, the financial operations of the Island for the year 1945-46 resulted in a surplus of £134,066. The estimated surplus for 1946-47 is £149,768, leaving an estimated surplus balance as at March 31, 1947, of £1,134,131. This satisfactory position is largely due to increased revenue which in 1946-47 amounted to £644,100, the chief increase being in import duties, which amounted to £455,000. The surplus would have been larger but for large payments for price stabilization, amounting to £579,000 for food subsidies, as against £179,000 provided in the budget. This increase is almost entirely the result of a rise in the prices of flour and other food products, which were subsidized, plus the equilization of the Canadian dollar.

The provision for food subsidies in the year 1947-48 has been reduced to £100,000, which will undoubtedly result in a rise in prices for staple foodstuffs, and a further increase in the cost of living.

At the end of the current financial year, March 31, 1947, Jamaica's public debt stood at £9,670,000. Against the debt, a sinking fund of approximately £1,746,000 had accumulated. The annual interest and sinking fund charges amount to approximately £578,030, of which £149,000 is reimbursed by parochial and municipal authorities and the Jamaica Government Railway, leaving a net charge on general revenue of £428,188.

Adverse Balance of Payments Reduced

In 1946, the value of imports exceeded that of exports by £3,991,400, as against £4,636,400 in 1945, which is an improvement in the trade position of £645,000. The adverse balance is principally covered, by remittances of compulsory savings of Jamaican farm labourers in the United States, tourist expenditures, and grants from the Imperial Government. It is estimated, over the past three years, the equivalent of United States funds received from Jamaican labourers employed in the United States has averaged £2,500,000 per annum.

Business Conditions in Barbados Suffering From Seasonal Low Ebb at Present Time

Cane grinding is completed and most of the sugar shipped—There is considerable unemployment in the colony—Shortages of materials retard construction activities—Mechanization of sugar cane production is being continued.

By T. G. Major, Canadian Trade Commissioner

PORT OF SPAIN, July 28, 1947.—Business conditions in the colony at this time of year always are somewhat at a low ebb. Cane grinding is completed and most of the sugar has been shipped. Export operations are confined mainly to molasses. There is considerable unemployment and less money in the hands of the public than earlier in the year. The extended drought lasted until late June and resulted in lowered sugar yields and a shortage of ground provisions. The smaller numbers proceeding to the United States for temporary labour have reduced the inflow of money from this source. However, this was partly counterbalanced by an active tourist season and the continued arrival of cruise ships during the present off season. In general, the volume of business seems to have held up well, imports having been at a much higher level than in 1946. The volume and variety of goods in the shops are much greater than at the beginning of the year both in regard to foodstuffs and other lines. There appears to be a somewhat overstocked position in such lines as rayon piece-goods, due principally to the arrival of orders placed during the last years of the war. Some slowness in retail turnover is apparent and merchants are showing some measure of caution in placing new orders.

Shortages of Roofing Materials, Steel and Nails, Retards Construction

Building construction is being held back by shortages of roofing materials, steel and nails, although the ready availability of local stone and a plentiful supply of imported timber permit reasonable activity in the erection of smaller business and residential buildings. The principal government construction has been of a group of buildings for the new livestock, dairy and general experimental station at Pine Hill. Funds also have been voted for a survey of the possibilities of developing a much needed deep-water harbour, which would permit the unloading of cargo directly to the docks instead of by means of lighters. The present system is costly and results in heavy losses from breakage and pilferage. Attention also is being given to improvements in the water supply system, which broke down badly in June.

Mechanization of Sugar Cane Production Continuing

In agriculture the most important development is the continued mechanization of sugar cane production. This necessarily is resulting in the abandonment of the use of draft animals and eventually will mean lowered costs of production. It is felt, however, that a more balanced farming system is needed and encouragement is being given to the establishment of dairy herds on the sugar estates and greater livestock production by the small farmers. It is hoped thereby to make available larger supplies of milk, which will be used in the first instance to improve the diet of school children. The principal difficulty encountered in developing

this livestock program is the inability of the island to supply protein feeds. There is some hope that this may be met partly by the production of a suitable strain of alfalfa, but in general it will be necessary to rely on imported protein feeds for sometime to come.

Argentine Labour Gained Many Concessions During Past Year

Christmas bonus law gives worker fraction of his earnings as additional bonus—Revised charter of United River Plate Telephone Company, Limited, permits employees to share in profits—Extent of modification of the banking system in the status of the Central Bank reflected in profit and loss account.

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

(Editor's Note—This is the second of four articles on economic conditions in Argentina last year. The first appeared in the August 9th issue of *Foreign Trade*.)

BUENOS AIRES, May 21, 1947.—During 1946 labour, with government encouragement, obtained many concessions with regard to wages and working conditions. A Christmas bonus law, the *aguinaldo*, which stipulates that each worker or wage earner must be paid one-eighth of the amount he has earned during the year as a bonus, was rigorously enforced. These provisions have resulted in an increased incidence of labour costs in industrial and agricultural production and even in the home. The result has been an overall rise in the cost of living, but at the close of the year the real wages of the worker had increased an estimated 22 per cent over those prevailing at the commencement of the year.

Workers Permitted to Share Profits of Company

Upon the purchase of the United River Plate Telephone Company Limited, the government attached an interesting revision to the charter of the new mixed capital company, which is a departure in capital-labour relations in Argentina. This arrangement, which allows the worker to share in the profits of the company, is defined as follows:

Participation in profits: when a dividend of up to 4.5 per cent has been paid, the balance of undistributed profits will be divided equally between personnel and shareholders.

Participation in capital: employees of the company will be granted facilities for acquiring shares in the company under a long term amortization arrangement.

Representation on the Board: two directors on the Board will represent shareholding members of the personnel.

Central Bank Statement Reflects Revised Banking System

The profit and loss account of the Central Bank of Argentina for the financial year ended December 31 indicates the extent of the modification introduced during the first half of the year in the Argentine banking system and in the status of the Central Bank itself, following its nationalization in March. The greatly extended scope of the bank's



Argentina—Ministry of Finance Building, Buenos Aires.

functions is reflected in the considerable increase in its profit-making capacity as denoted by its net profit for 1946 of 34·5 million pesos as compared with the average of previous years of little more than one-third of this figure. The bank's revenue from interest received is shown as totalling 194 million pesos, which is nearly ten times the amount of this item as shown in the pre-nationalization accounts. The interest paid, 75·4 million pesos, is largely accounted for by payments made on deposits held by the commercial banks for account of the Central Bank, while another interesting disbursement item is 50·4 million pesos as the bank's contribution towards the administrative expenses of the commercial banks, this arising out of the functions the banks perform as agents of the Central Bank.

Assets of Central Bank Increased

Assets of the Central Bank on December 31, 1946, totalled 16,925 million pesos. This total is made up of 1,711 million pesos worth of gold held in the country, as compared with 1,223 million held in 1945, while securities and gold held abroad amounted to 4,116 million pesos as compared with 3,451 million pesos in 1945. Bank loans totalled 2,810 million pesos and rediscounts and advances on debtors' current accounts in other banks totalled 3,719 million pesos. Liabilities consisted chiefly of notes in circulation totalling 4,065 million pesos, as compared with 3,120 million pesos in 1945; deposits in other banks on account of Central Bank aggregating 11,074 million pesos, and various current accounts amounting to 959 million pesos.

In view of the gold position in many countries today, it is most interesting to note that the ratio of total gold and foreign exchange to notes in circulation amounted to 138·9 per cent, as compared with 160·98 per cent in 1945, but the ratio of total gold and foreign exchange to notes in circulation and deposits in the Central Bank amounted to 111·81 per cent as compared with 86·79 per cent in 1945.

The capital of the other banks and branches amounted to 538 million pesos in 1946 as compared with 448 million in 1945. On December 31, 1946, loans amounted to 6,091 million pesos as compared with 3,943 million pesos in 1945, while deposits in 1946 equalled 10,661 million pesos as compared with 8,554 million pesos in 1945. Buenos Aires bank clearings totalled over 99,430 million pesos in 1946 as compared with 72,814 million pesos in 1945.

Notable Margin of Expansion Indicated on Stock Exchange

The statistics of the 1946 turnover on the Buenos Aires Stock Exchange revealed a notable margin of expansion over the previous year. Expressed in terms of cash values, the 1946 aggregate was 3,966.7 million pesos which, compared with the 1945 figure of 2,908.2 million, shows an increase of 36 per cent and is 80 per cent higher than the 1941-45 annual average. The December, 1946, index of ordinary industrial stocks quoted on the exchange reached a new peak of 370.14 (1938 equals 100) with an average for the full year of 295.10 as compared with 195.55 in 1945 and 157.13 and 145.25 in the years 1944 and 1943 respectively.

The general index number of wholesale prices for Buenos Aires under the main heading of farm products and non-farm products shows an increase during the twelve months ending December, 1946, from 218.6 to 240.5 (1926 equals 100) as compared with the average index in 1945 of 217.2 and to the indices of 211.3, 202.4 and 187.6 in the years 1944, 1943 and 1942 respectively. The non-farm index was 248.1 in 1946 as compared to 247.6, 245.3 in the years 1945 and 1944 respectively. Indices for various commodities (1945 comparisons in brackets) were as follows: farm, 181.9 (106.1); grain, 194.5 (96.3); meat, 141.4 (133.0); hides, 175.7 (119.6); wool, 115.8 (90.3); dairy, 173.0 (116.5); forest, 162.5 (141.8).

Retail Sales Turnover Moved Upward

Sales turnover of the large Buenos Aires retail stores moved upward during 1946. The overall index number of retail sales for 1946 was 209.1 (1939 equals 100) as compared with 166.8 in 1945, 150.5 in 1944 and 131.7 and 126.8 in 1943 and 1942 respectively. The indices of article groups was as follows: drapery and women's and children's wear, 199.4 (160.0); ready-made suits, 210.2 (171.1); boots and shoes, 268.4 (201.4); household articles, 226.8 (172.7).

The losses encountered as a result of bankruptcies in Argentina totalled 50,258,585 pesos in 1946, as compared with 48,211,749 pesos in the previous year. The average dollar exchange selling rate in the free market was 408.66 pesos per 100 United States dollars as compared with 403.48 pesos in 1945. The official selling rate for both years was 422.89 pesos per 100 United States dollars.

National Finances Show Increased Deficit

Total Argentine Government expenditures in 1946 amounted to 1,958.8 million pesos and revenues amounted to 1,639.0 million pesos, leaving a deficit of 319.8 million pesos. The largest single expenditure was 322.5 million pesos by the Ministry of War which, together with expenditures by the Secretary of Aeronautics and the Minister of Marine amounting to 276 million pesos, gives a total for national defence of 598.5 million pesos. Other amounts include: Ministry of the Interior, 282.6 million pesos; National Debt Service, 303.3; Education, 192.1; Agriculture, 39.9;

Pensions, 70.9; and Labour, 53.5. The total amount does not include those expenditures on public works which were met by borrowing.

The largest items of revenue are: income tax, 375.0 million pesos; customs receipts and port dues, 260.0 million pesos; inland revenue, 260.0; stamp tax, 135; excess profits tax, 75; sales tax, 90; post and telegraphs, 75.3; and national lottery, 29.4 million pesos.

The national debt as of November 30, 1946, amounted to 10,436.9 million pesos, of which 7,972.1 is consolidated and 2,464.8 is floating. The total in 1945 was 9,159. During the past four years, Argentina's national debt has increased by 4,107.3 million pesos or 65 per cent.

Tin Requirements Exceed Total Production and Allocation

Canada needs about 5,500 tons per annum, of which only 400 tons produced in this country—Allocations for 1947 total only 2,240 tons, which is 2,500 short of amount required to maintain essential stocks—Combined Tin Committee, meeting in Washington, notes marked increase in production.

By F. T. Carten, Import Division, Foreign Trade Service

TIN production in Canada approximates four hundred tons per annum, whereas requirements of this metal amount to 5,500 tons, involving the importation of tin from other countries. Prior to 1941, these imports averaged 2,500 tons a year, most of which were used in the manufacture of solder and babbitt metals. Up to that time, all domestic tinplate requirements were filled from abroad, principally from the United Kingdom and to a lesser extent from the United States. The first hot-dipped tinplate was produced in this country in 1941. Since then, production has increased until it fills about 75 per cent of Canada's total needs, practically all of which is used in the food-packing industries, which are now entering their period of greatest demand. Tin is also used extensively in the manufacture of dairy equipment, such as milk pails and cans, telephone and power conduit, bearings, batteries and many other products.

The following table indicates the tonnage of tinplate and tin metal imported from 1935 to 1946 inclusive. It will be noted that imports of tinplate and tin metal were exceptionally low in 1943 and 1944, which has contributed substantially to the present shortage of tin in Canada, due to the long-term effect on stocks in this country:

Canadian Imports of Tin and Tinplate

	Tinplate (L. Tons)	Equivalent Tin Content	Tin Metal (L. Tons)	Total (L. Tons)
1935	72,121	1,082	2,088	3,170
1936	84,201	1,263	1,896	3,159
1937	104,287	1,564	2,625	4,189
1938	69,632	1,044	2,355	3,399
1939	77,595	1,164	2,601	3,765
1940	72,562	1,088	5,285	6,373
1941	33,493	502	7,785	8,287
1942	44,142	551	3,217	3,768
1943	28,788	360	1,175	1,535
1944	19,791	274	1,197	1,471
1945	45,920	574	3,212	3,786
1946	43,395	544	3,751	4,295

The current stock position in Canada is causing some concern. The underlying reason for this, as mentioned above, is the need of ample supplies to package the 1947 food crop. With an allocation of only 1,200 tons in the latter half of 1946, a carryover of 165 tons and an allocation of 1,040 tons for the first half of 1947, an additional allocation of 2,500 tons is required for the second half of this year to maintain essential stocks for current needs. While this quantity may not be received, it was reported at a meeting of the Combined Tin Committee, in Washington, on July 1 that production is increasing rapidly. This improvement is particularly noticeable in Malaya, the world's largest producer, and the Belgian Congo, with the result that second-half allocations to consumer countries should be much larger than those allotted for the first half of this year. Nevertheless, until such time as world production reaches a higher level and Canadian stocks increase somewhat, the unrestricted use of this essential metal in Canada cannot, for the present, be permitted.

Purchase of Tin Controlled

During the war, the control of tin in Canada was vested with the Metals Controller. On October 1, 1945, it was transferred to the Wartime Prices and Trade Board, under the Administration of Non-Ferrous Metals. Among other things, including prices, the Administration supervises the maintenance of stock-piles at strategic points across Canada and releases to industry are made at its direction. In addition, that office issues directives on the amount of tin that may be used by industry in the manufacture of tinplate, solder, babbitt, etc. The Commodity Prices Stabilization Corporation, a Crown Company, is the sole authority empowered to purchase tin for Canadian consumption.

World shortages became serious when the output of Malaya, together with that of the Netherlands East Indies, Siam, China and Burma was lost to the United Nations during the war. In the common interest, supplies from the remaining sources were placed under international allocation through the offices of the Combined Raw Materials Board, which functioned until December 31, 1945. Since then, an organization known as the Combined Tin Committee has undertaken the responsibility for allocation. The Combined Tin Committee originally consisted of Belgium, the Netherlands, China, France, India, the United Kingdom and the United States. Early this year, Canada was admitted to membership on this committee. Representatives of the member countries periodically assemble in Washington to review the current position and allocate to consuming countries supplies declared available by producing countries.

Tin Mines Badly Damaged

Early in 1945, when the Japanese were driven from Malaya and the Netherlands East Indies, it was found that the tin mines were in a deplorable condition. Many dredges were lost, mines were flooded and there was a general shortage of repair parts. Of major importance was the extreme shortage of coal. Furthermore, renewed operation of the mines in China and Siam was obstructed by transportation, exchange and economic difficulties. During 1946, production in the Far East did not pick up as quickly as anticipated, and supplies from Bolivia and the Belgian Congo fell off considerably for several months, pending a settlement of price negotiations. Available stocks recovered with the re-occupation of previously enemy-held territory, but the high rate of consumption in 1946 considerably out-ran current production, resulting in reduced allocations meanwhile.

Increasing world production promises future relief for the current shortages, but in due course, unless controlled, production threatens to outweigh requirements. In view of its critical importance, as the only suitable non-toxic metal for the packaging and processing of food, it is highly desirable to avoid the threat of future surpluses, which might curtail the expansion of productive capacity, so urgently needed now. Surpluses and attendant collapse of market prices would also disturb the economy of the producing areas, and indirectly of the world as a whole. The current world price of tin is about 80 cents per pound, whereas in 1932 the average was only 22 cents per pound. In a country such as Bolivia, whose economy is so largely dependent upon tin, a severe depression of prices is nothing short of ruinous.

Tin Study Group Reviews Situation

With the object of keeping under continual review the world production and consumption of tin, and to consider possible solutions to problems unlikely to be resolved by the ordinary developments of world trade in tin, an Intergovernmental Tin Study Group has been reorganized at a recent conference in Brussels. This group is not associated with the Combined Tin Committee. Membership in the group is now open to any country with an interest in the production or consumption of tin, providing such country is willing to bear its share of the administrative expenses. At the present time, the member countries are Belgium, Bolivia, Canada, China, Czechoslovakia, France, Great Britain, India, Netherlands, Portugal, Siam, and the United States.

The following tables show the estimated production, consumption and world stock position, as estimated by the Tin Study Group Conference, held in Brussels in April, 1947, for the years 1946-47-48-49. It will be observed that production is not expected to equal consumption until 1949, and that, after the anticipated increase in world consumption, the world stock position at the end of 1948 will be dangerously low. As mentioned earlier, however, recent reports state that production is now steadily increasing.

Estimated World Production

	1946	1947	1948	1949
		Figures in Tons		
Far East				
Malaya	9,438	22,000	48,000	70,000
N.E.I.	8,747	21,000	37,000	43,000
Burma .....	.....	1,000	2,000	3,000
Siam .....	.....	2,000	3,000	10,000
China .....	.....	4,000	6,000	8,000
Indo-China .....	.....	.....	400	1,200
Total .....	.....	50,000	96,400	135,200
Africa				
Nigeria	11,257	10,000	10,000	10,000
Congo .....	.....	13,500	14,700	16,000
Others .....	.....	2,000	2,000	2,000
Total .....	.....	25,500	26,700	28,000
South America				
Bolivia	37,619	40,000	40,000	40,000
Others .....	.....	1,500	1,500	1,500
Total .....	.....	41,500	41,500	41,500
Others				
Total	10,848	6,000	6,500	7,000
Total	92,000	123,000	171,100	211,700
Less 5 per cent allowance .....	.....	6,150	8,550	10,585
Total production	92,000	117,000	163,000	201,000
Estimated world consumption	125,000	146,000	184,000	190,000
Estimated world stock position	85,000	85,000	64,000	75,000

Estimated Consumption for 1947 by Countries

	Tons
United Kingdom	27,500
United States	70,000
Germany	500
France	9,000
U.S.S.R.	10,000
Japan	500
Italy	2,500
India	5,000
Canada	5,500
China	300
Czechoslovakia	1,500
Australia	2,400
Switzerland	2,400
Sweden	2,000
Belgium	2,600
Holland	2,200
Spain	1,900
Argentina	1,200
Siam	250
Total	146,000

It should be noted that the figures presented to the Tin Study Group for the various countries' estimates of their full requirements totalled 184,000 tons for 1947. The figure of 146,000 tons is the group's revised estimates of consumption potentially possible from available supplies. Even at that, the lower figure might not reflect any curtailment of consumption due to declining demand as a result of international currency exchange difficulties. World consumption averaged 149,000 tons between 1930 and 1940.

German Plants Made Available as Reparations

The Allied Control Council has allotted to the Western Allies, through the Inter-Allied Reparation Agency, the German plants listed below. Expressions of interest are being sought from the member governments of I.A.R.A. on which Canada is represented. The closing date for the submission of bids concerning these plants is fixed for September 1, 1947. Inventories of the plants in the present offering are in the hands of the Industrial Development Division of the Department of Trade and Commerce. All enquiries regarding these should be addressed to the Director of the Division.

A.C.A. No. 1024: Fabrik Clausthal at Zellerfeld. Plant produced exclusively T.N.T. and filled bombs, shells and mines; whole plant and equipment available, divided into fifteen units as follows: explosive production plant; explosive filling depot; boiler houses, electrical equipment, etc.; gas generating plant; water pump and purifying equipment; workshops; railway equipment; transport and maintenance equipment other than railway; water, steam and chemical pipe lines; refrigerating and laboratory equipment; telephone exchange; fencing; removable plumbing, whole plant.

A.C.A. No. 33: Fabrik Wolfratschausen, at Wolfratschausen: Chemical Plant—production of explosives. Whole plant and equipment available. War damage slight.

A.C.A. No. 35: Fabrik Kaufering, at Kaufering, near Landeberg: Chemical Plant—whole plant and equipment available. War damage slight.

A.C.A. No. 50: Heeres-Munitionsanstalt (H.M.A.) at St. Georgen-Traunstein: Gas and Explosive Shell Loading Plant—entire plant, machinery and equipment available, including such items as stationary grinders, lathe engines, drill machines, shapers, milling machines, etc. Deductions for war damage slight.

A.C.A. No. 122: Kloeckner-Humboldt-Deutz A.G. at Ulm-Danube: Motor vehicle and Fire Equipment Plant; part of plant and equipment available. Minor war damage.

A.C.A. No. 123: W. & W. Schenk, K-G at Maulbronn near Vaihigen (Enz.) Metal Foundry (non-ferrous metals); whole plant and equipment available. War damage slight.

German Exports of Pencils, Toys and Medical Equipment Approved

Program provides for production of goods valued at \$13,170,000, the largest proportion being for pencils—High-quality "loden" overcoats being manufactured.

By D. W. Jackson, Canadian Economic Representative

MINDEN, June 18, 1947.—Approval for export programs to produce \$13,170,000 worth of pencils, toys, electro-medical equipment and overcoats has been received in Bavaria from the Joint U.S.-U.K. Import-Export Agency in Minden.

Approval of the programs, which were developed by Bavarian manufacturers in co-operation with the Military Government, indicates to the firms concerned that they may begin production with materials now on hand, while the Minden agency will undertake to import the necessary raw materials, valued at \$1,622,500.

The largest program approved was for the six months' production of \$6,000,000 worth of pencils by Nuernberg firms from \$900,000 worth of raw materials. Although the firm has been in production of pencils for export for nearly a year, new programs must be drawn every six months to provide for new imports.

All countries will be in the market for these pencils, because of the quality and special types included in the 260 different varieties. Production includes all types, from heavy carpenters' pencils to fancy ballroom crayons, in addition to colour pencils of 50 different shades.

Toy Program Provides for Exports Valued at \$5 Million

A five-million-dollar export business, based on \$500,000 of imports, is anticipated for the toy program during the next six months. Imports which the bizonal agency will purchase for the program include Swedish band steel, linseed oil from the United States and Holland, resin from Holland and Portugal, and goosefeathers for artificial Christmas trees, and flowers from Czechoslovakia.

The sheet metal required will be procured from German stocks. Most important contribution to the toy program is German skill, which produces complex mechanical toys that are popular in world markets. Largest buyers of Bavarian toys are the United States and most European countries.

High-quality Overcoat Exports \$70,000

Approximately 2,500 "loden coats", worth \$70,000 and known the world over for their high-quality wool, will be produced for export under the new program, which will provide for the import of \$10,000 worth of Australian wool. This will be the first postwar export of this line of goods.

As of June 1, \$33,692,648 worth of exports had been sold in Bavaria, \$14,019,280 worth having been already manufactured and shipped to the buyers. The largest purchasers were the United States, Switzerland, Sweden, France and Luxembourg.

Electro-medical Equipment Exports \$2.1 Million

The new program for the Bavarian electro-medical industry provides for the export during the next half-year of \$2,100,000 of X-ray and dental equipment and spare parts for electro-therapeutic equipment. This program

is extremely important to nearby European nations, where doctors and hospitals had used German-produced medical equipment to a wide extent before the war. An acute shortage of spare parts has developed, which can be alleviated by production of the original manufacturers in Bavaria. The program is based on approximately \$212,500 of imports, including copper, molybdenum and tungsten.

Quota for Canadian Businessmen to Enter Japan Filled

With reference to the paragraph on Canadian businessmen going to Japan contained in the article on Japanese trade with Canada, published in the August 16th issue of *Foreign Trade*, approval of entry of the two members to complete the quota of eight persons has now been received. They are: A. C. Lambe, of A. C. Lambe and Company, Vancouver; and J. K. Carson, of J. H. Carson Company, Limited, Prince Rupert.

Canadian Flowers May Still be Shipped to United States

Canadian cut flowers may continue to enter the United States as a result of representations by the Dominion Department of Agriculture. W. N. Keenan, Chief of the Department's Plant Protection Division, has announced that the restrictions which the United States imposed effective August 1, do not apply to cut flowers from Canada, Labrador and Newfoundland.

From all other countries, certain specified cut flowers will be admitted to the United States only under import permit and inspection to prevent introduction of new and potentially injurious insects and plant diseases. The quarantine covers all kinds of camellias, gardenias, rhododendrons, azaleas, roses and lilacs.

The reason why Canadian cut flowers should be—and are—free of this quarantine was emphasized by Mr. Keenan, representing the Department at hearings, held in Washington last December, when he pointed out that all of the injurious insects affecting plants commonly grown in Canada are to be found in the United States.

Departmental authorities admit that the chief reason why Canadian plants are acceptable imports to the United States is that the inspection service of the Plant Protection Division controls the entrance into Canada of insects and diseases infesting plants of other countries.

“ABC of Canadian Export Trade”

The “ABC of Canadian Export Trade”, compiled by G. A. Newman, Assistant Director of the Export Division, Foreign Trade Service, is now available for distribution to firms and individuals interested in foreign trade. Copies are available, at 25 cents a copy in Canada and 50 cents a copy abroad, from the King's Printer, Government Printing Bureau, Ottawa, to whom all applications should be submitted. A discount of 25 per cent will be granted on orders of 100 copies and over.

G. A. Browne posted to Karachi in Pakistan

George Alleyne Browne, assistant Canadian Trade Commissioner at Bombay since June, 1946, has been appointed Acting Trade Commissioner to Pakistan. He will open offices in Karachi at once. Mr. Browne was born in Seattle, U.S.A., and graduated in Economics from Acadia University in Nova Scotia. At the outbreak of war, he joined the Royal Canadian Artillery, serving in Italy, France, and Germany, and retired with the rank of Lt.-Colonel on October 16, 1945. He won the D.S.O. and was mentioned in dispatches.

Immediately upon his retirement from the army he was appointed an Assistant Trade Commissioner and was posted to Bombay, India, in June, 1946. In his present appointment he will be Canada's first official representative to the newest self-governing nation in the British Commonwealth.

New Entry Facilities for Visitors to Germany Established

Minden, August 2, 1947.—(FTS)—The British and United States Occupational Authorities have announced a new departure in permitting the visit of businessmen who do not require the use of army facilities in either the British or United States zones of Germany. Businessmen of any nation, who can make their own arrangements for transportation, accommodation, food and housing, etc., will now be granted short-term entry permits outside the monthly quotas assigned on a percentage basis to countries trading with Germany.

Permits will be issued to individual businessmen and will be valid for six months. They will cover a series of visits (totalling 21 days) to the combined areas, with no single visit to exceed five days. Visitors who take advantage of this scheme will be permitted to purchase limited quantities of gasoline for privately owned automobiles.

This new plan is another step forward in the promotion of Germany's export trade. Its leading feature is that, while it facilitates visits, especially from neighbouring countries, it avoids imposing fresh demands upon army resources for food, accommodation and transport.

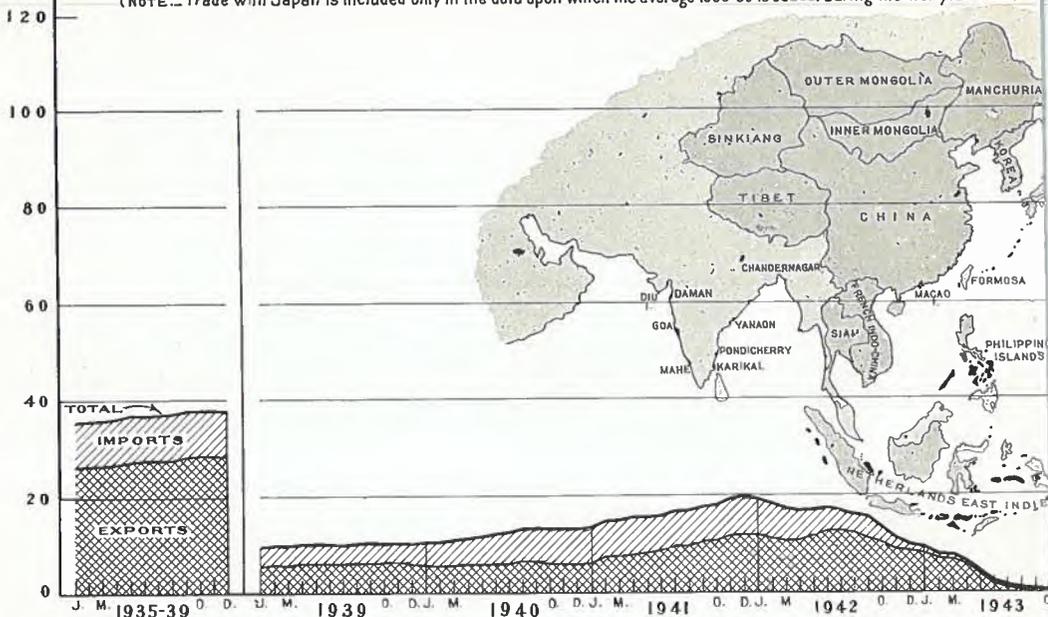
Canadian Trade with Southeast Asia

In the chart overleaf, Southeast Asia, other than India and British Indonesia, for trade statistical purposes includes the following territories: China—China, including the dependencies of Manchuria, Mongolia, Sinkiang and Tibet, the adjacent islands of Hainan, etc., Weihaiwei, Kiaochow, Kwangohow, Port Arthur and Dairen; French East Indies—Settlements of Pondicherry, Karikal, Chandernagar and Yanaon, on the east coast of India; the settlement of Mahe, on the west coast of India, and possessions in Cochinchina, and Cambodia, Tonking, Laos and Annam, Farther India, including the districts of Luang Prabang, Maluprey, Barsak, Battambang, Sien Rap, and Sisophon, and four ports on the Mekong, held in perpetual lease from Siam; Japan—Japan and Formosa, the Nansei (Luchu), Kuriles, Bonin and Pescadores Islands, and the southern part of Sakhalin Island; Korea; Netherlands East Indies—Java and Madura, Bali, Banda, Borneo (except north coast), and the Anambas Islands, Laut, Natuna, etc. (except Labuan), adjacent to Borneo, Celebes and the islands of Bintang, Pangansane, Sangir, Siao, etc., adjacent to the Celebes, Flores, Lombok, the Molukkas (including Amboina, Ceram, Gilolo, Buru, Ternate, etc.), New Guinea, Solar, Sumba (Sandalwood), Sumbawa, Sumatra and the islands of Banca, Billiton, Bintang, Karimata, Riau-Lingga Archipelago, Sinkop, etc., off the east coast of Sumatra, and Engano, Mego, Nias, Pagai, etc., off the west coast of Sumatra, Timor (southwestern part), and the islands of Kisser, Savu, Semao, Wetter, etc., adjacent to Timor, and other islands in Malaysia belonging to the Netherlands; Portuguese Asia—Settlements of Damao, Diu and Goa, on the west coast of India, Macao Island off the coast of China, and Timor Island; Siam; and the Philippine Islands.

MILLION DOLLARS

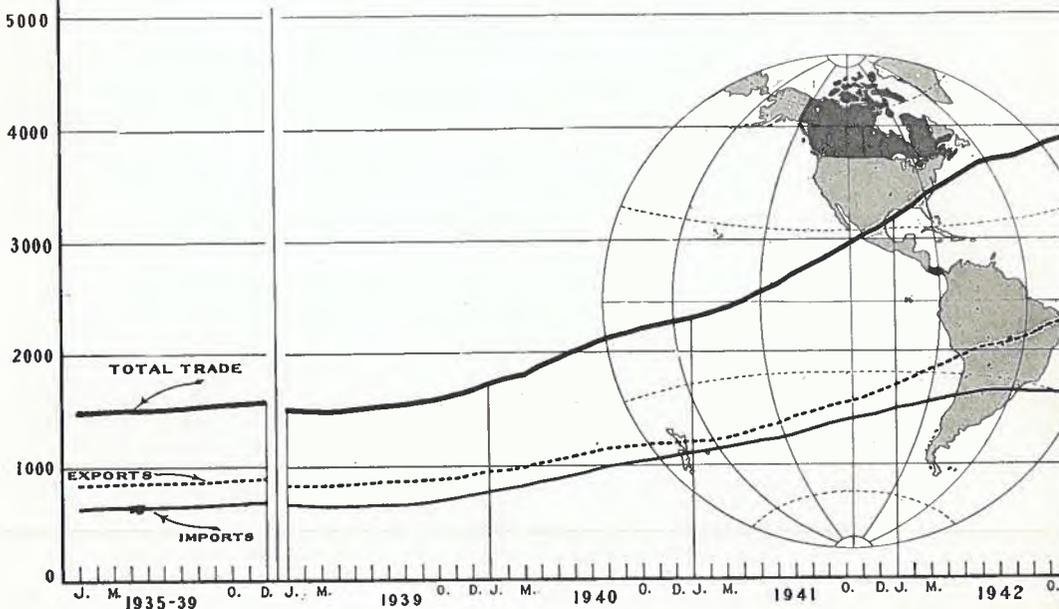
CANADIAN TRADE WITH SOUTHEAST ASIA OTHER THAN INDIA WITH AVERAGE FOR THE BASE PERIOD 1935-39 RUNNING TWELVE-MONTH

(NOTE...Trade with Japan is included only in the data upon which the average 1935-39 is based. During the war years 1943-44)



MILLIONS DOLLARS

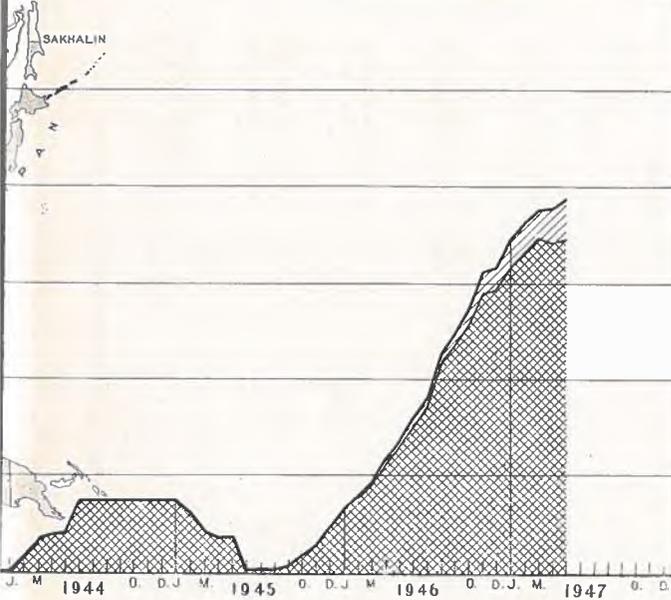
EXTERNAL COMMODITY TRADE OF CANADA (EXCLUSIVE OF GOLD) RUNNING TWELVE-MONTH



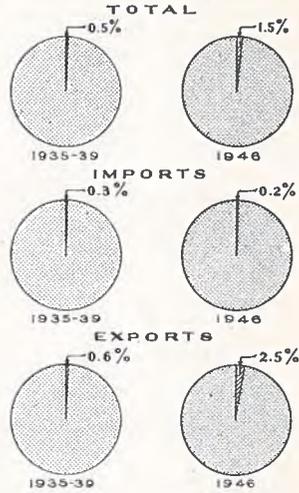
AND BRITISH INDONESIA, 1939-47
D, 1935-39

TOTALS

(Trade was practically non-existent. It was beginning to re-appear by March 1946.)

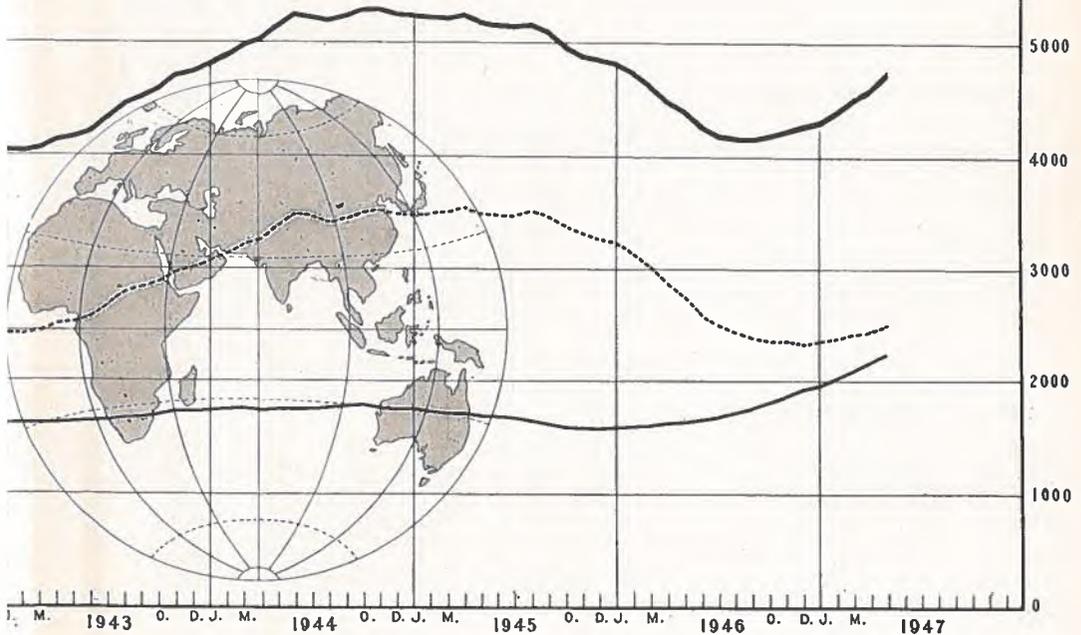


RELATIVE PROPORTIONS OF TRADE WITH SOUTHEAST ASIA OTHER THAN INDIA AND BRITISH INDONESIA TO TOTAL CANADIAN TRADE AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR



MILLION DOLLARS

1939-47 WITH AVERAGE FOR THE BASE PERIOD, 1935-39
MONTH TOTALS



Canadian Exports, by Main Groups

Main Groups	June			January—June		
	1938	1946	1947	1938	1946	1947
	(Millions of Dollars)					
Agricultural, vegetable products.....	14.7	38.0	38.0	74.9	270.0	343.6
Animals and animal products.....	8.6	24.4	29.6	54.2	173.8	160.7
Fibres, textiles and products.....	1.5	2.8	6.6	6.4	29.2	24.4
Wood, wood products and paper.....	17.4	43.3	72.7	94.6	265.2	402.7
Iron and products.....	6.2	24.7	26.4	34.4	117.2	138.2
Non-Ferrous metals and products.....	11.8	17.4	26.8	89.7	109.1	143.2
Non-Metallic minerals, products.....	2.3	5.0	6.9	11.3	24.1	34.2
Chemicals and allied products.....	1.7	5.2	9.2	10.7	33.0	42.7
Miscellaneous commodities.....	1.8	5.9	6.4	11.0	41.1	38.7
TOTAL DOMESTIC EXPORTS.....	66.0	166.7	272.7	387.1	1,062.8	1,328.5

Canadian Exports, by Commodities

Commodity	June			January—June		
	1938	1946	1947	1938	1946	1947
	(Thousands of Dollars)					
Agricultural, Vegetable Products						
Fruits.....	286	93	314	3,540	1,517	5,753
Vegetables.....	477	1,843	3,066	1,655	7,443	11,450
Wheat.....	7,662	15,620	39,304	30,493	124,251	130,023
Grains, other.....	1,619	3,600	5,855	5,112	10,842	18,222
Flour of wheat.....	1,562	8,792	26,397	9,265	60,319	102,418
Farinaceous products, other.....	763	1,664	1,920	5,106	7,896	8,695
Sugar and products.....	183	136	1,574	893	1,041	3,844
Alcoholic beverages.....	762	2,350	2,895	4,931	18,392	15,221
Vegetable fats and oils.....	10	394	532	55	2,833	3,846
Rubber and products.....	1,121	1,744	3,473	6,715	11,326	17,033
Seeds.....	15	148	258	1,115	8,535	8,891
Tobacco.....	59	74	1,144	4,775	4,431	11,188
Vegetable products, other.....	220	1,537	1,297	1,228	11,169	7,045
Total.....	14,739	37,995	88,030	74,884	269,995	343,630
Animals and Animal Products						
Cattle.....	669	1,863	1,505	4,173	7,917	6,425
Other animals, living.....	97	148	158	779	1,030	606
Fish and fishery products.....	2,293	8,761	6,817	11,588	38,608	38,280
Furs and products.....	449	1,960	1,882	8,605	22,696	16,014
Leather and products.....	363	1,619	2,366	2,383	7,215	11,580
Bacon and hams.....	2,380	4,923	7,103	16,900	33,116	33,248
Meats, other.....	447	2,751	4,700	2,385	36,421	26,909
Cheese.....	814	85	51	1,918	3,388	800
Milk products, other.....	493	965	1,803	1,752	4,179	5,437
Eggs, shell and processed.....	42	857	2,359	126	14,897	16,597
Animal products, other.....	533	487	897	3,566	4,347	4,823
Total.....	8,579	24,419	29,641	54,176	173,814	160,718
Fibres, Textiles and Products						
Cotton products.....	251	632	1,463	1,323	5,267	5,235
Flax, hemp and jute products.....	9	127	97	56	1,584	638
Wool and products.....	69	389	693	542	11,794	4,002
Artificial silk and products.....	192	353	1,638	1,045	3,036	5,515
Textile products, other.....	978	1,330	2,747	3,416	7,494	9,105
Total.....	1,499	2,831	6,638	6,382	29,175	24,406

Canadian Exports, by Commodities—Continued

Commodity	June			January—June		
	1938	1946	1947	1938	1946	1947
	(Thousand of Dollars)					
Wood, Wood Products and Paper						
Planks and boards.....	3,527	6,009	15,097	15,958	43,816	90,723
Pulpwood.....	1,784	2,316	2,354	4,229	10,806	10,726
Unmanufactured wood, other.....	1,092	2,367	6,171	7,803	20,438	34,204
Wood pulp.....	1,672	9,057	14,114	13,395	54,671	82,074
Manufactured wood, other.....	206	513	813	1,552	3,730	4,006
Newsprint paper.....	8,442	21,535	30,538	47,024	119,886	162,360
Paper, other.....	574	1,118	3,161	4,227	9,045	15,420
Books and printed matter.....	105	373	483	454	2,846	3,150
Total.....	17,402	43,288	72,731	94,640	265,237	402,663
Iron and Products						
Iron ore.....	—	244	772	—	503	1,426
Ferro alloys.....	59	1,024	2,760	614	4,608	10,712
Pigs, ingots, blooms, billets.....	218	520	160	2,000	2,997	2,944
Rolling mill products.....	639	647	1,161	1,739	4,132	4,056
Locomotives and parts.....	—	2,744	55	236	16,720	10,720
Farm machinery and implements.....	1,148	2,450	3,734	5,279	16,382	21,005
Hardware and cutlery.....	172	307	835	962	1,839	3,134
Machinery (except farm).....	938	1,153	4,245	5,355	6,084	17,878
Automobiles, freight.....	550	5,845	4,041	4,355	26,342	24,700
Automobiles, passenger.....	1,676	1,650	3,268	9,161	2,501	17,990
Automobile parts.....	223	3,111	2,240	1,717	12,448	10,270
Railway cars and parts.....	1	3,152	318	12	13,719	799
Iron products, other.....	588	1,859	2,841	2,942	8,911	12,598
Total.....	6,182	24,706	26,431	34,373	117,186	138,234
Non-Ferrous Metals and Products						
Aluminium and products.....	2,595	5,440	5,959	11,559	18,530	27,152
Brass and products.....	83	120	272	494	1,542	1,731
Copper and products.....	3,828	1,600	5,185	25,203	17,733	24,661
Lead and products.....	431	1,303	2,672	4,196	8,363	14,972
Nickel.....	2,090	3,874	4,803	26,506	26,331	30,164
Precious metals, except gold.....	1,062	649	2,213	12,648	7,418	13,158
Zinc and products.....	527	1,548	2,286	5,423	13,874	15,593
Electrical apparatus, n.o.p.....	401	2,292	2,102	2,191	11,465	10,049
Non-ferrous products, other.....	205	588	1,291	1,445	3,878	5,745
Total.....	11,822	17,414	26,781	89,666	109,134	143,226
Non-Metallic Minerals, Products						
Asbestos and products.....	1,242	2,295	2,824	5,619	10,656	15,718
Coal.....	124	622	166	734	2,355	1,291
Petroleum and products.....	123	217	881	272	1,275	3,060
Abrasives, artificial, crude.....	280	911	1,071	2,318	5,412	7,123
Non-metallic products, other.....	484	922	1,939	2,324	4,401	6,992
Total.....	2,253	4,967	6,882	11,267	24,099	34,183
Chemical and Allied Products						
Acids.....	119	128	307	637	998	1,720
Medicinal preparations.....	115	436	520	708	2,519	1,985
Fertilizers.....	525	2,370	2,936	4,818	16,317	17,577
Paints and varnishes.....	72	259	1,008	451	1,788	3,721
Calcium compounds.....	42	364	262	255	1,740	921
Soda and sodium compounds.....	369	334	333	2,036	2,048	2,965
Chemical products, other.....	414	1,264	3,802	1,802	7,600	13,808
Total.....	1,654	5,155	9,167	10,707	33,010	42,698
Miscellaneous Commodities						
Toys and sporting goods.....	62	108	258	145	544	936
Films.....	464	161	300	2,231	1,330	1,639
Ships and vessels.....	3	1,858	460	188	6,216	6,363
Aircraft and parts.....	75	175	289	2,494	3,709	3,667
Electrical energy.....	438	596	433	2,060	3,694	2,810
Miscellaneous consumer goods.....	156	680	1,207	949	3,184	6,458
Miscellaneous, other.....	412	643	1,288	1,807	3,152	5,772
Donations and gifts.....	—	1,028	1,031	—	15,289	6,085
Non-commercial articles.....	204	673	1,054	1,080	4,006	4,972
Total.....	1,814	5,921	6,371	10,954	41,124	38,702

Canadian Imports, by Main Groups

Main Groups	June			January		
	1938	1946	1947	1938	1946	1947
	(Millions of Dollars)					
Agricultural, vegetable products.....	13.3	26.0	30.2	62.9	151.4	173.6
Animals and animal products.....	1.7	4.1	9.8	13.3	31.0	47.2
Fibres, textiles and products.....	6.1	20.1	36.6	44.9	118.2	220.3
Wood, wood products and paper.....	2.7	5.8	8.0	15.8	33.4	45.3
Iron and products.....	13.4	40.5	69.1	87.3	209.8	362.4
Non-Ferrous metals and products.....	3.3	11.2	15.4	19.8	52.4	78.9
Non-Metallic minerals, products.....	11.8	23.8	39.2	54.0	137.3	191.8
Chemicals and allied products.....	2.7	7.5	9.5	15.7	46.8	58.1
Miscellaneous commodities.....	4.0	18.7	13.2	22.9	99.6	79.2
TOTAL IMPORTS FOR CONSUMPTION..	58.9	157.6	231.1	336.7	879.9	1,256.7

Canadian Imports, by Commodities

Commodity	June			January—June		
	1938	1946	1947	1938	1946	1947
	(Thousands of Dollars)					
Agricultural, Vegetable Products						
Fruits.....	2,536	9,949	7,072	9,688	45,235	38,816
Nuts.....	327	2,175	2,157	1,495	11,926	12,987
Vegetables.....	837	3,474	3,656	4,666	21,490	16,362
Grains and products.....	2,031	470	2,948	9,948	6,858	14,540
Sugar and products.....	2,365	3,166	3,722	8,475	18,697	18,395
Cocoa and chocolate.....	172	565	1,340	909	2,335	6,536
Coffee and chicory.....	320	1,652	932	2,209	9,571	7,996
Tea.....	1,251	449	1,454	5,010	4,968	9,801
Beverages, alcoholic.....	508	864	945	2,020	5,501	5,681
Gums and resins.....	111	271	412	643	2,420	3,393
Oils, vegetable.....	968	859	1,385	6,844	6,334	11,824
Rubber and products.....	1,241	932	2,797	5,245	7,120	16,877
Tobacco.....	194	326	242	1,037	1,650	1,630
Vegetable products, other.....	399	826	1,036	4,120	7,333	8,937
Total.....	13,260	25,978	30,160	62,909	151,438	173,577
Animals and Animal Products						
Fish and fishery products.....	271	462	563	1,012	1,841	2,283
Furs and products.....	364	1,568	940	3,820	15,288	11,566
Hides and skins, raw.....	111	149	669	1,170	1,086	7,011
Leather, unmanufactured.....	192	329	513	1,208	2,077	3,481
Leather, manufactured.....	100	407	586	1,193	2,306	3,788
Animal oils, fats, greases.....	33	71	4,775	405	1,865	6,926
Animals and products, other.....	670	1,082	1,765	4,532	6,499	12,152
Total.....	1,741	4,068	9,811	13,340	30,962	47,208
Fibres, Textiles and Products						
Cotton, raw and linters.....	939	3,627	9,008	6,413	21,740	36,750
Cotton products.....	1,034	5,741	9,594	8,356	31,023	75,173
Flax, hemp, jute and products.....	591	2,085	3,461	4,130	12,111	17,465
Silk and products.....	454	201	514	3,236	1,356	4,551
Wool, raw and unmanufactured.....	530	1,779	2,690	5,343	11,940	15,348
Wool products.....	1,039	2,998	4,807	8,285	15,428	26,828
Artificial silk and products.....	180	1,845	3,081	1,738	9,641	20,580
Textile products, other.....	1,295	1,850	3,426	7,382	14,925	23,555
Total.....	6,062	20,129	36,581	44,882	118,165	220,252
Wood, Wood Products and Paper						
Wood, unmanufactured.....	562	681	1,813	2,803	3,730	9,077
Wood, manufactured.....	333	1,012	1,784	2,147	5,140	9,211
Paper.....	590	1,509	1,885	3,726	9,160	11,770
Books and printed matter.....	1,209	2,622	2,528	7,116	15,347	15,286
Total.....	2,694	5,824	8,009	15,792	33,376	45,343

Canadian Imports, by Commodities—Concluded

Commodity	June			January—June		
	1938	1946	1947	1938	1946	1947
	(Thousands of Dollars)					
Iron and Its Products						
Iron Ore.....	301	395	1,757	571	610	3,349
Scrap.....	67	179	357	395	733	1,105
Castings and forgings.....	243	517	704	1,295	2,976	4,924
Rolling mill products.....	1,719	3,954	6,717	11,930	23,618	37,122
Pipes, tubes and fittings.....	152	744	1,037	1,171	3,952	5,762
Wire and chain.....	188	483	708	1,178	2,520	4,540
Farm implements and machinery.....	1,772	5,428	10,224	11,663	27,147	51,887
Hardware and cutlery.....	156	548	934	1,073	3,139	5,289
Household machinery.....	265	530	1,450	1,341	2,433	6,068
Mining, metallurgical machinery.....	562	671	1,380	2,713	3,461	4,777
Business, printing machinery.....	568	1,124	1,639	3,350	5,671	10,371
Other non-farm machinery.....	2,020	8,965	14,054	13,074	47,208	75,563
Tools.....	210	769	1,040	1,211	4,851	6,445
Autos, freight and passenger.....	954	2,123	6,016	8,151	8,168	32,033
Automobile parts.....	1,890	5,917	8,724	13,240	34,001	46,823
Other vehicles, chiefly iron.....	141	6,953	1,669	938	3,379	7,101
Engines and boilers.....	601	2,615	3,886	4,879	11,802	20,428
Cooking and heating apparatus.....	122	860	1,164	632	3,995	7,230
Iron products, other.....	1,465	3,678	5,631	8,497	20,171	30,977
Total.....	13,397	40,453	69,150	87,301	209,835	362,394
Non-Ferrous Metals and Products						
Aluminium and products.....	601	1,254	1,706	2,250	4,113	6,693
Brass, copper, and products.....	273	694	1,331	1,804	3,620	6,740
Tin.....	121	868	1,919	1,097	3,500	3,961
Precious metals (except gold).....	192	1,636	1,605	1,523	5,507	7,210
Clocks and watches.....	165	688	741	1,002	3,695	4,193
Electrical apparatus, n.o.p.....	1,078	4,055	5,539	6,607	22,084	34,225
Non-ferrous products, other.....	868	1,995	2,557	5,525	9,869	15,869
Total.....	3,298	11,190	15,399	19,808	52,388	78,892
Non-Metallic Minerals, Products						
Clay and products.....	651	1,628	2,117	4,087	8,679	11,278
Coal.....	2,754	5,066	10,970	16,141	47,186	60,083
Coal products.....	231	813	1,267	1,614	5,983	5,640
Glass and glassware.....	530	1,725	2,717	3,172	10,167	15,935
Petroleum, crude.....	4,866	8,095	12,261	16,219	36,518	54,831
Petroleum products, n.o.p.....	1,792	3,334	6,841	6,782	13,492	27,632
Stone and products.....	567	1,292	1,359	3,400	5,840	7,575
Non-metallic products, other.....	408	1,823	1,652	2,564	9,458	8,782
Total.....	11,797	23,776	39,185	53,980	137,323	191,756
Chemicals and Allied Products						
Acids.....	115	246	313	756	1,628	1,802
Cellulose products.....	138	618	425	892	3,288	3,045
Drugs and medicines.....	294	925	1,176	1,901	5,038	6,989
Dyeing and tanning materials.....	268	812	896	1,712	4,670	5,396
Fertilizers.....	158	175	238	1,142	2,322	3,158
Paints and varnishes.....	298	838	1,011	1,703	5,192	6,289
Inorganic chemicals, n.o.p.....	655	1,082	1,272	3,304	6,127	6,516
Synthetic resins and products.....	67	1,041	1,370	407	6,379	8,979
Chemical products, other.....	678	1,770	2,827	3,931	12,158	15,914
Total.....	2,670	7,507	9,528	15,749	46,802	58,088
Miscellaneous Commodities						
Films.....	99	168	266	745	1,243	1,409
Toys and sporting goods.....	194	447	703	1,025	1,628	3,800
Refrigerators and parts.....	117	371	1,070	881	2,126	5,463
Musical instruments.....	78	230	418	606	1,072	2,588
Scientific equipment.....	341	1,214	1,504	2,045	6,445	8,293
Aircraft and parts.....	265	704	738	1,526	4,754	5,699
Works of art.....	196	137	139	701	1,023	953
Canadian tourists' purchases.....	635	642	1,192	3,275	3,163	6,331
Parcels of small value.....	379	714	2,417	2,270	2,312	13,976
Wax, mineral and vegetable.....	23	501	251	203	1,859	1,754
Miscellaneous consumer goods.....	386	1,182	1,143	2,475	6,356	7,097
Miscellaneous, other.....	769	1,044	1,785	4,394	8,647	12,207
Canadian goods returned.....	183	10,176	410	1,058	52,421	3,439
Non-commercial articles.....	362	1,202	1,195	1,728	6,536	6,168
Total.....	4,027	18,732	13,230	22,931	99,584	79,227

Lady Nelson Returns from Duty as Hospital Ship and Transport

Steamed nearly 200,000 miles with over 21,000 casualties during the war—Sailed Wednesday from Halifax to join Lady Rodney and three diesel-engined postwar cargo liners in maintaining service between Canada, Bermuda, the British West Indies and British Guiana.

CANADIAN channels of trade were implemented with the return to service last week of the *Lady Rodney*, one of five popular passenger liners that maintained a regular service between this country, Bermuda, the British West Indies, and British Guiana before the war. Three of these vessels were lost through enemy action, but the *Lady Rodney* will operate with the *Lady Nelson* and three diesel-engined cargo liners, the *Canadian Challenger*, *Canadian Constructor* and *Canadian Cruiser*, in providing a passenger and freight service to the Caribbean.

The *Lady Nelson* will be remembered by many of Canada's war casualties as her first hospital ship, having been commissioned on April 22, 1943. Twelve months before, while engaged in troop transportation, she was torpedoed by an enemy submarine while alongside the dock at Castries, capital of St. Lucia, in the British West Indies. Sixteen men were killed, and the ship sank until only her upper deck remained above water. She was salvaged and towed to Mobile, Alabama, where repairs were effected.



St. George's, capital of Grenada, which is served by the Canadian National Steamships. This is a mountainous and picturesque island in the "Windward" group of the British West Indies, which was discovered by Columbus in 1498. Its principal exports are raw cocoa and nutmegs, though small quantities of other spices, cotton and lime juice are shipped.



Two popular passenger liners, the *Lady Nelson* and *Lady Rodney*, photographed at Hamilton, Bermuda, before being commissioned for war service. The *Lady Nelson* returned to peacetime pursuits with her departure from Halifax last Wednesday, and will receive a warm welcome in Bermuda, the Leeward and Windward Islands, Barbados, Trinidad and British Guiana. These two ships, which contributed materially to the development of trade between Canada and the Caribbean, will be operated on the eastern route by the Canadian National Steamships.

Carried Over 21,000 Casualties During War

During conversion for the transportation of casualties, her luxury appointments were removed and the decks fitted out as hospital wards. Three, with accommodation for between forty and fifty patients, were built into the top deck, while nine with accommodation for between twelve and eighteen patients, cabins for invalid officers, a large 180-bed ward for walking cases, massage and treatment rooms were built into the lower decks. Total accommodation provided for 518 patients, and a staff of seventy medical and nursing personnel of the R.C.A.M.C. During a period of three years as a hospital ship, the *Lady Nelson* steamed 199,351 miles and carried 21,099 casualties. She returned to transport duties in April, 1946, and logged 32,237 miles in bringing home 2,481 Canadian service personnel and their dependents from Great Britain.

The *Lady Nelson*, which sailed from Halifax on Wednesday, is in command of Captain N. J. Roach, O.B.E. She has accommodation for 125 first-class, 32 second-class and 20 third-class passengers, and can carry sixty passengers on deck between the islands. Her cargo capacity consists of 250,000 cubic feet of general cargo space and 12,000 cubic feet of refrigerated space. Since December 12, 1928, when the *Lady Nelson* sailed on her maiden voyage from Halifax, the "Lady" liners carried 3,381,159 tons of import cargo and 2,458,628 tons of export cargo. Canadian National ships have carried 350,000 passengers to the end of 1941.

Food Contracts with the United Kingdom

It was indicated in the August 9th issue of *Foreign Trade* that 25,306 pounds of mutton had been shipped by July 15. This total should have been 425,306 pounds.

Trade and Tariff Regulations

Non-compliance with Brazilian Import Rules brings Heavy Fines

Several instances have recently come to the attention of the Department in which Brazilian importers have been subjected to heavy fines, due to failure of the exporter in Canada furnishing consular papers within the prescribed time limit. Brazilian regulations provide that consular invoices must be legalized on a date prior to the arrival of the goods at the Brazilian port of entry. Failure to do this results in a fine equal to double the customs duties. When submitting the consular invoice to the Brazilian consul for legalization, the commercial invoice and bill of lading must be attached thereto.

Egyptian Import Regulation affects Gasoline Stoves and Burners

Cairo, July 10, 1947.—(FTS)—The Egyptian Government recently announced a new import regulation to the effect that all gasoline stoves and their burners must be clearly marked with the country of origin in Arabic in a prominent position. The order calls for the country of origin to be embossed on the burner and stamped on the stove in legible Arabic characters.

New Guatemalan Labelling Regulations Brought Into Force

Guatemala City, August 6, 1947.—(FTS)—According to a Guatemalan Decree, promulgated on May 29, 1947, and published in the *Official Gazette* on June 19, 1947, all articles of foreign manufacture imported into Guatemala, if not bearing a distinctive mark of origin, must bear the word "Importado". Heavy fines are provided for failure to comply with this regulation. This Decree came into force 30 days after its publication in the *Official Gazette*.

Indian Import Control Policy Revised

Further information is now available regarding the revised import control policy announced by the Government of India on May 16 to come into force on July 1, 1947 (see *Foreign Trade* of June 21, 1947, page 1137). The change in policy, it is explained, was necessary to make the best possible use of India's foreign exchange resources and to further restrict the import of certain types of consumer and other non-essential goods which have arrived in the country in very substantial quantities. As a result of this revision, the Chief Controller of Imports, New Delhi, on June 18 issued a Public Notice listing goods for which no licences are to be granted and goods for which licences will be freely granted. Licences for other items, the Notice states, will be granted either on a quota basis or on their individual merit.

In a further Notice, dated June 24, the Chief Controller announced that licences valid up to June 30, 1947, for machinery and certain essential raw materials, excepting licences marked C.G., C.G.P.W., and H.E.P. (capital goods, capital goods post war, and heavy electrical plant), stand automatically revalidated to cover shipments up to December 31, 1947, and do not require individual revalidation. For licences marked C.G., C.G.P.W., and H.E.P., expiring on June 30, 1947, new applications should be submitted to the Import Controller. The same Notice states that automatic revalidation has also been extended to certain other essential items, licences for which, if valid up to June 30, 1947, will be automatically revalidated up to September 30, 1947.

Copies of the Notices containing the lists of goods affected by these changes in Indian import control policy are on file in the Foreign Tariffs Section, Commercial Relations and Foreign Tariffs Division, Department of Trade and Commerce, Ottawa.

South African Tariff Changes of Interest to Canadian Exporters

Johannesburg, June 10, 1947.—(FTS)—The Customs Amendment Act 1947, gazetted on June 10, makes a number of reductions in duties charged on goods imported into the Union of South Africa. Items of interest to Canadian exporters on which the effective rate of duty applicable to all countries have been reduced include:

	Former duty	New duty
Plastic insect screening	15 per cent ad valorem	5 per cent ad valorem
Millinery, drapery, haberdashery and textile articles of furnishing napery, not elsewhere enumerated	15 per cent ad valorem	free
Structural steel for irrigation purposes	3 per cent ad valorem	free
Wire gauze other than mosquito and fly	15 per cent ad valorem	free
Hardware	15 per cent ad valorem	10 per cent ad valorem
Aluminum manufactures	15 per cent ad valorem	free
Stainless steel tubing, in lengths not less than six feet	15 per cent ad valorem	free
Power-driven fumigators	10 per cent ad valorem	free
Sprayers for destruction of insect pests	5 per cent ad valorem	free
Tools other than mechanics'	15 per cent ad valorem	5 per cent ad valorem
Coal	3s. per ton	free
Coke	1s. 6d. per ton	free
Brake fluid	1s. 6d. per gallon	free
Turpentine	20 per cent ad valorem	free
Carbonic acid gas	3 per cent ad valorem	free
Naphthalene in bulk	3 per cent ad valorem	free
Perfumery and toilet preparations	50 per cent ad valorem	40 per cent ad valorem
Infants' sizes 0-2½ and surgical boots and shoes	12 per cent ad valorem	free
Blotting, carbon and wallpaper	10 per cent ad valorem	free
Gramophones, needles and records	20 per cent ad valorem	free
Jewellery	33½ per cent ad valorem	20 per cent ad valorem
Musical instruments	10 per cent ad valorem	free
Tobacconists' wares	30 per cent ad valorem	20 per cent ad valorem
Felt dampcourses and similar substances not in rolls, for building purposes	20 per cent ad valorem	free
Spectacles, eyeglasses and optical appliances	15 per cent ad valorem	free
All goods not included under any other item in the tariff	15 per cent ad valorem	10 per cent ad valorem

Trinidad Imposes Luxury Tax on Certain Items

Port of Spain, August 5, 1947.—(FTS)—The Trade Duty Ordinance passed by the Legislative Council of Trinidad on July 25, imposes the following additional duties on certain articles imported or taken out of a bonded warehouse: bullion, 40 per cent; cameras, photographic appliances and materials, excluding photographic chemicals, 10 per cent; cinematograph films, half cent per linear foot; jewellery, 30 per cent; playing cards, 15 cents per pack; perfumery (excluding dentifrices and shaving soaps and shaving creams), 30 per cent; pictures, 10 per cent; plate and plated ware, 30 per cent; silk and silk manufactures, 30 per cent; toys and games, 10 per cent; watches and clocks (excluding those of which the value under section 17 of the Customs Ordinance is not more than \$15), 10 per cent; sparkling wine, \$2 per gallon; and other wine, \$1 per gallon.

Where the rate specified is expressed as a percentage rate, such rate shall be calculated on the value of the goods as accepted for the purposes of the Customs Ordinance. This Ordinance expires on December 31, 1948, but may be continued in force for one year by a resolution of the Legislative Council.

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)

Montreal—August 19-31.

Foreign Trade Enquiries

Canadian firms interested in any enquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the enquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquiries 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.

38. **Jamaica**—A. D. DeLeon, agent in Jamaica for a Canadian assurance company, is interested in representing Canadian shippers on a commission basis in any line of merchandise. He has extensive contacts throughout the Island. This enquiry is commended to the attention of Canadian exporters who may be interested in shipping to that territory. File: B 1243.
39. **Sweden**—JIKO, Järnhandlarnes Inköpsovganisation, AB, (Ironmongers Purchase Organization Limited), P.O. Box 244, Bryggaregatan 6A, Stockholm 1, Sweden, is interested in obtaining quotations from Canadian exporters of hardware, fishing, hunting and other sporting articles, pressure cookers, washers and wringers. File: 36605.

Economic Agencies of British-American Zones in Germany being Re-organized

Council of 54 members, one for each 750,000 of population, will promulgate ordinances for administration of railways, ports, shipping, communications and postal services.

By D. W. Jackson, Canadian Economic Representative

MINDEN, June 2, 1947.—The military governments of the British and United States zones of occupation signed an agreement on May 29, 1947, for the bizonal reorganization of the economic agencies of their combined zones. The agreement provides for a more complete economic integration which will be implemented by military government proclamation or military government ordinance, published simultaneously in the two zones. The agreement authorizes the creation of a bizonal economic council, an executive committee and executive directors who will be responsible for the administration of the several bizonal departments.

The economic council will consist of 54 members chosen by the governments of the six Laender (states) of the two zones. One member will be selected for each 750,000 of population, or part thereof, if in excess of 375,000, but not less than one per state, and on a proportionate basis, according to the political division of each individual state.

Economic Council Will Issue General Policy Ordinances

Subject to the approval of the Bipartite Board, of which the British and United States military governors or their deputies are the chief members, the economic council will issue general policy ordinances for the permissible economic reconstruction of the combined zones. It is the intention that, though the council and its agencies will have the standing of an economic parliament, the independence of the state governments will not be disturbed.

The council will adopt and promulgate ordinances on the administration of railways, maritime ports and coastal shipping, inland water transport, and communications and postal services. They will deal with matters of general policy affecting more than one state with respect to inter-state highways and highway transport, production, allocation and distribution of goods, raw production, raw materials, gas, water and electricity, foreign and internal trade; price formation and price control; production, importation, collection, allocation and distribution of food; public finance, currency, credit banking and property control; civil service management of bizonal department personnel and such other functions as may be determined and approved by the Bipartite Board.

Except where these economic council ordinances, with Bipartite Board approval, specifically reserve to the economic council, or delegate to the executive committee or executive directors, the power to issue implementing regulations, the states shall be charged with the prompt execution of the ordinances.

Executive Committee Members Will be on Full-time Basis

The executive committee will be composed of one representative from each state appointed by the state government who will serve on a full-time basis. Members of the executive committee will attend all meetings of the economic council as non-voting members. The committee will propose

and make recommendations on regulations for adoption by the economic council. They will co-ordinate and supervise the execution of ordinances and implementing regulations by the executive directors.

An executive director will head each bizonal department, selected from nominations by the executive committee, and will be appointed or removed by the economic council. The directors will operate under the immediate supervision of the executive committee, but will have general responsibility to the economic council. The executive directors will have authority corresponding to that of state secretary and will direct the operation of their respective departments. They will function as the chief accounting officers for their own departments and, subject to the instructions and approval of the economic council, will be charged with the general management and supervision of the financial and accounting operations of the agencies.

Until the economic council and the executive committee can be elected, and the executive directors chosen, the present German bizonal executive committee will continue to be responsible for production, allocation and distribution of goods and raw materials. Penalties have been provided for German businessmen and firms who fail to comply with the committee's regulations.

It is anticipated that it will be some time before the new organization can be expected to show results. The choice of the executive committee and the executive directors will be most important, and it is planned to appoint German civil servants with wide experience in, and knowledge of, the departments which they are to control.

Postal Information

Mail Service to Japan Extended

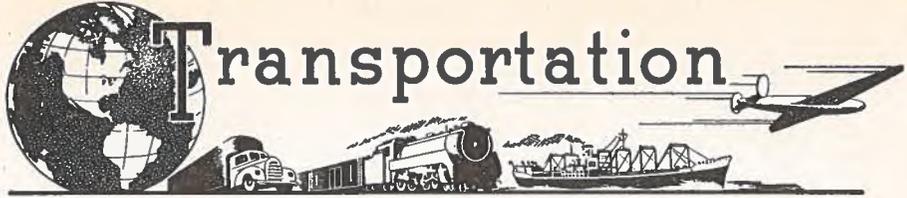
Mail service to Japan has now been extended to include all classes of business correspondence which was previously restricted to that ascertaining facts and exchanging information.

Import Licence Information Required on Parcels to Belgian Congo

It is now necessary for the number and date of issue of the import licences required in respect of commercial parcels for Belgian Congo to be shown on the relative despatch notes and customs declarations as well as on the invoices.

Shipments Made to Trinidad on Invalid Import Licences

Port of Spain, August 7, 1947.—(FTS)—In a notice dated August 2, 1947, the Trinidad Controller of Imports and Exports informed importers that considerable quantities of goods are arriving in the Colony in fulfilment of orders placed several months ago on licences which are no longer valid. Importers are advised to keep in touch with suppliers regarding outstanding licences and to impress on them that no shipments should be made on import licences which have expired unless they are advised of revalidation of such licences. Under the Control of Imports and Exports Regulations, 1941, goods arriving in the Colony which are not covered by valid import licences are liable to confiscation. The notice further points out that new licences in respect of which delivery dates are not guaranteed will be valid for six months only.



Ocean-Going Sailing Schedules

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

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

Departures from Montreal

*Calls at Halifax about five days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa—East—			
Lourenço Marques.....	Aug. 23-Sept. 5	<i>Cabano</i>	Elder Dempster
Lourenço Marques.....	September 10-20	<i>Cambray</i>	Elder Dempster
Lourenço Marques.....	October 1-10	<i>Cargill</i>	Elder Dempster
Beira.....	September 10-20	<i>Cambray</i>	Elder Dempster
Africa—South—			
Cape Town.....	Aug. 23-Sept. 5	<i>Cabano</i>	Elder Dempster
Port Elizabeth.....	September 10-20	<i>Cambray</i>	Elder Dempster
East London.....	October 1-10	<i>Cargill</i>	Elder Dempster
Durban.....			
Argentina—			
Buenos Aires.....	August 24	<i>William Asa Carter</i>	Montreal Shipping
Buenos Aires.....	September 11-15	<i>Brazilian Prince</i>	Furness Withy
Buenos Aires.....	September 23	<i>Robert Lansing</i>	Montreal Shipping
Australia			
Brisbane.....	August 16-23	<i>Port Pirie</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Belguim—			
Antwerp.....	August 22-25	<i>Scin</i>	Furness Withy
Antwerp.....	August 25	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	Aug. 26-Sept. 2	<i>Grey County</i>	Canada Steamships
Antwerp.....	August 26-30	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	August 31	<i>Trimont</i>	Montreal Shipping
Antwerp.....	September 8	<i>Molengraaff</i>	Shipping Limited
Antwerp.....	September 8	<i>Marchdale</i>	March Shipping
Antwerp.....	September 11	<i>Mont Sorrel</i>	Montreal Shipping
Antwerp.....	September 12	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	September 15-20	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	September 17	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	September 22-28	<i>Brant County</i>	Canada Steamships
Brazil—			
Rio de Janeiro.....	September 23	<i>Robert Lansing</i>	Montreal Shipping
Santos.....	September 11-15	<i>Brazilian Prince</i>	Furness Withy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
British Honduras— Belize.....	August 27-31	<i>Benny</i>	Saguenay Terminals
Ceylon— Colombo..... Colombo..... Colombo..... Colombo.....	August 20-25 August 28 September 15-20 September 30	<i>City of Worcester</i> <i>Riverside</i> <i>City of Lichfield</i> <i>Bayside</i>	McLean Kennedy March Shipping McLean Kennedy March Shipping
China— Shanghai..... Shanghai..... Shanghai.....	August 28 September 1-4 September 30	<i>Riverside</i> <i>City of Lucknow</i> <i>Bayside</i>	March Shipping McLean Kennedy March Shipping
Colombia— Barranquilla.....	August 27-31	<i>Benny</i>	Saguenay Terminals
Denmark— Copenhagen..... Copenhagen.....	August 19-25 September 8-15	<i>Svaneholm</i> <i>Braheholm</i>	Swedish American Line Swedish American Line
Egypt— Port Said..... Suez..... Port Said..... Alexandria.....	August 23-27 August 20-25 August 28	<i>Zeeman</i> <i>City of Worcester</i> <i>Riverside</i>	Cunard Donaldson McLean Kennedy Montreal Shipping
Eire— Dublin..... Dublin..... Dublin..... Cork.....	August 26-31 September 18-22 September 5	<i>Inishowen Head</i> <i>Torr Head</i> <i>Astoria</i>	McLean Kennedy McLean Kennedy Shipping Limited
Finland— Helsinki..... Helsinki.....	August 19-25 September 8-15	<i>Svaneholm</i> <i>Braheholm</i>	Swedish American Line Swedish American Line
France— Le Havre..... Le Havre..... Le Havre..... Le Havre..... Le Havre.....	August 22-25 Aug. 26-Sept. 2 September 17 September 22-28 September 23	<i>Sein</i> <i>Grey County</i> <i>Mont Clair</i> <i>Brant County</i> <i>Triport</i>	Furness Withy Canada Steamships Montreal Shipping Canada Steamships Montreal Shipping
Germany— Hamburg.....	August 31	<i>Trimont</i>	Montreal Shipping
Gibraltar	September 1 September 30	<i>Mont Rolland</i> <i>Mont Sandra</i>	Montreal Shipping Montreal Shipping
Hong Kong	August 28 September 1-4 September 30	<i>Riverside</i> <i>City of Lucknow</i> <i>Bayside</i>	March Shipping McLean Kennedy March Shipping
India and Pakistan Karachi..... Bombay..... Madras..... Calcutta..... Madras..... Bombay..... Calcutta..... Bombay..... Calcutta..... Madras.....	September 15-20 August 20-25 August 28 September 30 August 28	<i>City of Lichfield</i> <i>City of Worcester</i> <i>Riverside</i> <i>Bayside</i> <i>Riverside</i>	McLean Kennedy McLean Kennedy March Shipping March Shipping March Shipping
Italy— West coast ports.....	September 1 September 20 September 30	<i>Mont Rolland</i> <i>Mont Gaspe</i> <i>Mont Sandra</i>	Montreal Shipping Montreal Shipping Montreal Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Italy—Con. Genoa.....	September 5	<i>Marchport</i>	March Shipping
Malayan Union— Penang..... Port Swettenham..}	August 23-27	<i>Zeeman</i>	Cunard Donaldson
Malta	{September 5 September 20	<i>Marchport</i> <i>Mont Gaspe</i>	March Shipping Montreal Shipping
Mexico— Vera Cruz.....	September 7-10	<i>Federal Trader</i>	McLean Kennedy
Netherlands— Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam.....	August 25 August 25-31 September 8 September 8 September 11 September 17 September 23	<i>Prins Willem I V</i> <i>Grey County</i> <i>Marchdale</i> <i>Molengraaff</i> <i>Mont Sorrel</i> <i>Mont Clair</i> <i>Triport</i>	Shipping Limited Canada Steamships March Shipping Shipping Limited Montreal Shipping Montreal Shipping Montreal Shipping
Rotterdam..... Amsterdam.....	{Aug. 26-Sept. 2 August 26-30 September 15-20 September 22-28	<i>Grey County</i> <i>Twickenham</i> <i>Beckenham</i> <i>Brant County</i>	Canada Steamships Cunard Donaldson Cunard Donaldson Canada Steamships
Netherlands East Indies— Batavia..... Samarang..... Soerabaya.....}	August 23-27	<i>Zeeman</i>	Cunard Donaldson
Netherlands West Indies— Curaçao.....	August 27-31	<i>Benny</i>	Saguenay Terminals
Newfoundland— St. John's..... St. John's..... St. John's..... St. John's.....	August 29 September 1-3 September 5-7 September 13	<i>Blue Peter II</i> <i>Elgin</i> <i>Ashleaf</i> <i>Blue Peter II</i>	Montreal Shipping Furness Withy Shaw Steamships Montreal Shipping
New Zealand— Auckland..... Wellington..... Lyttelton..... Dunedin..... New Plymouth.....}	August 19-28	<i>Australind</i>	Montreal Australia New Zealand Line
Northern Ireland— Belfast..... Belfast.....	August 26-31 September 14-18	<i>Inishowen Head</i> <i>Fanad Head</i>	McLean Kennedy McLean Kennedy
Norway— Oslo..... Stavanger..... Bergen.....}	August 19-25 September 8-15	<i>Svaneholm</i> <i>Braheholm</i>	Swedish American Line Swedish American Line
Philippines— Manila.....	September 1-4	<i>City of Lucknow</i>	McLean Lennedy
Poland— Gdansk..... Gdansk.....	August 19-25 September 8-15	<i>Svaneholm</i> <i>Braheholm</i>	Swedish American Line Swedish American Line
Singapore	{August 23-27 August 28 September 30	<i>Zeeman</i> <i>Riverside</i> <i>Bayside</i>	Cunard Donaldson March Shipping March Shipping
Sweden	{August 19-25 September 8-15	<i>Svaneholm</i> <i>Braheholm</i>	Swedish American Line Swedish American Line

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Avonmouth.....	Aug. 28–Sept. 5	<i>Gracia</i>	Cunard Donaldson
Avonmouth.....	Aug. 30–Sept. 4	<i>New York City</i>	Furness Withy
Avonmouth.....	September 17–23	<i>Delilian</i>	Cunard Donaldson
Avonmouth.....	September 22–27	<i>Salacia</i>	Cunard Donaldson
Avonmouth.....	September 25	<i>Boston City</i>	Furness Withy
Bristol.....	Aug. 30–Sept. 4	<i>New York City</i>	Furness Withy
Bristol.....	September 25	<i>Boston City</i>	Furness Withy
Cardiff.....	Aug. 28–Sept. 5	<i>Gracia</i>	Cunard Donaldson
Cardiff.....	Aug. 30–Sept. 4	<i>New York City</i>	Furness Withy
Cardiff.....	September 25	<i>Boston City</i>	Furness Withy
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
Liverpool.....	Aug. 26–Sept. 4	<i>Asia</i>	Cunard Donaldson
Liverpool.....	Aug. 30–Sept. 4	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	September 13–18	<i>Valacia</i>	McLean Kennedy
Liverpool.....	September 14–18	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	September 7–13	<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>	McLean Kennedy
Liverpool.....	September 27	<i>Empress of Canada</i>	Canadian Pacific
London.....	August 30	<i>Beaverlake</i>	Canadian Pacific
London.....	September 1–6	<i>Fort Spokane</i>	Cunard Donaldson
London.....	September 3–8	<i>Beavrglen</i>	Canadian Pacific
London.....	September 6–12	<i>Vandalia</i>	Cunard Donaldson
London.....	September 11–16	<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 25–30	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	September 1–6	<i>Manchester Progress</i>	Furness Withy
Manchester.....	September 18	<i>Manchester City</i>	Furness Withy
Swansea.....	Aug. 28–Sept. 5	<i>Gracia</i>	Cunard Donaldson
Swansea.....	Aug. 30–Sept. 4	<i>New York City</i>	Furness Withy
Swansea.....	September 25	<i>Boston City</i>	Furness Withy
Uruguay—			
Montevideo.....	August 24	<i>William Asa Carter</i>	Montreal Shipping
Montevideo.....	September 11–15	<i>Brazilian Prince</i>	Furness Withy
Montevideo.....	September 23	<i>Robert Lansing</i>	Montreal Shipping
Venezuela—			
La Guaira.....	August 27–31	<i>Benny</i>	Saguenay Terminals
West Indies—			
Antigua.....	August 20–29	*A Ship	Alcoa Steamships
Antigua.....	August 25–30	<i>Canadian Constructor</i>	Canadian National
Bahamas.....	August 30	*Canadian Observer	Canadian National
Bahamas.....	September 10	*Canadian Leader	Canadian National
Bahamas.....	September 17	*Canadian Conqueror	Canadian National
Bahamas.....	September 25	*Canadian Victor	Canadian National
Barbados.....	August 20–29	*A Ship	Alcoa Steamships
Barbados.....	August 25–30	<i>Canadian Constructor</i>	Canadian National
Bermuda.....	August 20–29	*A Ship	Alcoa Steamships
Bermuda.....	August 25–30	<i>Canadian Constructor</i>	Canadian National
British Guiana.....	August 20–29	*A Ship	Alcoa Steamships
British Guiana.....	August 25–30	<i>Canadian Constructor</i>	Canadian National
Dominica.....	August 25–30	<i>Canadian Constructor</i>	Canadian National
Grenada.....	August 20–29	*A Ship	Alcoa Steamships
Grenada.....	August 25–30	<i>Canadian Constructor</i>	Canadian National

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Jamaica.....	August 30	* <i>Canadian Observer</i>	Canadian National
Jamaica.....	September 10	* <i>Canadian Leader</i>	Canadian National
Jamaica.....	September 17	* <i>Canadian Conqueror</i>	Canadian National
Jamaica.....	September 25	* <i>Canadian Victor</i>	Canadian National
Montserrat.....	August 25-30	<i>Canadian Constructor</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 20-29	* <i>A Ship</i>	Alcoa Steamships
St. Lucia.....	August 25-30	<i>Canadian Constructor</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 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
Cuba—			
Santiago.....	September 15-18	<i>Dufferin Bell</i>	Pickford and Black
Santiago.....	October 23-28	<i>Dufferin Bell</i>	Pickford and Black
Newfoundland—			
St. John's.....	August 26-30	<i>Jessmore</i>	Furness Withy
St. John's.....	August 29-30	<i>Mayhaven</i>	Shaw Steamships
St. Pierre.....	August 29-30	<i>Mayhaven</i>	Shaw Steamships
United Kingdom—			
Liverpool.....	August 26-30	<i>Jessmore</i>	Furness Withy
Southampton.....	August 31	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	September 21	<i>Aquitania</i>	Cunard Donaldson
West Indies—			
Antigua.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
Barbados.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
Bermuda.....	August 26-29	<i>Fort Townshend</i>	Furness Withy
Bermuda.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
British Guiana.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
Dominica.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
Grenada.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
Jamaica.....	September 15-18	<i>Dufferin Bell</i>	Pickford and Black
Jamaica.....	October 1-5	<i>Husvik</i>	Pickford and Black
Jamaica.....	October 23-28	<i>Dufferin Bell</i>	Pickford and Black
Montserrat.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
St. Kitts.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
St. Lucia.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
St. Vincent.....	September 1-6	* <i>Lady Rodney</i>	Canadian National
Trinidad.....	September 1-6	* <i>Lady Rodney</i>	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Dominican Republic— Ciudad Trujillo.....	August 29-31	Wentworth Park	Saguenay Terminals
Haiti— Port-au-Prince.....	August 29-31	Wentworth Park	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 further information concerning loading dates, berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques ..	August 23-24	<i>Brastagi</i>	Dingwall Cotts
Lourenço Marques ..	September 15-16	<i>Kirriemoor</i>	Dingwall Cotts
Lourenço Marques ..	Sept. 16-Oct. 8	<i>Manoeran</i>	Dingwall Cotts
Africa-South—			
Cape Town.....	August 23-24	<i>Brastagi</i>	Dingwall Cotts
Port Elizabeth.....	September 15-16	<i>Kirriemoor</i>	Dingwall Cotts
East London.....	Sept. 16-Oct. 8	<i>Manoeran</i>	Dingwall Cotts
Durban.....			
Cape Town.....	Aug. 19-Sept. 5	<i>Lake Lilloet</i>	North Pacific Shipping
Argentina—			
Buenos Aires.....	August	<i>Ravnanger</i>	Empire Shipping
Australia—			
Melbourne.....	September 10	<i>Waitomo</i>	Canadian Australasian
Sydney.....			
Brazil—			
Santos.....	August	<i>Ravnanger</i>	Empire Shipping
Burma—			
Rangoon.....	Aug. 14-Sept. 8	<i>Madoera</i>	Dingwall Cotts
Rangoon.....	September 17-19	<i>Japara</i>	Dingwall Cotts
Chile—			
Arica.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
Antofogasta.....			
Valparaiso.....			
September 25-26			
China—			
Shanghai.....	August	<i>Vingnes</i>	Empire Shipping
Taku Bar.....			
Chinwangtao.....			
Aug. 23-Sept. 4		<i>Lake Sumas</i>	Canada Shipping
Shanghai.....	Aug. 23-Sept. 4	<i>Lake Sumas</i>	Canada Shipping
Colombia—			
Buenaventura.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
Buenaventura.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Costa Rica—			
Puntarenas.....	September 2	<i>Coastal Nomad</i>	C. Gardner Johnson
Puntarenas.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
Ecuador—			
Guayaquil.....	August 28-29	<i>Santa Adela</i>	C. Gardner Johnson
Guayaquil.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Guatemala—			
San Jose.....	September 2	<i>Coastal Nomad</i>	C. Gardner Johnson
San Jose.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
San Jose.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Honduras—			
Amapala.....	September 2	<i>Coastal Nomad</i>	C. Gardner Johnson
Amapala.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson

Departures from Vancouver - Concluded

Destination	Loading Date	Vessel	Operator or Agent
India—			
Bombay.....	September 1-3 September 4-16 Sept. 20-Oct. 1	<i>Overijsel</i> <i>Hoegh Silvercrest</i> <i>Manx Fisher</i>	Dingwall Cotts
Karachi.....			Dingwall Cotts
Calcutta.....	Aug. 14-Sept. 8 September 17-19	<i>Madoera</i> <i>Japara</i>	Dingwall Cotts
Calcutta.....			Dingwall Cotts
Japan—			
Formosa.....	Aug. 23-Sept. 4	<i>Lake Sumas</i>	Canada Shipping
Mediterranean—			
Ports	August 14-28	<i>Lake Athabaska</i>	Anglo Canadian Ship- ping.
Mexico—			
Acapulco.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
Manzanillo.....	September 2	<i>Coastal Nomad</i> <i>Timber Hitch</i> <i>Santa Juana</i>	C. Gardner Johnson
Manzanillo.....	September 16		C. Gardner Johnson
Manzanillo.....	September 25-26		C. Gardner Johnson
Netherlands			
East Indies—			
Batavia.....	Aug. 14-Sept. 8 September 1-3 September 17-19 Sept. 20-Oct. 1	<i>Madoera</i> <i>Overijsel</i> <i>Japara</i> <i>Manx Fisher</i>	Dingwall Cotts
Soerabaya.....			Dingwall Cotts
New Zealand—			
Auckland.....	September 10	<i>Waitomo</i>	Canadian Australasian
Wellington.....			
Nicaragua—			
Corinto.....	September 2	<i>Coastal Nomad</i> <i>Timber Hitch</i>	C. Gardner Johnson
Corinto.....	September 16		C. Gardner Johnson
Palestine—			
Jaffa.....	August 14-29	<i>Lake Athabaska</i>	Anglo Canadian Ship- ping.
Panama—			
Balboa.....	September 2 September 16	<i>Coastal Nomad</i> <i>Timber Hitch</i>	C. Gardner Johnson
Cristobal.....			C. Gardner Johnson
Balboa.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Peru—			
Callao.....	August 28-29 September 25-26	<i>Santa Adela</i> <i>Santa Juana</i>	C. Gardner Johnson
Mollendo.....			C. Gardner Johnson
Talara.....			
Supé.....			
Philippines—			
Manila.....	August	<i>Vingnes</i>	Empire Shipping
Manila.....	Aug. 14-Sept. 8	<i>Madoera</i>	Dingwall Cotts
Manila.....	September 1-3	<i>Overijsel</i>	Dingwall Cotts
Manila.....	September 4-16	<i>Hoegh Silvercrest</i>	Dingwall Cotts
Manila.....	September 17-19	<i>Japara</i>	Dingwall Cotts
Manila.....	Sept. 20-Oct. 1	<i>Manx Fisher</i>	Dingwall Cotts
Salvador—			
La Libertad.....	September 2 September 16	<i>Coastal Nomad</i> <i>Timber Hitch</i>	C. Gardner Johnson
La Union.....			C. Gardner Johnson
La Libertad.....	August 28-29 September 25-26	<i>Santa Adela</i> <i>Santa Juana</i>	C. Gardner Johnson
La Libertad.....			C. Gardner Johnson
Singapore	September 1-3 September 17-19 Sept. 20-Oct. 1	<i>Overijsel</i> <i>Japara</i> <i>Manx Fisher</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts
South Sea Islands			
Papeete.....	September 10	<i>Waitomo</i>	Canadian Australasian
United Kingdom—			
Liverpool.....	Late August Late September	<i>Pacific Shipper</i> <i>Pacific Enterprise</i>	Furness Pacific
London.....			Furness Pacific
Manchester.....			

Foreign Trade Service Abroad

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

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

Argentina

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

Territory includes Uruguay and Paraguay.

Australia

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

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

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

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

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Palace Hotel. Address for letters: Boite 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. DEFOCAS, 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, 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. DUGLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

Venezuela

Caracas—C. S. BISSERT, Canadian Government Trade Commissioner, Canadian Consulate General, Edificio America. Address for letters: 8° Piso. Esq. Veroes. Territory includes Netherlands West Indies.

Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations Aug. 11	Nominal Quotations Aug. 18
Argentina.....	Peso	Off. Free	-2977	-2977
			-2477	-2470
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. Export	-0517	-0517
			-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
Malayan Union.....	Dollar	....	-4701	-4701
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
Pakistan.....	Rupee	....	-3022	-3022
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
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
		....	-2985	-2985
Venezuela.....	Bolivar	....	-2985	-2985