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**COVER SUBJECT**—Familiar to all travellers through the Canadian West are the box-like grain elevators at each railway stop, in which local crops are accumulated. Wheat exports during the past 47 years amounted to 6,790,000,000 bushels, valued at \$7,795,000,000. In the 1946-47 crop year, ended July 31, 325,808,097 bushels of wheat and 7,896,311 bushels of Durum wheat were delivered to elevators in Western Canada.

An announcement of the Federal Government's intention to recommend an increase in the initial wheat price paid to western farmers, together with an outline of Canadian wheat and flour exports since 1900, is published on pages 384-386 of this issue.

*National Film Board Photo*

# Britain Places Limitations On Sterling Convertibility

*Canadian exporters can no longer expect to obtain payment in sterling for shipments to any country outside sterling area—Does not affect transactions between Canada and sterling area.*

By Foreign Exchange Control Board, Ottawa

ON August 19, 1947, the United Kingdom announced that it found it necessary to place certain limitations on the convertibility of sterling held by non-sterling area countries because of the heavy drain which such convertibility was causing on the United Kingdom's dollar resources. The main significance to Canadian exporters of this change is that they can no longer expect to obtain payment in sterling for shipments to any country outside the sterling area. This represents a return to the position as it was prior to the beginning of this year.

The change does not affect in any way transactions in sterling between Canada and sterling-area countries. Canadian exporters may, as in the past, accept payment in sterling for exports to the sterling area. Where the sterling is transferred to them in accordance with United Kingdom or other sterling-area exchange control regulations, they will be able to convert it into Canadian dollars through their bank in Canada. The sterling area comprises the following countries and territories, excluding Canada and Newfoundland: the United Kingdom, any Dominion or other part of His Majesty's Dominions, any British mandated territory, protectorate or protected state, and Iraq, Transjordan, Iceland and the Faroe Islands.

As was pointed out in an article on "Convertibility of Sterling", published in the issue of *Foreign Trade* of June 28, 1947, the ability of Canadian exporters to accept sterling payments from non-sterling countries was not, for a number of reasons, expected to have any marked effect either on the overall volume or general character of Canadian export trade. In practice, little business with such countries was done on a sterling basis. The reversion to the situation existing before January 1, 1947, is, therefore, similarly not expected to be of much immediate practical significance to Canadian exporters.

## Currencies Acceptable in Payment for Canadian Exports

In brief, the currencies which are now acceptable in payment for Canadian exports are as follows:

1. Exports to sterling area countries:

(a) Sterling; or

(b) Canadian dollars paid from accounts with banks in Canada of residents of (including banks in) the sterling area and the countries referred to in paragraph 2.

2. Exports to the following "special arrangement" countries: Belgium, France, Netherlands, Norway, Czechoslovakia and Egypt:

(a) United States dollars; or

(b) Canadian dollars paid from accounts with banks in Canada of residents of such countries and the countries referred to in paragraph 1.

3. All other countries—United States dollars.

In no case are Canadian dollars acquired in the unofficial market in the United States acceptable payment for Canadian exports.

# Dominion of Pakistan Economy Almost Entirely Agricultural

*Population approximately 75 million and area about 230,000 square miles—Territory includes chief production areas of India's food grains—Industrial development retarded—Import and export trade substantial—Economy favours trade with Canada—Foreign capital required for industry.*

By G. A. Browne, Acting Canadian Trade Commissioner

(One rupee equals \$0.3022; one lakh of rupees is roughly equal to \$30,000; one crore equals \$3,000,000)

(Editor's Note—Mr. Browne was recently appointed Acting Trade Commissioner to Pakistan. He will open an office at Karachi shortly.)

ON June 3, 1947, Great Britain gave effect to the Muslim League's ten-year old dream of a National Muslim homeland in northwestern and northeastern India. On July 19 the Indian Independence Bill officially created the Dominion of Pakistan, whose attainment of autonomous status as a member of the British Commonwealth would coincide with the British transfer of power on August 15, 1947.

The sudden emergence among the countries of the world of new nations or groups of peoples is infrequent enough to attract notice, and when the nation is as extensive as and has resources and a population as has Pakistan, the event, with its attendant political, social, and economic implications, is deserving of attention. It is assumed that the social and political implications of Pakistan are well known, and only the economic aspect is of chief present interest.

## **Population is 75 Million; Area, 230,000 Square Miles**

As it is now spelled, Pakistan means "land of the pure". When the term was evolved in 1933 by a group of young Indian Muslims at Cambridge, it was spelled "Pakstan", by which was then meant the five northern units of India: Punjab, North-West Frontier Province (Afghan Province), Kashmir, Sind, and Baluchistan. Today, Pakistan comprises the foregoing areas (less the eastern half of the Punjab,) plus the greater part of eastern Bengal, less Calcutta and its immediate district.

The combined population of these constituents of Pakistan is about 75 million persons, of whom over 75 per cent are Muslim. The land area is made up of: West Pakistan, 180,000 square miles, and East Pakistan, 50,000 square miles. This total of 230,000 square miles is almost equal to that of France, Belgium and Holland combined and is only a fraction less than the area of the Province of Manitoba.

## **Resources are Almost Entirely Agricultural**

In Pakistan, whose economy is almost entirely agricultural, are included some of the chief production areas of India's wheat, rice and other food grains. East Bengal produces 85 per cent of India's raw jute. Punjab and Sind produce 40 per cent of her cotton. Pakistan's production of the following products, expressed as percentages of British Indian total production, are as follows: rice, 37; wheat, 49.5; barley, 18; jowar, 3.4; bajra, 15; maize, 31; gram, 19.5; sugar cane, 21.5; tea, 2; linseed, 8; sesamum, 12; rapeseed, 29; cotton, 40; jute, 85; and tobacco, 35.

These figures are subject to some modification, since they include totals for Bengal and Punjab.

According to previous surveys, Pakistan's mineral resources are scanty, and their development has not been markedly energetic. However, petroleum is being taken out of the Punjab in quantity, and field parties are currently conducting oil surveys in Sind. Deposits of iron and non-ferrous metals are insufficient for practical large-scale commercial purposes, and supplies of coal are also negligible. Kashmir may eventually be of major importance as a source of coal, bauxite and copper, and there is ample timber and pulpwood in that state.

In view of the serious shortage of coal in India generally, Pakistan's potential hydro-electric power will contribute materially to such industrial development as may take place. Of the hydro potential of all British India, 68 per cent is in Pakistan. Currently, however, these 2.8 million k.w. are realized only to a very limited extent, probably less than 5 per cent.

#### **Manufacturing not Developed**

Most of Indian industry is located in non-Pakistan areas and owned by non-Muslims. The principal industrial centres are Bengal and Bombay, the Calcutta district alone containing over 30 per cent of the sub-continent's industries. Since 1939, statistics for manufacturing development are not readily available, but India's wartime expansion was principally in her secondary industries and there was relatively little new primary development. The total number of government and commercial factories in operation in 1939 was 1,863.

The ownership of these factories is to a great extent in the hands of non-Muslims. This is particularly the case in Bengal, where probably 90 per cent of these factories, in addition to their ownership being non-Muslim,



**A group of fakirs squatting outside a temple watch the passing throngs.**

are located in western, or non-Pakistan, Bengal. The greater part of the labour in these Bengal factories is also non-Muslim. In the Punjab, factory location is rather more than half in Pakistan, or West Punjab, although ownership again is probably preponderantly non-Muslim. Sind industrial ownership is also by no means confined to Muslims, particularly in Karachi where the Hindus and Parsees head the business community.

No reference is made to the resources of British and tribal Baluchistan, or Kashmir, since, up to the present, the intentions of these areas with respect to membership in Pakistan have not been made public. Both have mine field and forest resources, including hydro-electric potential which would, with development, benefit Pakistan. Their populations of course are almost entirely Muslim, although there is a small non-Muslim minority in Kashmir, whose ruler is a Hindu.

### Both Export and Import Trade Substantial

Pakistan has two major ports. Karachi, in Sind, on the Arabian Sea, is well known both as a seaport and as an international air-travel centre. The other main port is Chittagong, in eastern Bengal.

Karachi, which will be the capital of Western Pakistan, is the natural outlet to the west for northern India, and its import trade is also substantial. In the first four months of 1947 imports through this centre were valued at slightly more than Rs.18 crores, and the value of exports was over Rs.10 crores.

Chittagong, which is a terminus of the Bengal-Assam Railway, exports mainly tea, jute, wax, cotton, rice, paddy oils, provisions, spices, tobacco, poultry and livestock. With excellent natural facilities, Chittagong might be developed to rival the great port of Calcutta.

Pakistan's share of India's rail system is about 36 per cent, with a total length of 14,500 miles and representing an investment of Rs.232 crores. A total of 48,000 miles of highways, some of it first-class, metalled, military roads, facilitate motor communications between Karachi and Lahore, in the west, and between Darjeeling, Dacca and Chittagong in the east.

### Financial Resources Yet to be Determined

On the basis of the 1946-47 provincial budgets and the Central Government's 1947-48 budget, the total revenue of Pakistan may be estimated. In calculating the Pakistan share of Bengal and Punjab, arbitrary percentages of 25 and 50 have been chosen. This may err on the low side for both, but it will be remembered that eastern Bengal (Pakistan) is almost entirely agricultural and that the finance and industry of Bengal is concentrated in and around Calcutta. In the case of the Punjab, the present division is being negotiated on a 60-40 basis in favour of Pakistan. In this present estimate the Central Government's revenue receipts are drawn upon for 25 per cent (on a population basis), and in this instance the 1947-48 budget is used, since the budget for 1946-47 was heavily weighted with army pensions and gratuities.

#### Estimate of Available Funds

	Rs. Crores	
Central .....	279 (@ 25%)	70.0
Punjab .....	119 (@ 50%)	59.5
Bengal .....	164 (@ 25%)	41.0
Sind .....	5.3 (@ 100%)	5.3
N.W.F.P. ....	3.6 (@ 100%)	2.6
Total .....		178.4

It is possible that Rs.178 crores is too high when the flight of Hindu capital from Pakistan, now in progress, is considered. Pakistan's actual financial resources cannot be determined until some time after the setting-up of the new administration. At present an agreement for a six-month standfast period for inter-Dominion banking, import and export control, commerce and prices, customs revenue and excise has been arranged between Pakistan and Indian Union, so that Pakistan's financial situation cannot be appraised before 1948 at the earliest.

#### **Economic Conditions Favour Trade with Canada**

It is also too early to estimate the value of Pakistan's share of India's import trade or the returns from export trade through many small ports in the states as well as the four main ports of Calcutta, Bombay, Karachi and Madras. Pakistan's balance of trade is expected to be favourable, being estimated at Rs.18 crores.

However, on account of the nature of Pakistan's economy, it should be possible for Canada to do relatively more trade with her than with the Indian Union. Pakistan is far less developed industrially, both in primary and secondary industries than the Indian Union and, unlike the Indian Union, has few industries, if any, which she must protect. In this respect, at least for the present, her economy is perhaps more complementary to Canada's industrial side than is the Indian Union's.

#### **Economic Problems Require Solution**

As previously stated, Pakistan is predominantly, if not entirely, an agricultural state. Its granary, the West Punjab and Sind, are less at the mercy of the Indian weather's vagaries than the rest of India, since they are extensively irrigated, there being over 30,000 miles of canals and drainage ditches serving their fields and farms. Nevertheless, seepage and waterlogging of the principal wheat centres of the West Punjab is an immediate and urgent problem that results in a loss of 50,000 acres per year. At the present rate, unless a solution is found, the best wheat areas of the West Punjab will be saline lakes in fifteen years. Tube-well pumping has been suggested, after the failure in the past few years of many other expensive solutions, but tube-well pumping is costly, and a great amount of power is required for the efficient and co-ordinated large-scale use of this method.

Before Pakistan can make much progress in improving the ratio between industrialization and agriculture, there are two major and immediate problems to be solved and financed. The first is the development of hydro-electric resources. Without cheap abundant power, the Punjab wheat areas will be lost and, in eastern Bengal, the standard of living and economic conditions based on the raw jute industry cannot be improved and protected. Without cheap power, the general economic level cannot be raised sufficiently to ensure early progress in education and general literacy.

The second problem, to be considered here only in its economic aspect, is what to do with the Pakistan army. The cost of the Indian army in 1939 was Rs.42 crores for about 200,000 all ranks. The division of the army has recently been announced, apparently on the basis of two units for Hindustan and one unit for Pakistan. If it may be assumed that, with advance in technique and improvement in types of military equipment, the present cost of the 1939-strength army is three times the 1939 bill, then Pakistan will have an army of about 50,000 men and machines, involving an expenditure of Rs.42 crores per year or 11½ lakhs per day. Rs.42 crores out of a purse of, say, Rs.150 crores, is 28 per cent or nearly one-third, which will be a heavy burden for the new state.

## **Industrial Development will Require Foreign Capital**

The immediate development of Pakistan's industries will require outside capital. It is difficult at present, before Pakistan's financial policy has been announced, to predict what the incidence of taxation will be and what might be the conditions for investment. However, having regard for the present policy of Hindustan or the Indian Union (formulated by Pakistan's present Finance Minister), there is no indication that investment in Pakistan will be more harried than it presently is in Congress India. If for purposes of development, a Pakistan policy favourable to investment should be announced, considerable capital would probably be immediately available from non-Muslim India as well as from foreign sources. With this assistance, Pakistan's economic progress should be steady and assured.

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## **Pacific Coast Shipping Industry Enters New Era of Expansion**

*Vancouver shipowners acquire 44 Canadian war-built "Park" ships—Service increased from 52 regular lines operating from British Columbia in 1939 to 110 at present time—Dislocation of normal services, and the ability to purchase modern sea-going vessels at reasonable prices provided shipping interests with the opportunity to enter these services on their own behalf—Shipping services will aid foreign trade.*

By W. J. Fisher, Area Traffic Office, Foreign Trade Service

**A**CQUISITION by Vancouver shipowners of 44 Canadian war-built "Park" ships opened up a new era in the deep-sea shipping industry of the Pacific Coast. Prior to 1939, ocean-going shipping services from British Columbia were dominated by British and American interests, which included Vancouver and New Westminster as ports of call for their liner services from West Coast American ports. With the exception of two trans-pacific passenger liners of the Canadian Pacific Steamships on the Far East run, the *Empress of Asia* and the *Empress of Russia*, there were no Canadian registered deep-sea vessels making Vancouver their home port.

Fifty-two regular lines were operating from British Columbia ports in 1939. Today, records of the Vancouver Board of Trade indicate there are 110 steamship lines registered in Vancouver. Not all of these are operating, however, largely due to the dislocation of steamship services during the war. With the return of British and foreign shipping to their normal trade routes, however, more and more foreign-flag ships are finding their way into lower mainland ports.

### **Shipping Interests Provided with Opportunity to Enter Services on Own Behalf**

The dislocation of normal services, and the opportunity to purchase modern sea-going vessels at a reasonable figure provided shipping interests on the West Coast with an opportunity to enter these services on their

own behalf. How fast these British and foreign services are re-establishing themselves is indicated in the following table:

<b>Ocean-Going Arrivals</b>		
	June, 1947	June, 1946
British .....	13	8
American .....	32	16
Dutch .....	3	1
Norwegian .....	3	1
Swedish .....	3	..
French .....	1	..
Belgian .....	1	..
Canadian .....	10	9
Others .....	5	..
Total .....	71	35

The participation of Canadian interests in shipping services by means of direct ownership and management is a healthy sign, welcomed by Canadians interested in foreign trade. A recent article in *Foreign Trade* drew attention to benefits accruing to the Canadian economy in having its own merchant marine. A more intangible, but no less important, benefit to Canadian traders will be the freedom from external control in the handling of their goods.

#### **Desirability of Establishing Regular Liner Berths Recognized**

The desirability of establishing regular liner berths for these vessels is fully recognized by these West Coast operators. In order to formulate mutually advantageous policies, they have formed the Shipowners Association (Deep-Sea) of British Columbia. The general purpose of this organization is to co-ordinate the operations of nine shipping firms, thereby reducing costs and improving services to Canadian shippers.

Forty-two deep-sea vessels, making Vancouver their home port, carrying an average crew of 42, provide regular employment for 1,764 Canadian seamen. Secondary industries, such as ship-repairing facilities, shipyards, drydocks, and ship chandlers, and the entire commercial community stand to benefit materially.

#### **Regular and Reliable Shipping Services Essential**

Dependence of the British Columbia economy on foreign trade is now fully recognized, and regular and reliable shipping services are essential to its maintenance and expansion. Substantial progress has already been made by West Coast operators in establishing regular liner berth services. As these services are primarily a postwar development, the following details will be of real interest to Canadian exporters and importers.

*Anglo-Canadian Shipping Company*—Monthly service from Vancouver to London, England. Bi-monthly service from Vancouver to Mediterranean ports. Monthly service from Vancouver to East Asiatic ports.

*Canadian Australasian Line*—Fortnightly service from Vancouver to Australia and New Zealand.

*Canada Shipping Co.*—Monthly service from Vancouver to East Asiatic ports.

*Canadian Transport Co.*—Monthly service from Vancouver to South Africa. Weekly service from Vancouver to United Kingdom.

*Empire Shipping Co., Ltd.*—Monthly service from British Columbia ports to United Kingdom.

*North Pacific Shipping Co., Ltd.*—Monthly round-the-world service from British Columbia ports to South and East Africa, India, Burma, Singapore, the Philippines, and the Hawaiian Islands.

*Seaboard Shipping Co., Ltd.*—Weekly service from British Columbia ports to United Kingdom.

## Services Valuable to Businessmen Engaged in Foreign Trade

Canadian businessmen engaged in foreign trade will come to realize how valuable these shipping services can be to them, and can be expected to utilize them to the fullest extent. The past two years, showing a tremendous growth in Canada's external trade, have provided an opportunity for Canadian ship operators to gain valuable experience in assessing their customers' requirements and in supplying necessary services. It is inevitable that, as more and more ships become available for peacetime voyages, competition will become keener. Service to shippers will, in all aspects, be the criterion by which Canadian ships will be known and patronized. To accomplish this will require the utmost in co-operation between the owners-operators, officers and seamen manning the ships and all those connected with them.

The shipping fraternity on the West Coast is watching with keen interest developments in the Far East, planning and arranging for the day when, under more normal conditions, they can provide not only for British Columbia, but all Canadian traders, a regular and reliable service in Canadian ships, manned and operated by Canadians to this vast potential market.

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## United States Economy Reaches Record High Peacetime Level

*Business recession fails to develop in first six months of 1947—Country producing goods and services at rate of \$225 billion annually—Dangerous economic factors are still apparent which could lead to serious inflation—Total industrial production at record peacetime level—Employment reached over 60,000,000 mark for first time in history.*

By H. A. Scott, Commercial Counsellor, Canadian Embassy

(Editor's Note—This is the first of three articles on economic conditions in the United States during the first half of 1947.)

**W**ASHINGTON, August 25, 1947.—The business recession that was supposed to have taken place in the first half of 1947 failed to develop. President Truman's midyear economic report to Congress indicated that the United States was enjoying more equitably the benefits of a richer and more productive economy than ever before in peacetime history. It is estimated that the country is producing goods and services at a rate of \$225,000,000,000 annually with employment reaching over 60,000,000 civilian jobs. Farm income has reached a record level and bumper crops are expected again this year. The financial position of business is strong and business investments in plants and equipment have increased above the record high of last year.

The President's report stated that full employment and unprecedented prosperity were being sustained by "temporary props" resulting from: reconversion demands of industry; the backlog demands for consumer goods not available during the war; extensive use of savings and credit; and "an extraordinary excess" of exports over imports.

### **Dangerous Economic Factors Still Apparent**

Despite the alltime record prosperity which prevailed in the first half of this year, the President's report stressed that dangerous economic factors, which could lead to serious inflation, are still apparent. As the "temporary props" continue to weaken, it will be necessary to carry out many basic readjustments to maintain economic stability. It was pointed out that there are many areas where price reductions still are necessary to check current or prospective declines in demand and to provide outlets for increased production.

### **Industrial Production Increased Rapidly**

The industrial production of the United States increased rapidly at the beginning of the year with Federal Reserve Board's index of industrial activity rising from 189 in January to 190 in March. This was followed by a levelling-off period and then a decline to 183 in June. A year ago June the index was 170. However, for the first half of this year total production was at a higher rate than for any peacetime year.

### **Steel Industry Sets Record for Tonnage of Ingots and Steel for Castings**

The American Iron and Steel Institute reports that, despite a moderate decline in operations during June, the steel industry produced a larger total tonnage of ingots and steel for castings in the first six months of 1947 than in any similar peacetime period. The output for the first half of the year amounted to 42,267,320 net tons, which was almost 15,000,000 tons more than was produced in the like period of 1946 and double the output of the first half of 1939. The average operating rate for the 1947 period was 93.4 per cent as against 59.9 per cent in the corresponding period of 1946.

The production of coal in the United States for the first half of 1947 was estimated at 311,510,000 tons, an increase of 32 per cent over the production of 235,367,000 tons for the corresponding period of 1946, when a 59-day work stoppage severely curtailed output. Under the recent wage settlement in the coal mining industry, the wages of coal miners occupy a place near the top of the wage structure and the subsequent increases that have already been made in coal prices are contributing to inflationary pressures.

In spite of minor labour troubles and difficulties in securing certain essential parts for the manufacture of motor vehicles, the automobile industry in the United States produced 1,722,500 cars and 626,792 trucks in the first six months of 1947. The rate of production was close to that anticipated in order to reach the industry's goal of 4,700,000 units set for 1947. Production employment in the industry is close to 800,000, not including 175,000 salaried workers. Further wage increases have been granted since January and have added \$150,000,000 to the industry's payroll, but does not include costs of pension plans, increased vacation and call-in pay, nor increases to salaried employees.

### **Value of Construction Expected to Reach Record Level**

The construction industry during the first six months of 1947 was at a higher level than in the first half of 1946, despite increasing costs and certain government restrictions. However, at the beginning of July virtually all controls over the building industry were removed and it is expected that 1947 may be a record year in terms of money spent. The Department of Commerce estimates that from \$12,000,000,000 to \$15,000,000,000 will be spent in building activity of all kinds this year.

Total new construction for the January-June period of 1947 is placed at \$5,356,000,000 as against \$3,824,000,000 in the corresponding period of 1946, a gain of 39.4 per cent. Private construction amounted to \$4,115,000,000 as compared with \$3,119,000,000 in 1946, while public construction totalled \$1,241,000,000 as against \$705,000,000 in the 1946 period.

Although private residential building construction was valued at \$1,883,000,000 in the first half of this year as compared with \$1,154,000,000 in the like period of 1946, the number of homes begun was only a few thousand more than last year. Early in the year it was estimated that 1,000,000 new homes would be started this year, but at the end of five months only 280,300 permanent housing units had been started. Non-residential construction has been proceeding at expected levels and in the first six months totalled \$1,527,000,000 as against \$1,475,000,000 in the first half of 1946.

#### **Employment at Unprecedented Level**

The Bureau of the Census reports that for the first time in the history of the United States employment reached the 60,000,000 figure. The number of civilians employed in the month of June rose to 60,055,000 and surpassed even the war years. Adding to this number those in the armed forces, the total is 61,453,000. Civilian employment in June was 1,730,000 over May, which had been a record-setting month, and 3,700,000 over the number employed in June, 1946. At the same time there was also an increase in unemployment of 600,000, bringing the total to 2,555,000, but this was 10,000 fewer unemployed as compared with a year ago.

#### **Time Lost Due to Trade Disputes Reduced**

Time lost as a result of trade disputes during the first half of 1947 was about one-quarter of that lost during the first six months of last year, according to the Bureau of Labour Statistics. Approximately 2,200 stoppages came to the notice of the Bureau of Labour Statistics in the first six months of 1947. These stoppages involved about 1,560,000 workers and accounted for time lost of between 20,000,000 and 21,000,000 man-days. By contrast during the first half of 1946, when labour-management disputes reached their postwar peak, almost 3,000,000 workers were directly involved in work stoppages and idleness amounted to nearly 89,000,000 man-days.

#### **Commodity Prices Undergo Adjustment**

At the beginning of 1947 it appeared that a gradual downward adjustment of commodity prices was under way, particularly in farm products and foods. However, a new upward movement of prices developed in February and March, which brought the overall index of wholesale prices to the highest point since 1920. The gains applied to all major groups of commodities with farm, food and building material prices increasing more than 10 per cent above early January levels. The increase in farm and food prices was attributed to large government purchases of grain for export and more recently to the prospective reduction in the corn yield. Following the peaks reached in March and April, prices on the whole declined slightly and then levelled off, although in some cases they continued to increase.

The following table shows the New York Journal of Commerce Index of Commodity Prices for the months of January, March, and June, 1947:

### Index of Commodity Prices

(1927-29 equals 100)

	1947	1947	1947
	January	March	June
General index .....	155.9	165.8	161.9
Grains .....	161.7	202.8	204.5
Foods .....	179.8	196.4	190.6
Textiles .....	151.3	163.4	158.5
Fuels .....	130.5	134.3	136.5
Iron and steel .....	128.0	129.8	129.8
Nonferrous metals .....	132.1	141.3	143.5
Building materials .....	202.4	193.8	173.0
Paint materials .....	250.2	263.9	220.1
Chemicals .....	105.3	105.5	107.3
Pulp and paper .....	155.9	163.4	173.8

Prospects for any further decline in the commodity price level this year have become remote because of a series of events which will add to the industry's production costs, thus making it harder to reduce prices. The three factors which threaten to increase costs are higher coal prices, an advance in steel prices, and higher freight costs, if the Interstate Commerce Commission grants the railroads' latest application for freight rate increases.

### Railway Situation Improved

In the first six months of 1947, the railways in the United States have enjoyed a better position than in the corresponding period of 1946 when a railway strike and coal strike reduced traffic and earnings of the railways. According to the Association of American Railroads, it is estimated that in the January-May period of this year, Class I railroads earned \$200,000,000 more than in the like period of 1946. Net operating income for the five-month period totalled \$303,234,000 as compared with \$116,937,000 in the 1946 period. Operating revenue amounted to \$3,452,989,710 in the five-month period of this year, while operating expenses totalled \$2,698,000,000. In the corresponding period of 1946, operating revenues amounted to \$2,965,598,484 and operating expenses were \$2,568,000,000.

The Association of American Railroads reports that for the first half of 1947, Class I railroads handled approximately 316 billion ton-miles of revenue traffic as compared with 272 billion ton-miles in the like period of 1946, an increase of 16 per cent. Total railway car loadings for the first six months of 1947 amounted to 21,670,560 cars, as compared with 19,015,862 cars in the corresponding period of 1946, an increase of 14 per cent.

### United States Car Loadings

Items	January-June	January-June
	1947	1946
Miscellaneous freight .....	9,749,138	8,847,887
Merchandise, i.e.l. ....	3,088,210	3,139,548
Coal .....	4,588,680	3,601,585
Forest products .....	1,216,938	1,051,713
Ore .....	1,022,697	551,959
Coke .....	365,281	240,127
Grains .....	1,285,974	1,168,229
Livestock .....	353,642	414,814
Total .....	21,670,560	19,015,862

# South African Agriculture Faced Many Difficulties in Past Year

*Production hampered by lack of fertilizer and implements—Indian embargo on jute goods created jute container problem—White paper on agricultural policy outlines long-term plan of soil conservation as well as a greater price stabilization scheme—Outlook for current crops is better—Fishing industry being developed by government agencies.*

By J. H. English, Commercial Counsellor for Canada

(Editor's Note—This is the last in a series of three articles on economic conditions in the Union of South Africa, prepared for *Foreign Trade*. The first two were published in the July 26 and August 16 issues.)

**J**OHANNESBURG, July 15, 1947.—Despite some favourable factors, South African agriculture during the past year has faced many difficulties. Following an abnormally dry winter in most parts of the Union, with extreme drought conditions in some areas, spring rains during the last quarter of 1946 improved overall prospects for most basic cereal crops to an extent that minor relaxations in controls governing the consumption of cereals could be authorized. Production, however, has been hampered by fertilizer and implement shortages and as a result of the Indian embargo on jute goods exports to South Africa imposed in July, the jute container problem has necessitated drastic control measures over the use of, and trade in, bags. As bulk handling facilities for grains are practically unknown in South Africa, this problem is the most acute one facing the government which is surveying possibilities for the local production of fibres and is sponsoring a wide measure of substitution of paper, cotton and wooden containers as well as second-hand bags to meet the situation. Rail freight increases announced by the railways in September, along with the cancellation of certain rebates given agricultural products under wartime regulations, added further to the difficulties of the primary producer.

## **White Paper on Agricultural Policy Issued by the Government**

In February, following extensive enquiry, the South African Government issued its "White Paper on Agricultural Policy", which recommended a long-term plan for this country's agriculture. Soil conservation methods to protect and build up the soil, as well as means to reduce erosion, are to be promoted under the Soil Conservation Act, based on the White Paper, and which was passed subsequently in 1946. The Department of Agriculture has been given wide powers to enforce conservation where farmers do not co-operate. Farmers have been provided with borrowing facilities to finance the repair of flood damage, livestock improvement and the application of long-term land reclamation schemes. It is expected that regulations governing livestock limitation in specific areas, and provision for payment of subsidies in compensation for decreased farm income resulting from them, will be issued under the Act. To administer legislation, a Soil Conservation Board has been set up, representing various government departments and private agricultural interests and experts on irrigation will be brought from abroad to develop extensive schemes planned for the Orange Free State.



**Cape Town as seen from Table Mountain.**

*Photo Courtesy South African Railways*

#### **Greater Price Stabilization Will Accompany Soil Conservation Scheme**

A policy of greater price stabilization is to accompany the soil conservation scheme, with regard to both internal and external marketings of produce. The aim will be to avoid excessive price fluctuations through orderly marketing by co-operative and private enterprise. Despite opposition from certain trading interests, this policy has received wide support because of the government's broad approval of the country's outstanding farming problems. The Marketing Act of 1937 was further amended in 1946 to enable the existing control over livestock and meats, which is set up under war emergency powers, to become a permanent meat scheme when the present legislation expires. Government control, by boards, of the trade in oats, rye, barley, as well as wheat and maize were continued during the year.

Apart from recommendations concerning soil conservation and marketing, many of which have been incorporated in recent legislation, the White Paper contained a number of other proposals related to the promotion of a higher nutritional standard of the whole population and to the encouragement of a healthy industry reasonably protected from outside competition. These proposals may be expected to receive further attention as part of the long-term plan.

#### **Average Agricultural Land Prices Greatly Increased**

Average agricultural land prices have more than doubled since 1939 and the trend is still upward, according to the South African Agricultural Research Institute. While the turnover in farms has apparently reached its peak and the rise in agricultural prices has not kept pace with land values, it is estimated that about one-third of the Union's agricultural area changed hands in the six years up to March, 1946. The average

acreage of farm sales, however, has declined by almost fifty per cent over this period. Compared with prewar figures the land area devoted to agriculture is now claimed to be about thirteen per cent higher. Production of all agricultural products, including food, during the years 1942-45 was approximately ten per cent above prewar levels. Farm indebtedness has reached a new low record for this country.

#### **Maize Crop Estimated at from 65 to 85 Million Bushels**

Although the maize crop of 1946-47 will be spotty, varying from extremely poor in the Northern Transvaal to extremely good in the Orange Free State, the first unofficial estimates indicate it will amount to between 65,000,000 and 85,000,000 bushels. The former figure represents a good average crop, but if the higher figure is reached, South Africa may have about 10,000,000 bushels in excess of its normal needs. As a result some relaxation of feed and other controls has taken place to permit increased consumption of traditional proportions and thus ease the pressure on the relatively limited wheat supplies. Heavy importations of maize from Argentina were arranged by the government during the past year, to partially make up the large 1945-46 deficit. Until recently, a stiff control over usage has been maintained, with some hardships to raisers of poultry and livestock.

#### **Outlook for Wheat is Better**

The 1946-47 crop outlook is also appreciably better for wheat. The first estimate is for a crop of about 18,300,000 bushels as compared with about 9,500,000 bushels last year. The increase is due mainly to the Orange Free State's improved crop outlook. Although purchases of Canadian and other wheat and flour, totalling some 183,000 tons, for the year ending June, 1946, were arranged by the government within allocations made by the Combined Food Board (or its successor the International Emergency Food Council) through the London Food Council, strict control over usage was necessary during the year. Wheat Board measures still do not permit the retail sale of wheat flour of less than ninety-six per cent extraction except against medical prescription. The retail price of standard wheaten bread has been maintained at 6d. to 6½d. per 29-ounce loaf, but to do this the government has had to subsidize the project to an amount of over £1,000,000. Although a return to white bread in the near future is not expected, a number of minor restrictions on wheaten products, including the lifting of an after 3 p.m. ban on their sale, have been abolished. The Union Government has recently announced its claim to a first quarter 1947 international cereal allocation, as a result of a more favourable crop outlook. Uncertainties about the future include the possible effect on cereal consumption of the increased purchasing power of the coloured and native population who, to some degree, have replaced maize in their diet by wheaten products during recent periods of maize scarcity. In fact, the import requirements for 1947 will be over six million bushels.

The minimum wheat price announced by the Wheat Board for the 1946-47 crop is 40s. 6d. per bag of 200 pounds (roughly \$2.73 per bushel at current rates of exchange) f.o.b. country rail point for the class "B" grade of soft wheat, normally comprising about seventy-five per cent of the crop. This price (which includes 2s. 7d. per bushel selling commission to encourage production) is 3s. per bag higher than the corresponding 1945-46 price.

### **Wool Clip Auction Governed by Normal Commercial Practices**

For the first time in six years normal commercial practices have governed the disposal by auction of the current wool clip. Overseas demand, despite the large wartime carryover, has been encouraging. Total offerings were almost 600,000 bales, including 63,000 bales of wartime wool released by the South African Wool Disposals Organization. Market prices, particularly for top grades, were distinctly favourable to growers. Little support to the market had to be given by the official government agency at the reserved minimum prices, which are guaranteed for ten years.

### **Sugar Crop not Expected to Satisfy Domestic Demands**

In the face of decreased production, due to an unprecedented drought and increased local consumption, the sugar crop is not expected to yield sufficient for present domestic needs and consumer rationing may be imposed shortly. Fertilizer shortages have aggravated the problem of increased output. The latest crop estimate is 467,000 short tons, a drop of 86,000 tons below 1945-46 and 147,000 tons less than in 1944-45. As a result, this country is not expected to be able to export this year, whereas in 1936-37 exports reached almost 170,000 tons. The commercial output of canned produce and the export of preserved fruits may be adversely affected by the sugar and tin plate shortage.

The prevalence of lumpy skin disease among livestock in some areas, as well as feed shortages and droughts, have kept production below normal. Seasonal shortfalls have led to maldistribution, with the result that urban centres have suffered throughout the year. The shortage of butter and cheese has been marked and an increased production of margarine, due to difficulties in obtaining oils for hydrogenation from abroad, has had to be postponed.

The Deciduous Fruit Board has withdrawn subsidies paid growers during the war years, and had contracted for the disposal of 18,150 tons of fruit to the British Ministry of Food. This is slightly more than half of the Union's average prewar exports, and about a third of the country's production. The export prices, particularly for grapes, are considerably higher than domestic prices, and the contracts will yield satisfactory prices to the growers. Citrus fruit shipments during the past season totalled 2,413,000 cases, of which the bulk went to the United Kingdom.

### **Fishing Industry Being Developed**

South Africa's under-developed fishing resources received further attention during the year. Steady progress has been made with the assistance of the government-owned Fisheries' Development Corporation of South Africa Limited, which was set up in October, 1944. The Corporation's scheme for financing fishing boats under specified conditions was continued, and special harbour surveys have been completed with a view to the establishment of suitable fishing docks, etc., where no such facilities now exist or where they are inadequate. A Fisheries' Research Institute has been set up in collaboration with the Council for Scientific and Industrial Research, of which control by the industry on a financial sharing basis has been arranged. More extensive surveys of the South African waters are to be carried out, and a new survey vessel with the most-up-to-date equipment available is being ordered.

In particular, pilchard fishing as a source of oil and meal, has received special attention and a new company with an authorized capital of £200 000 has been created, in which existing commercial firms have

participated. The plant to be set up will treat two hundred and fifty tons of pilchards a day and, in addition, quick freezing equipment, now on order, will make available for human consumption part of the pilchard catch. It is hoped that this new plant will be in operation during 1947.

#### **Crawfish Placed Under Export Control**

South Africa's major fish product, crawfish (Cape lobster), was placed under export control in September, 1946, as a result of which, for the time being, exports of the canned product will be limited to 4,000,000 pounds and shipments of frozen tails to 1,770,000 pounds per annum. The annual catch has been running around 7,000,000 pounds and domestic consumption about 750,000 pounds. The objective is to conserve the crawfish beds for the benefit of the industry, and to arrest the rapid depletion they have suffered in recent years. Most of the crawfish canned in 1946 was exported to the United Kingdom under contract with the British Ministry of Food, and the frozen tails have found a good market in the United States.

The only figures available, covering off-shore fishing, are those pertaining to trawl-caught fish, which in 1945 totalled 48,000,000 pounds valued at £516,000. Preliminary figures for the first four months of 1946 indicate that the yield of such operations has increased appreciably. At present only two trawling companies operate off South Africa, with 23 steam trawlers and 4 motor trawlers. Approximately twenty other companies operate in crawfish, line fish and the production of fish oils and fish meals, with approximately 540 line boats.

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## **Brazil Considers Manufacture Of Agricultural Equipment**

*Campaign to further modern methods essential—Domestic manufacture of foreign equipment under licence a possibility—Good production of weighing scales, storage batteries and office equipment—Possibilities for Brazil's ample resources of china clay.*

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

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

**A** PART from a small production of implements of simple design and moderate quality, there is at present no manufacture of modern agricultural machinery in Brazil. The tendency since the outbreak of the recent war has been for manufacturers to shift to the production of industrial machinery for which there has been a large demand at very high prices. The present production of agricultural equipment comprises machinery for processing cotton and other fibres, coffee and rice, and small hand ploughs, harrows and seeders of simple design.

There is considerable feeling among the industrial interests that the agricultural field will provide outlets for Brazilian metal working industries when the industrial boom has passed. The importance of this market will depend on the extent to which farming methods are improved. A large scale agricultural equipment industry would require as a preliminary con-

dition a successful campaign to foster the use of modern equipment, the creation of agricultural co-operatives in a position to purchase expensive machinery, government financing of purchases or similar measures.

#### **Favour Foreign Types Made Locally**

Tractors and machinery have been included in the production program of the Cia Nacional de Motores (National airplane motor factory). Laminção Nacional de Metais in São Paulo also plan production of agricultural machinery as part of an ambitious expansion program to be initiated after completion of its new iron and steel plant. A São Paulo group sponsoring the creation of a railway equipment industry is also considering the formation of a private company, with the financial participation of large agricultural groups and co-operatives for the manufacture of agricultural machinery. This group appears to favour an arrangement whereby a well-established foreign manufacturer would licence domestic manufacture of his models and also make available to the Brazilian firm improvements in design or production methods as they occurred. These projects are all in a nebulous state and their future depends largely on general economic conditions in Brazil in the next few years.

#### **Widespread Sale of Domestic Weighing Scales**

An outstanding development in the field of precision instruments production is the manufacture and wide distribution of automatic weighing scales by a São Paulo firm. A copy of an American model, these scales are very modern in design and finish. They have been sold all over Brazil on liberal time-payment terms, financed by the manufacturer, whose profits have been very high in recent years. It is claimed that so great is the margin of profit that the initial down payment practically covers the manufacturer's cost.

Another manufacturer also makes automatic scales, and a third, large amounts of non-automatic scales. These three cover the field very thoroughly in standard lines, and while standards of accuracy and quality are not so high as those of the leading foreign manufacturers, low labour costs, the advantage of close contact with the market and liberal credit terms render competition difficult for foreign manufacturers.

Sundry small industries have initiated the manufacture of measuring and other precision instruments, but the range is not very complete and the standard of accuracy is not very high. Prices are high, and it is difficult to estimate to what extent Brazilian prices can be reduced when competition returns to a normal basis.

#### **Output of Office Equipment Increased**

The disappearance of foreign competition has since allowed manufacturers, who even before the war manufactured office furniture and equipment from imported sheet, to produce new lines and to improve the design and finish of their goods. The greatest improvements have been made in filing and card index cabinets, and in office safes and strong boxes.

Considerable improvement in design and general appearance of steel desks and chairs has been made and at least two manufacturers are offering lines which compare quite favourably with imported items.

The scarcity and high cost of imported sheets has had a tendency to reduce production volume and to increase prices, and to result in a more flimsy article when this does not detract too much from the general appearance. So far no attempts have been made to make office machinery.

### **Pipe Production Is Fair**

Production of centrifugal pipe amounted in 1943 to over 25,000 tons, of which a considerable proportion was exported to Argentina and other South American countries. Cast iron pipe has been produced to the amount of 2,000 tons and the production of conduits has been initiated on a small scale.

While non-ferrous metal tubing has been made on an increasing scale, its volume is hampered by the scarcity of imported raw materials, as there is little production of non-ferrous metals in Brazil. Over 1,000 metric tons of copper tubes were produced in 1943 from imported metal, with a smaller production of tubes and pipes of other metals and alloys, including lead, brass, aluminum, nickel, etc.

### **Building Boom Favours Builders' Hardware**

A large importer of hardware before the war, buying mainly from the United States and Germany, Brazil is now producing more builders' hardware, carpenters', mechanics' and other small tools. The building boom of recent years, and the consequent increase in production of manufactured articles requiring hinges, locks, handles, etc., caused a shortage of such items comparable to the shortage of tinplate and iron and sheet steel.

High prices induced many small manufacturers and machine shops to produce builders' hardware and small tools. These new industries were handicapped by both primitive equipment and methods and the shortage and unreliable quality of raw materials. Only the more simple types of tools are made, any tools requiring special steels, such as saws, files, etc., being of poor quality and manufactured only on a small scale. Despite all handicaps, there has been a marked improvement in the quality of many items, particularly Yale-type and other locks, window fittings, etc., and it is expected that local industry will be in a position to supply from now on a greater proportion of domestic needs than formerly.

### **Storage Battery Production Good Since War**

Storage batteries of good quality have been produced in increasingly large quantities since the war. Limited quantities of springs, axles, distributor covers and terminals, fan belts, body hardware and carburetor injectors are also manufactured. One manufacturer is endeavouring to make spark plugs, but so far has not been very successful.

It was estimated that during the war approximately 20,000 producer-gas units were made for passenger cars and trucks, but this wartime industry has disappeared, with the effect of having consumed large quantities of iron and steel plate, labour and plant equipment, which could have been used to much better advantage.

### **Moderate Output of Pumps and Valves**

Progress has also been made in the manufacture of a wide range of metal products, such as pumps, valves, pipe fittings, enamelware, equipment for hospitals and kitchens, air compressors, electric hoists, grinding wheels, water meters, aluminum kitchen utensils, steel cable, cutlery, etc. With the exceptions of pumps, valves, and similar castings and possibly cutlery and kitchen utensils, the quality is so deficient and production methods so costly that these new industries will find it impossible to meet foreign competition when the present supply difficulties have been overcome.

São Caetano has initiated the production of silica brick since the war, and the quality of production is improving, but special shapes must be imported. The same manufacturers plan to ultimately manufacture higher grade refractories from domestic chrome and magnesite, but have not advanced this project beyond the laboratory stage.

#### **Ample Resources of China Clay**

Brazil has abundant resources of good quality china clay, and manufactured a fair quantity of chinaware and porcelain even before the war. Lack of foreign supplies stimulated improvements in quality and design. Cost of the better quality of domestic tableware is very high and occasional shipments of English chinaware are readily sold at good prices.

Production is very high of roofing, flooring and wall tiles, although production units are usually small. This is an old, established industry, dating from colonial times, and has experienced no change of note recently, except to be hindered by transportation difficulties.

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## **Shortage of Dollar Exchange Retards Australian Trade**

*Further import restrictions necessary to conserve exchange—Rising prices of imports essential to sterling area, and coming from the United States have been the new aggravation—Nearly all goods originating in the United Kingdom declared exempt from import licensing control.*

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

(Editor's Note—This is the first of three articles on economic and commercial conditions in Australia.)

**M**ELBOURNE, July 22, 1947.—The shortage of dollar exchange continued to embarrass the Commonwealth seriously this year. Reports from the Dollar Pool authorities indicated that drastic revision of dollar imports, not only into Australia, but into all other countries on a sterling currency, must be considered. Australia, therefore, introduced further measures to conserve exchange. The entry of motor vehicles from America and Canada was restricted to a quota basis, and proposals were put forward to limit the entry of raw tobacco and films from the United States.

Rising prices of imports essential to the sterling area, and coming from the United States, have been the new aggravation. To Australia, the peril more definitely lies in the possibility of diversion of British trade from the Commonwealth to the non-sterling area, as the United Kingdom seeks more dollars. Moreover, any extension of Great Britain's austerity policy would have a grave effect on Australia, for the United Kingdom is the Commonwealth's chief export market.

#### **Most United Kingdom Goods Exempted from Import Licensing Control**

To overcome these difficulties, the Commonwealth declared almost complete exemption from import licensing control for all goods of United

Kingdom origin, on January 24. Only a very small, select list of commodities remained subject to entry restrictions, and even applications to import any of these items would be considered in the light of the prevailing circumstances. Goods of non-sterling origin remained under overall import control, as formerly, though in the past four months there were occasional alterations and changes as to the quality of the control exercised.

#### **Many Wartime Regulations Expired at the Beginning of the Year**

December 31, 1946 witnessed the expiry of many wartime regulations. During 1947, only 61 sets of regulations were to continue to operate, deriving their one year's validity from the Defence (Transitional Provisions) Act. Controls continued on prices, wages, rents, land values, interest rates, capital issues and rationing. In addition, regulations affecting food control, marketing, foreign exchange transactions, industrial peace, and female minimum wage rates were to continue for one year. Food rationing remained, due to overall commitments necessary to aid the United Kingdom. Clothes rationing could not be made less stringent because of the worldwide shortage of cottons. Petrol rationing was continued, since the shortage of dollar exchange made it undesirable to purchase greater quantities.

#### **Trend Towards Further Increase in Price Levels**

Within the country, meanwhile, the trend has been towards a further increase in price levels. This has been partly due to rising costs resulting from wage adjustments and the increased prices of scarce raw materials whose values are determined in the world market. Reduction of certain government subsidies has had a bearing also.

Nevertheless, there is little evidence yet that the buying power of the public has been greatly reduced. Despite widespread industrial unrest and strikes, wage losses have in large measure been avoided by the taking of employment in other industries, a circumstance possible because of the overall shortage of labour. There remains, as during 1946, a definite buoyancy in both wholesale and retail trade.

Overseas business interests have indicated their faith in the future of the Commonwealth, by investigating the field for establishing new industries and plants. This attitude is closely seconded by the expansion plans of domestic companies. The fact remains however that the past months of industrial unrest gave rise to no little misgivings. It is very definitely a fact in Victoria that, while many textile and some food-producing manufacturers have struggled successfully to maintain production, most metal-working plants (whether it be foundry, machine shop, or engineering firm), have been forced into complete idleness.

#### **Heavy Rains End Drought at Turn of Year**

The turn of the year did, however, see at long last the breaking of the drought which has stifled the pastoral industries for the last four years. Heavy rains were experienced in New South Wales and Queensland during January and February. These two states provide pasture for more than half the nation's sheep and cattle. The promise is a rise in farm income, and expansion in exports of food and primary produce. The more immediate reaction will be the reduction of costly stock-feeding, the release of land from pasture to cereal crops, larger supplies of butter, and more fat stock for increased meat supplies.

### **Income Tax Changes Introduced**

In the last week of February, the government introduced changes in income tax. The tax cuts on personal income ranged from 100 per cent on very low incomes to 9 per cent on very high incomes. The proposals mean that the total levy for the majority of taxpayers will be less than half their wartime tax. These reductions come into force July 1, 1947.

Decision was also taken to increase pensions by five shillings per week. The combination of these concessions is expected to reduce the total tax yield about 23 per cent and, it is estimated, would mean about £33 million less revenue annually to the government. Other tax reductions in the indirect field, including sales tax, will add a further £8 million to this figure.

### **Bill will Provide a Double Taxation Agreement with the U.K.**

The government also introduced, in March, a bill to provide and ratify a "double" taxation agreement with the United Kingdom. This is expected to provide long overdue relief to affiliated businesses in the two countries. Customs and excise revenue for the nine months ended March 31, 1947, was £19,550,000 more than that for the same period 1945-46. Total revenue was £75,346,000 and collections in March, 1947, alone were £8,963,000 compared with £6,429,000 in March, 1946. During the period under review, the government made to the United Kingdom, from Australian funds held in London, a gift of £25,000,000 as a contribution to British war costs in the Pacific.

### **Buoyancy of Trade Continued**

The buoyancy of trade continued, and the end of February saw a continued favourable balance of £62,000,000 for the preceding eight months. Exports for the eight months ending February 28 were £203,728,000, compared with £117,803,000 for the same period 1945-46, and imports were £141,114,000, compared with £134,009,000 in 1945-46. Figures for February were: exports £24,722,000 (£17,217,000 in 1946) and imports £17,133,000 (£13,345,000 in 1946).

In March, Parliament overwhelmingly ratified Australia's concurrence in the Bretton Woods Agreement. The Commonwealth's quota of the share-capital of the International Bank is £62.5 millions.

### **Two Bank Mergers Announced**

Two important announcements in the banking field concerned mergers. The first in February advised that the Bank of Australasia and the Union Bank of Australia were proposing to amalgamate, and would henceforth be known as the Australasian and Union Bank. The second, in March, related to the absorption of the Queensland Bank by the National Bank of Australia.

The result of these mergers, if approved by shareholders, would change the relative position of the trading banks. The Bank of New South Wales remains the largest, with capital of £8,700,000, and assets of £245,000,000. This is followed by the Australasian and Union, with capital of £8,500,000, assets of £176,000,000 and the National Bank of Australia with capital of £6,750,000, assets of £125,000,000.

The Commonwealth decided to implement a section of the Commonwealth Banking Act which forbade state governments and semi-governmental bodies to continue their practice of banking with the private banks.

Previously, the section had not been enforced by intent, but henceforth, the various bank accounts and financial dealings of these specified bodies were to be held by and performed by either the Commonwealth (central) Bank, or the State Banks.

#### **Rate of Bank Deposits Exceeds that of Advances**

The period January to April witnessed a change in the trend of bank deposits and bank advances. Varying from the course of events in 1946, the rate of bank deposits exceeded the rate of advances. During the first three months, deposits increased by £19,000,000, whereas advances only rose £6,000,000. This can possibly be attributed to the first signs of a decline in wholesale and retail business activity due to the strikes and the temporary dismay of investors at the reduction of the official interest rate from  $3\frac{1}{4}$  per cent to  $3\frac{1}{8}$  per cent in January.

#### **Note Issue Has Risen Steadily**

Primarily due to the war, the Commonwealth note issue rose steadily over the period 1939-47. From a total note issue of £49.4 million in 1939, the figure jumped to £102.0 in 1942 following the commencement of hostilities with Japan. As the war effort increased, so did the note issue, the greatest expansion of £45 million in 1944 bringing the total note issue to £186.6 million. The rise continued at the termination of the Pacific war, but during the past twelve months has remained fairly steady. Figures at the end of February, 1947, indicated a total of £198.2 million. The considerably higher prices of commodities, increases in wages and salaries, and a higher level of employment are the principal influences leading to the expanded note issue.

#### **Stock Exchange Freed from Government Control**

As from January 6, Australian stock exchanges were freed from four years of government control. Share transactions are no longer subject to Treasury approval. The effect of the reduction of the official interest rate on future Commonwealth bonds from  $3\frac{1}{4}$  per cent to  $3\frac{1}{8}$  per cent has been indicated by the increased demand for previous issues bearing higher interest, or carrying tax-free concessions on their annual yield.

Considerable activity took place in stocks and shares, as, with the return of free trading, investors indicated their opinions. The present levels at which many share prices are tending to be established suggests that investors are viewing the industrial situation in Australia with no more than a moderate degree of confidence. Some of the leading industrial shares are yielding only  $3-4\frac{1}{2}$  per cent at prevailing prices.

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#### **Establish September Quota of Canadian Businessmen to Visit Germany**

The quota of Canadian businessmen permitted to visit the occupied zones of Germany for the month of September has been set at 56. Applicants are now required to provide the following information: name; nationality; firm; German products in which he is interested; names and addresses of firms to be visited; and the proposed date of entry into Germany. This information should be submitted on separate sheets in quadruplicate, signed and dated by the applicant, to the Foreign Trade Service, Department of Trade and Commerce, Ottawa.

# Higher Wheat Price To Be Moved By Government Next Session

*To recommend increased initial price be paid to Western farmers, retroactive to 1945 crop—Parliament must amend the Act before present price of \$1.35 per bushel can be raised—Amendment would apply to 1945-49 crops—Amount of boost dependent on harvest and market conditions.*

Early in the next session of Parliament the Federal Government will recommend an increase in the initial wheat price paid to Western farmers, retroactive to the 1945 crop, according to an announcement made by the Hon. James A. MacKinnon, Minister of Trade and Commerce, last Tuesday.

"A higher advance to farmers is possible because of the favourable prices received by the Canadian Wheat Board on sales to date and because of the guarantees and other provisions contained in the United Kingdom wheat contract applicable to the balance of the present crop and also to the 1948 and 1949 crops", said Mr. MacKinnon.

Under The Canadian Wheat Board Act, the initial price to farmers is \$1.35 per bushel for One Northern, basis in store Fort William/Port Arthur or Vancouver. It will therefore be necessary for Parliament to amend the Act before a higher initial price can be paid. If Parliament approves, the higher price would apply to the 1945, 1946, 1947, 1948 and 1949 crops.

Mr. MacKinnon said that the higher price would go into effect as soon as Parliament approves, and payment in respect of earlier crops would begin as soon as physically possible after parliamentary approval.

"The amount of the increase cannot yet be decided, depending in large part upon the size of the present crop and developments in the market situation between now and the assembling of Parliament, but an increase will certainly be recommended", said Mr. MacKinnon.



**This grain elevator at Churchill, on the shores of Hudson Bay, has a capacity of 2,500,000 bushels.**

*National Film Board Photo*

# Heavy Canadian Wheat and Flour Exports Since Turn of Century

*Over eight billion bushels, in wheat and flour, shipped by Canada—Aggregate value totalled \$9,650,000,000—Product provides good barometer of prosperity attributable to foreign trade—Peak price reached in 1918.*

By Research and Development Branch, Dominion Bureau of Statistics

CANADIAN wheat and flour exports have provided a good barometer for measuring the general level of prosperity that may be attributed to the external trade of this country. Wheat was the most important shipment during most of the years since the turn of this century and, if combined with flour, the aggregate total far exceeds that of any other single commodity. Wheat exports during the last forty-seven years amounted to 6,790,000,000 bushels, valued at \$7,795,000,000. Shipments of flour in the same period totalled 309,000,000 barrels, which represents 1,390,000,000 bushels of wheat, having a value of \$1,855,000,000.

The table below indicates the volume and value of wheat and flour shipments between 1900 and 1947. As noted, statistics between 1900 and 1906, inclusive, were on a fiscal year basis, ending June 30. From 1907 to 1930 they were on a fiscal year basis, ending March 31, and since then on a calendar year basis.

It is interesting to note the price fluctuations during the period under review. The war and postwar boom of 1914-1920 were responsible for the first substantial jump in price, the highest for any one year being \$2.44 a bushel in 1918. The price elasticity of wheat has always been great, and the decrease after 1920 was even more precipitous than was the previous rise. Prices rose again during the late 'twenties, but the depression of the 'thirties cut the price of wheat to its lowest point of the century; 56 cents a bushel being the average for 1932. There was no full recovery until the war again stimulated the demand for grain, coinciding with a reduction in world supplies. The average quotation for 1946 reflects a measure of stability attributed to the wheat agreement between Canada and the United Kingdom, since a large proportion of the shipments in that year went to Great Britain.

Another interesting trend is seen in the rise in the ratio of flour exports to those of wheat. Canadian flour is more widely distributed than wheat, being shipped to seventy-four countries in 1946. Canadian flour milling companies have been working at full capacity to meet the domestic and foreign demands for their product.

## Exports of Wheat and Flour, 1900 to 1946

Fiscal year ended June 30:	Wheat		*Average price of wheat	Flour		Bushels wheat and flour (1 barrel = 4.5 bushels) (Millions)
	Dollars (Millions)	Bushels		Dollars (Millions)	Barrels	
1901 .....	\$ 6.9	9.7	\$ .71	\$ 4.0	1.1	14.7
1902 .....	18.7	26.1	.72	4.0	1.1	31.0
1903 .....	24.6	33.0	.75	4.7	1.3	38.9
1904 .....	13.5	16.8	.80	6.1	1.6	24.0
1905 .....	12.4	14.7	.84	5.9	1.3	20.6
1906 .....	33.7	40.4	.83	6.2	1.5	47.2

Exports of Wheat and Flour—Continued

Nine months ending March 31:	Wheat		*Average price of wheat	Flour		Bushels wheat and flour (1 barrel= 4.5 bushels) (Millions)
	Dollars (Millions)	Bushels		Dollars (Millions)	Barrels	
1907	20.4	25.5	.80	4.1	1.1	30.5
1908	40.0	43.7	.92	8.5	2.0	52.7
1909	48.1	49.1	.98	8.0	1.7	56.8
1910	52.6	49.7	1.06	14.9	3.1	63.7
1911	45.5	45.8	.99	13.9	3.0	59.3
1912	62.6	64.5	.97	16.0	3.7	81.2
1913	88.6	93.2	.95	20.0	4.5	113.5
1914	117.7	120.4	.98	20.6	4.8	142.0
1915	74.3	71.9	1.03	24.6	5.0	94.4
1916	172.9	157.7	1.10	35.8	6.4	186.5
1917	244.4	189.6	1.29	47.5	7.4	222.9
1918	366.3	150.4	2.44	95.9	9.9	195.0
1919	97.0	41.8	2.32	99.9	9.2	83.2
1920	185.0	78.0	2.37	94.3	8.9	118.1
1921	311.0	129.2	2.41	66.5	6.0	156.2
1922	180.0	136.5	1.32	53.5	7.4	169.8
1923	252.1	215.1	1.17	60.1	10.2	261.0
1924	267.8	256.9	1.04	62.8	11.7	310.0
1925	251.7	191.8	1.31	70.6	11.0	241.3
1926	364.4	249.7	1.46	69.7	10.1	295.2
1927	353.1	248.5	1.42	68.7	10.1	294.0
1928	352.1	266.9	1.32	59.9	9.4	309.2
1929	428.5	370.5	1.16	65.1	11.4	421.8
1930	215.8	177.0	1.22	45.5	7.9	212.6
Nine Months ended Dec. 31. Calendar year:						
1930	157.8	184.4	.86	27.7	5.9	211.0
1931	117.9	194.8	.61	20.2	5.7	220.5
1932	128.4	228.2	.56	17.2	5.1	251.2
1933	122.7	192.3	.64	19.0	5.6	217.5
1934	131.2	167.9	.78	18.4	5.1	190.9
1935	137.2	165.7	.83	19.0	4.9	187.8
1936	226.9	243.0	.93	20.6	4.9	265.1
1937	124.4	96.0	1.30	23.9	4.1	114.5
1938	89.4	114.2	.78	17.6	3.9	131.8
1939	109.1	162.9	.67	16.4	5.3	186.8
1940	119.5	139.2	.86	26.4	7.0	170.7
1941	161.9	196.6	.82	44.8	11.4	247.9
1942	121.8	143.0	.85	45.8	10.6	190.7
1943	234.5	219.2	1.07	66.3	12.9	277.3
1944	384.2	291.7	1.32	90.0	13.9	354.3
1945	475.8	329.7	1.44	97.9	13.7	391.4
1946	250.3	157.5	1.59	126.7	15.0	225.0
Total	\$7,794.7	6,790.4	\$1.15	\$1,855.2	308.8	8,180.0

\*Prices shown are the averages of values declared on export declarations, not necessarily the prices quoted on the domestic market.

Substantial Increase in Canada - Hong Kong Trade

Hong Kong, July 5, 1947.—(FTS)—Trade between Hong Kong and Canada during the first five months of the current calendar year has increased substantially over that for the corresponding period of 1946. According to figures recently released, imports from Canada increased from a value of \$2,320,713 for the five months ended May 31, 1946, to \$7,980,383 for the same period in 1947. Canadian imports in May, 1947, amounted to \$3,346,884, as compared with \$2,251,137 in May, 1946.

Exports from Hong Kong to Canada during the first five months of 1947 were valued at \$1,047,370, compared with only \$138,891 in the corresponding period last year.

# Minerals and Textiles Feature Sweden's Imports Last Year

*Purchases 50 per cent more than 1938—Fertilizer, corn, fruit and coffee imports are also greater—Exports 37 per cent higher than in prewar years.*

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

(One krona equals \$0.2783 Canadian)

**M**INERALS and textiles feature Sweden's increased imports for 1946. Mineral imports were valued at kr.469.3 million, compared with kr.93.5 million in 1938. Unworked metals for 1946 were valued at kr.446.6 million, compared with kr.82.2 million in 1945, and kr.262.4 million in 1938. Total imports of textiles amounted to kr.616.6 million, compared with kr.192.3 million in 1945, and kr.262.4 million in 1938.

Other increases in imports were recorded for fuel oil, nine times the 1945 quantity having been imported; gasoline, of which imports increased 12 times; with phosphates and other fertilizers, corn, fruit and coffee showing great increases.

Imports by countries show marked increases, particularly in the case of Switzerland, but the value of Danish, Netherlands, German and British commodities declined. Europe furnished 51.3 per cent of Sweden's imports, and countries on the American continent, 44 per cent. Preliminary figures do not show trade with Canada separately, this being included in the general continental description "America."

## External Trade of Sweden

	(In millions of kroner)		
	Imports	Exports	Difference (Export surplus)
1938 .....	2,082	1,843	-239
1939 .....	2,498	1,889	-609
1945 .....	1,084	1,758	+674
1946 .....	3,370	2,529	-841

## Swedish Imports, by Countries

	1938	1945	1946
	(In millions of kroner)		
Europe .....	1,599.7	656.0	1,733.5
Norway .....	65.3	51.9	119.9
Denmark .....	118.5	69.4	114.2
Finland .....	21.4	46.6	56.0
Poland .....	67.9	7.3	119.5
Germany .....	498.5	91.1	35.5
Holland .....	115.3	18.6	94.0
Belgium .....	74.2	16.7	142.0
Great Britain .....	380.5	75.4	340.0
France .....	62.3	7.7	112.0
Italy .....	30.5	1.8	100.4
Switzerland .....	41.9	125.1	229.5
Czechoslovakia .....	44.7	4.8	76.5
Spain .....	2.3	43.8	55.0
Portugal .....	5.2	37.3	27.4
Asia and Africa .....	48.2	19.9	197.2
America .....	427.4	411.9	1,407.6
Canada .....	3.5	6.1	.....
United States .....	339.3	198.1	813.2
Brazil .....	28.0	66.0	121.6
Argentina .....	38.9	110.5	218.0
Chile .....	1.7	4.7	37.0
Australia .....	6.4	0.1	33.5

### Swedish Imports, by Commodities

	1938	1945	1946
	(In millions of kroner)		
Living animals and animal products .....	41.6	60.5	103.0
Vegetable products .....	227.7	174.5	452.1
Fat, oil and wax .....	33.3	11.7	37.0
Beverages, tobacco, feeding-stuffs .....	74.2	96.3	152.9
Products of mineral and fossil .....	372.5	93.5	489.3
Chemical products and pharmaceutical products .....	166.5	127.9	275.6
Hides and skins and furs and articles therein .....	53.1	46.2	114.7
Caoutchouc, gutta-percha, balata, and their products....	27.0	16.2	75.1
Wood and cork and their products .....	27.7	15.8	43.5
Paper pulp, cardboard and paper and their products, printed productions .....	21.6	10.3	20.8
Textiles .....	290.3	192.3	616.6
Shoes, hats, umbrellas, sticks, artificial flowers, etc.....	13.6	9.0	30.0
Works of stone and other mineral products, earthenware, glass goods .....	34.1	14.4	45.7
Precious metals, real pearls and precious stones .....	4.7	4.3	19.2
Base metals .....	262.4	82.2	446.6
Machines, apparatus, electric materials .....	199.2	84.3	217.8
Means of conveyance .....	134.3	18.4	124.8
Instrument, balances and watches .....	35.6	24.0	53.5
Weapon and ammunition .....	14.3	6.5	3.0
Commodities not elsewhere included .....	29.9	16.0	68.8

### Paper Products Feature Exports

Swedish exports, of which 70 per cent went to European countries, also showed increases for 1946, the highlights being pulp and paper, minerals, non-precious metals—raw and manufactured—machinery and electrical apparatus, ball and roller bearings, electric motors, generators, vacuum cleaners, separators, typewriters and calculating machines. Sweden's development in the engineering and associated industries resulted in the striking increase in exports of machinery and electrical apparatus during 1946, which totalled kr.316.3 million, compared with kr.135.4 million in 1945 and kr.176.9 million in 1938.

### Swedish Exports, by Countries

	1938	1945	1946
	(In millions of kroner)		
Europe .....	1,472.8	1,269.7	1,804.0
Norway .....	122.8	327.1	176.0
Denmark .....	88.0	132.2	145.0
Finland .....	36.4	149.6	64.0
Poland .....	34.8	10.0	82.0
Germany .....	335.1	....	21.7
Holland .....	69.4	69.5	174.3
Belgium .....	55.1	64.2	165.2
Great Britain .....	450.6	237.5	389.0
France .....	60.6	66.7	160.0
Italy .....	37.8	1.7	68.3
Switzerland .....	12.7	55.2	103.3
Czechoslovakia .....	35.9	3.7	62.7
Spain .....	4.1	20.2	38.9
Portugal .....	5.4	22.9	39.4
Asia and Africa .....	95.4	28.4	171.0
America .....	254.6	450.4	537.0
Canada .....	8.3	6.1	....
United States .....	166.0	237.2	181.0
Brazil .....	17.0	40.7	73.6
Argentina .....	33.8	91.0	128.0
Chile .....	5.6	8.4	18.0
Australia .....	20.5	8.1	20.3

## Swedish Exports, by Commodities

	1938	1945	1946
	(In millions of kroner)		
Living animals and animal products .....	104.8	19.4	54.9
Vegetable products .....	17.8	58.9	31.9
Fat, oil and wax .....	12.3	24.6	8.4
Beverages, tobacco, feeding-stuffs .....	15.4	27.1	16.4
Products of mineral and fossil .....	266.0	34.5	142.1
Chemical and pharmaceutical products .....	51.1	51.4	92.7
Hides and skins and furs and articles therein .....	29.5	23.1	26.7
Caoutchouc, gutta-percha, balata, and their products.....	1.6	1.4	2.4
Wood and cork and their products .....	199.6	288.9	290.8
Paper pulp, cardboard and paper and their products, printed productions .....	473.2	616.8	938.7
Textiles .....	25.5	61.7	75.5
Shoes, hats, umbrellas, sticks, artificial flowers, etc.....	9.0	12.5	2.6
Works in stone and other mineral products, earthenware, glass goods .....	14.2	7.3	21.6
Precious metals, real pearls and precious stones .....	840.0	1.3	2.5
Base metals .....	316.8	213.7	349.0
Machines, apparatus, electric materials .....	176.9	135.4	316.3
Means of conveyance .....	79.7	99.9	13.9
Instrument, balances and watches .....	13.1	14.5	35.9
Weapon and ammunition .....	38.9	5.4	10.5
Commodities not elsewhere included .....	2.5	3.2	9.2

During and after the Second World War, the Swedish Government extended credits to several countries, either for the purpose of giving relief or to finance Sweden's export trade, thereby accelerating reconstruction of old customer countries. The following table shows credits which have been granted:

### Credits and Contributions Used

(In millions of kroner)

Credits to Finland and Russia during the first few years of the war.....	258
Credits to Norway and Denmark during the war, to finance the training of their "police" forces in Sweden .....	405
Contributions for international relief .....	90
Reconstruction credits .....	584
Credits to finance trade between Sweden and certain foreign countries, i.e. England, Poland, Belgium, France, the Netherlands and Czechoslovakia..	746
	2,083

### Credits and Contributions Not Yet Used

Contributions for international relief .....	17
Credits to foreign countries .....	340
Credits in pounds sterling .....	217
Guarantees of export credits .....	300
	874
Total amount of credits and contributions granted by the government to June 30, 1946 .....	2,957

The preceding table records the grants and credits extended before June 30, 1946. Since then, the Swedish Government has granted a commercial credit to Russia of kr.1,000 million, and voted an additional kr.149 million as contributions for international relief. It has also been estimated that Swedish citizens and organizations have subscribed kr.463 million for international relief during and since the Second World War. These grants and credits aggregate kr.4,569 million and have had and will have an important effect on Sweden's export trade.

(Editor's Note—Canada's exports to Sweden in 1946 were valued at \$9,132,653, an increase of \$4,963,821 over the 1945 total of \$4,168,832. Canadian mineral and textile exports to Sweden were less in 1946 than for the previous year. Mineral exports, which included aluminum, copper, lead, nickel, asbestos, various unmanufactured and non-metallic minerals, totalled \$2,885,187 in 1946, a decrease of \$154,300 from 1945's total of \$3,039,487. Textile exports, which included wool fabrics, art silk thread and yarn and artificial silk fabrics, totalled \$67,105 for 1946, a decrease of \$39,366 from 1945's total of \$106,381.)

## “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.

## Trade Commissioners on Tour

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

### Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.

Calgary—Board of Trade.

Edmonton—Can. Manufacturers’ Association.

Gananoque—Chamber of Commerce.

Guelph—Board of Trade.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kingston—Chamber of Commerce.

London—Chamber of Commerce.

Oshawa—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

St. Catharines—Chamber of Commerce.

Toronto—Can. Manufacturers’ Association.

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

Victoria—Dept. of Trade and Industry.

Windsor—Chamber of Commerce.

Winnipeg—Can. Manufacturers’ Association.

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

**J. M. Boyer**

(Appointed Canadian Trade Commissioner at Cairo)

Montreal—August 19-31.

# Trade and Tariff Regulations

## **Argentine Exchange Permits Suspended**

Buenos Aires, August 22, 1947.—The Argentine Government announced that, effective to-day, no more exchange permits will be considered until further notice. The reason given is that the exchange position with regard to inconvertible pounds sterling must be reviewed. Outstanding permits, however, are still valid.

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## **China's Exchange Regulations Amended**

Shanghai, August 19, 1947.—(FTS)—Under new trade and foreign exchange regulations issued yesterday, all exports except edible oil can now be shipped freely without government control. It is also announced that foreign exchange will be available at present official rate of 12,000 Chinese dollars to one American dollar for imports of wheat flour, rice, coal and cotton. For all other licensed imports, foreign exchange will be sold at open-market rates. Overseas remittances to be spent in China are now payable on the basis of the open-market rate of approximately 39,000 Chinese dollars to one American dollar. The new regulations make no change in other import licence requirements or categories.

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## **Babbit and Type Metal Containing Tin Require Export Permit**

A recent announcement from the Export Permit Branch removed babbit and type metal from export control. It is now pointed out, however, where tin is a component material, an export permit continues to be required for these items by virtue of the fact that tin in all forms, including alloys, remains under export control. Similarly, while export permit restrictions have been lifted in respect of brass and bronze, these metals and manufactures thereof which contain tin are still subject to export permit control.

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## **C. J. Van Tighem Placed in Charge of Lima Office**

C. J. Van Tighem has been placed in charge of the Lima office of the Foreign Trade Service with the title of Commercial Secretary to the Canadian Embassy in Peru. Born in Strathmore, Alberta, he attended St. Paul's College, Winnipeg, and took his third year in Commerce at Queen's University, Kingston, prior to graduating with the degree of Bachelor of Commerce from the University of Manitoba in 1942. He was Research Assistant, studying labour relations legislation with the Manitoba Government, until he joined the Royal Canadian Naval Volunteer Reserve in November, 1942. Following his retirement from the navy in 1945, Mr. Van Tighem was appointed an Assistant Trade Commissioner and posted to Lima, Peru, where he recently became the Acting Commercial Secretary.

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## **Mail for Trade Commissioner at Singapore Being Improperly Addressed**

Paul Sykes, Canadian Government Trade Commissioner at Singapore, has advised that he is still receiving mail addressed to the "Canadian Commercial Agent", either care of the Chartered Bank of India, Australia and China or at the Union Building, Singapore. Attention is directed to the fact that correspondence for the Singapore office should be addressed as follows: Paul Sykes, Esq., Canadian Government Trade Commissioner, P.O. Box 845, Singapore.

## Foreign Trade Enquiries

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

40. **Belgian Congo**—Hason and Rouso, Albertville, Belgian Congo, desires to receive quotations for toys, automobile batteries, cotton and rayon, sewing materials, rayon brocades, grey sheeting and shirting, new and used clothing, canned fish, hurricane lanterns and padlocks. This firm handles both European and native type goods. In addition to purchases, the company would be interested in an agency east of the Belgian Congo. File: C.E. 283.
41. **Belgian Congo**—S. R. Van Meus, Elizabethville, Belgian Congo, a Belgian engineer who studied in England and who is agent for the Bough Machinery Company of Johannesburg, wishes to obtain direct and exclusive representation of a reputable Canadian manufacturer of each of the following commodities: road building machinery, oil extraction machinery and contracting machinery. File: C.E. 284.
42. **Belgian Congo**—Etablissements Capelutto, Elizabethville, Belgian Congo, whose present activities include wholesale trade in native lines, exports to South Africa and Rhodesia of Colonial products and sub agency for Chrysler, Dodge and Plymouth, desires to obtain direct and exclusive representation of a reputable Canadian manufacturer for the following commodities: machinery for extracting palm oil and machinery for milling corn (maize). File: C.E. 285.
43. **Belgian Congo**—Universal Trading Company (Unitra), B.P. 6 Elizabethville, Belgian Congo, commercial wholesalers and retailers, wish to obtain direct and exclusive representation of a reputable Canadian manufacturer for the following commodities: woodworking and sawmill machinery, power tools and compressors for commercial refrigeration. File: C.E. 286.
44. **Belgian Congo**—Victor Levi, B.P. 278 Elizabethville, Belgian Congo, desires to obtain direct and exclusive representation of a reputable Canadian manufacturer for farm and dairy equipment and machinery. Mr. Levi was formerly employed by a firm of distributors of these lines in Elizabethville and is now in business on his own account. File: C.E. 286.
45. **Belgian Congo**—Gabriel Moussa Benatar, B.P. 381 Elizabethville, Belgian Congo, a firm specializing in European and native trade goods as well as representatives of various firms, desire to purchase the following commodities: textiles, tools, enamelware and other lines for native trade. The firm has a New York office under the name of Congo Trading Company, 2 Stone Street, New York, to whom offers might also be sent. File: C.E. 287.
46. **Belgian Congo**—Marco Habib and Company, Elizabethville, Belgian Congo, who represents several Canadian firms, desires to obtain the agency for the following commodities: textiles (cotton and rayon), electrical appliances, steel filing cabinets, cheap enamelware, non-automatic phonographs, radios, bicycle tires and tubes, sizes 28 inches by 1.58 inches and 36 inches by 1.58 inches; fishing nets, cotton velvets for native trade, 9- and 10-inch aluminum soup plates, cheap aluminum utensils with side handles and covers ("seconds" satisfactory if quality otherwise good) and lead pencils (wood, "seconds"). File: C.E. 289.
47. **Belgian Congo**—H. J. Hymans, Elizabethville, Belgian Congo, would like to obtain the agency for the following commodities: canned meats, canned herring and other fish, canned fruits, vegetables and jams, foodstuffs generally and carpenters' tools. File: C.E. 290.



## Ocean-Going Sailing Schedules

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

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

### Departures from Montreal

\*Calls at Halifax about five days later.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa East—</b>			
Lourenço Marques..	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
<b>Africa-South—</b>			
Cape Town.....	Aug. 23-Sept. 5 September 10-20 October 1-10	<i>Cabano</i> <i>Cambray</i> <i>Cargill</i>	Elder Dempster Elder Dempster Elder Dempster
Port Elizabeth.....			
East London.....			
Durban.....			
<b>Argentina—</b>			
Buenos Aires.....	September 11-15	<i>Brazilian Prince</i>	Furness Withy
Buenos Aires.....	September 16	<i>Arthur J. Tyrer</i>	Montreal Shipping
Buenos Aires.....	September 18-22	<i>Fort Columbia</i>	Furness Withy
Buenos Aires.....	September 23	<i>Robert Lansing</i>	Montreal Shipping
<b>Australia—</b>			
Brisbane.....	September 6-15	<i>Port Darwin</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Sydney.....	Sept. 23-Oct. 1	<i>City of Stafford</i>	Montreal Australia New Zealand Line
Melbourne.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	Aug. 26-Sept. 2	<i>Grey County</i>	Canada Steamships
Antwerp.....	September 2-6	<i>Sein</i>	Furness Withy
Antwerp.....	September 5	<i>Molengraaff</i>	Shipping Limited
Antwerp.....	September 6	<i>Trimont</i>	Montreal Shipping
Antwerp.....	September 7	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	September 8	<i>Marchdale</i>	March Shipping
Antwerp.....	September 11	<i>Mont Sorrel</i>	Montreal Shipping
Antwerp.....	September 15-20	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	September 17	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	September 20	<i>Mortain</i>	Furness Withy
Antwerp.....	September 22-28	<i>Brant County</i>	Canada Steamships

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Brazil—</b> Rio de Janeiro . . . . . Santos . . . . .	September 11-15 September 18-22	<i>Brazilian Prince</i> <i>Fort Columbia</i>	Furness Withy Furness Withy
<b>British Honduras—</b> Belize . . . . .	Sept. 26-Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
<b>Ceylon—</b> Colombo . . . . . Colombo . . . . .	September 15-20 September 30	<i>City of Lichfield</i> <i>Bayside</i>	McLean Kennedy March Shipping
<b>China—</b> Shanghai . . . . . Shanghai . . . . .	September 1-4 September 30	<i>City of Lucknow</i> <i>Bayside</i>	McLean Kennedy March Shipping
<b>Colombia—</b> Barranquilla . . . . .	Sept. 26-Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
<b>Denmark—</b> Copenhagen . . . . .	September 8-15	<i>Braheholm</i>	Swedish American Line
<b>Egypt—</b> Port Said . . . . . Suez . . . . .	September 4-7	<i>Melampus</i>	Cunard Donaldson
<b>Ire—</b> Dublin . . . . . Dublin . . . . . Cork . . . . .	September 18-22 September 4	<i>Torr Head</i> <i>Astoria</i>	McLean Kennedy Shipping Limited
<b>Finland—</b> Helsinki . . . . .	September 8-15	<i>Braheholm</i>	Swedish American Line
<b>France—</b> Le Havre . . . . . Le Havre . . . . .	Aug. 26-Sept. 2 September 2-6 September 8 September 17 September 20 September 22-28 September 23	<i>Grey County</i> <i>Scin</i> <i>Marchdale</i> <i>Mont Clair</i> <i>Mortain</i> <i>Brant County</i> <i>Triport</i>	Canada Steamships Furness Withy March Shipping Montreal Shipping Furness Withy Canada Steamships Montreal Shipping
<b>Germany—</b> Hamburg . . . . .	September 6	<i>Trimont</i>	Montreal Shipping
<b>Gibraltar . . . . .</b>	September 1 October 5	<i>Mont Rolland</i> <i>Mont Sandra</i>	Montreal Shipping Montreal Shipping
<b>Hong Kong . . . . .</b>	September 1-4 September 30	<i>City of Lucknow</i> <i>Bayside</i>	McLean Kennedy March Shipping
<b>India and Pakistan—</b> Karachi . . . . . Bombay . . . . . Madras . . . . . Calcutta . . . . .	September 15-20	<i>City of Lichfield</i>	McLean Kennedy
<b>Bombay . . . . .</b> <b>Calcutta . . . . .</b> <b>Madras . . . . .</b>	September 30	<i>Bayside</i>	March Shipping
<b>Italy—</b> West coast ports . . . . .	September 1 September 20 October 5	<i>Mont Rolland</i> <i>Mont Gaspe</i> <i>Mont Sandra</i>	Montreal Shipping Montreal Shipping Montreal Shipping
<b>Malayan Union—</b> Penang . . . . . Port Swettenham . . . . .	September 4-7	<i>Melampus</i>	Cunard Donaldson
<b>Malta . . . . .</b>	September 5 September 20	<i>Marchport</i> <i>Mont Gaspe</i>	March Shipping Montreal Shipping

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Mexico—</b>			
Veracruz.....	September 7-10	<i>Federal Trader</i>	McLean Kennedy
<b>Netherlands—</b>			
Rotterdam.....	September 5	<i>Molengraaff</i>	Shipping Limited
Rotterdam.....	September 7	<i>Prins Alexander</i>	Shipping Limited
Rotterdam.....	September 11	<i>Mont Sorrel</i>	Montreal Shipping
Rotterdam.....	September 17	<i>Mont Clair</i>	Montreal Shipping
Rotterdam.....	September 23	<i>Triport</i>	Montreal Shipping
Rotterdam.....	Aug. 26-Sept. 2 September 15-20 September 22-28	<i>Grey County</i>	Canada Steamships
Amsterdam.....		<i>Beckenham</i> <i>Brant County</i>	Cunard Donaldson Canada Steamships
<b>Netherlands East Indies—</b>			
Batavia.....	September 4-7	<i>Melampus</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
<b>Netherlands West Indies—</b>			
Curacao.....	Sept. 26-Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
<b>Newfoundland—</b>			
St. John's.....	September 1-3	<i>Elgin</i>	Furness Withy
St. John's.....	September 5-7	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	September 13	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	September 28	<i>Blue Peter II</i>	Montreal Shipping
Corner Brook.....	September 4-6	<i>Gulfport</i>	Clarke Steamships
<b>New Zealand—</b>			
Auckland.....	Sept. 26-Oct. 4	<i>Armadale</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
<b>Northern Ireland—</b>			
Belfast.....	September 14-18	<i>Fanad Head</i>	McLean Kennedy
<b>Norway—</b>			
Oslo.....	September 8-15	<i>Braeholm</i>	Swedish American Line
Stavanger.....			
Bergen.....			
<b>Panama—</b>			
Cristobal.....	Sept. 26-Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
<b>Philippines—</b>			
Manila.....	September 1-4	<i>City of Lucknow</i>	McLean Kennedy
<b>Poland—</b>			
Gdansk.....	September 8-15	<i>Braeholm</i>	Swedish American Line
<b>Singapore.....</b>	September 4-7 September 30	<i>Melampus</i> <i>Bayside</i>	Cunard Donaldson March Shipping
<b>Sweden.....</b>	September 8-15	<i>Braeholm</i>	Swedish American Line
<b>United Kingdom—</b>			
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.....	September 8-14	<i>Norwegian</i>	Cunard Donaldson
Glasgow.....	September 17-23	<i>Dorelian</i>	Cunard Donaldson

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom</b>			
<b>—Con.</b>			
Hull.....	Aug. 30—Sept. 4	<i>Consuelo</i>	McLean Kennedy
Hull.....	September 16—20	<i>Marengo</i>	McLean Kennedy
Leith.....	September 3—8	<i>Cairnvalona</i>	Furness Withy
Liverpool.....	Aug. 26—Sept. 4	<i>Asia</i>	Cunard Donaldson
Liverpool.....	Aug. 30—Sept. 4	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	September 7—13	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	September 13—18	<i>Valacia</i>	McLean Kennedy
Liverpool.....	September 14—18	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	September 18—22	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	September 26	<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
Liverpool.....	October 18	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	October 18	<i>Empress of Canada</i>	Canadian Pacific
London.....	September 1—6	<i>Fort Spokane</i>	Cunard Donaldson
London.....	September 3—8	<i>Beaver Glen</i>	Canadian Pacific
London.....	September 6—12	<i>Vandalia</i>	Cunard Donaldson
London.....	September 11—16	<i>Beaver Cove</i>	Canadian Pacific
London.....	September 22—27	<i>Hillcrest Park</i>	Cunard Donaldson
London.....	September 26	<i>Beaverdell</i>	Canadian Pacific
London.....	October 6	<i>Beaverlake</i>	Canadian Pacific
Manchester.....	September 1—6	<i>Manchester Progress</i>	Furness Withy
Manchester.....	September 8—13	<i>Manchester City</i>	Furness Withy
Manchester.....	September 15—20	<i>Manchester Regiment</i>	Furness Withy
Newcastle.....	September 3—8	<i>Cairnvalona</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
<b>Uruguay—</b>			
Montevideo.....	September 11—15	<i>Brazilian Prince</i>	Furness Withy
Montevideo.....	September 16	<i>Arthur J. Tyrer</i>	Montreal Shipping
Montevideo.....	September 18—22	<i>Fort Columbia</i>	Furness Withy
Montevideo.....	September 23	<i>Robert Lansing</i>	Montreal Shipping
<b>Venezuela—</b>			
La Guaira.....	Sept. 26—Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
Maracaibo.....			
<b>West Indies—</b>			
Antigua.....	Aug. 28—Sept. 2	<i>Canadian Constructor</i>	Canadian National
Antigua.....	September 1—10	* <i>Alcoa Pioneer</i>	Alcoa Steamships
Antigua.....	September 11—20	* <i>A Ship</i>	Alcoa Steamships
Antigua.....	September 18—22	* <i>Canadian Cruiser</i>	Canadian National
Antigua.....	September 21—30	* <i>Alcoa Planter</i>	Alcoa Steamships
Bahamas.....	September 10	* <i>Canadian Leader</i>	Canadian National
Bahamas.....	September 17	* <i>Canadian Conqueror</i>	Canadian National
Bahamas.....	September 25	* <i>Canadian Victor</i>	Canadian National
Barbados.....	Aug. 28—Sept. 2	<i>Canadian Constructor</i>	Canadian National
Barbados.....	September 1—10	* <i>Alcoa Pioneer</i>	Alcoa Steamships
Barbados.....	September 11—20	* <i>A Ship</i>	Alcoa Steamships
Barbados.....	September 18—22	* <i>Canadian Cruiser</i>	Canadian National
Barbados.....	September 21—30	* <i>Alcoa Planter</i>	Alcoa Steamships
Bermuda.....	Aug. 28—Sept. 2	<i>Canadian Constructor</i>	Canadian National
Bermuda.....	September 1—10	* <i>Alcoa Pioneer</i>	Alcoa Steamships
Bermuda.....	September 11—20	* <i>A Ship</i>	Alcoa Steamships
Bermuda.....	September 18—22	* <i>Canadian Cruiser</i>	Canadian National
Bermuda.....	September 21—30	* <i>Alcoa Planter</i>	Alcoa Steamships
British Guiana.....	Aug. 28—Sept. 2	<i>Canadian Constructor</i>	Canadian National
British Guiana.....	September 1—10	* <i>Alcoa Pioneer</i>	Alcoa Steamships
British Guiana.....	September 11—20	* <i>A Ship</i>	Alcoa Steamships
British Guiana.....	September 18—22	* <i>Canadian Cruiser</i>	Canadian National
British Guiana.....	September 21—30	* <i>Alcoa Planter</i>	Alcoa Steamships
Dominica.....	Aug. 28—Sept. 2	<i>Canadian Constructor</i>	Canadian National
Dominica.....	September 18—22	* <i>Canadian Cruiser</i>	Canadian National

## Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
Grenada.....	Aug. 28-Sept. 2	<i>Canadian Constructor</i>	Canadian National
Grenada.....	September 1-10	* <i>Alcoa Pioneer</i>	Alcoa Steamships
Grenada.....	September 11-20	* <i>A Ship</i>	Alcoa Steamships
Grenada.....	September 18-22	* <i>Canadian Cruiser</i>	Canadian National
Grenada.....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
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.....	Aug. 28-Sept. 2	<i>Canadian Constructor</i>	Canadian National
Montserrat.....	September 18-22	* <i>Canadian Cruiser</i>	Canadian National
St. Kitts.....	Aug. 28-Sept. 2	<i>Canadian Constructor</i>	Canadian National
St. Kitts.....	September 1-10	* <i>Alcoa Pioneer</i>	Alcoa Steamships
St. Kitts.....	September 11-20	* <i>A Ship</i>	Alcoa Steamships
St. Kitts.....	September 18-22	* <i>Canadian Cruiser</i>	Canadian National
St. Kitts.....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia.....	Aug. 28-Sept. 2	<i>Canadian Constructor</i>	Canadian National
St. Lucia.....	September 1-10	* <i>Alcoa Pioneer</i>	Alcoa Steamships
St. Lucia.....	September 11-20	* <i>A Ship</i>	Alcoa Steamships
St. Lucia.....	September 18-22	* <i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	Aug. 28-Sept. 2	<i>Canadian Constructor</i>	Canadian National
St. Vincent.....	September 1-10	* <i>Alcoa Pioneer</i>	Alcoa Steamships
St. Vincent.....	September 11-20	* <i>A Ship</i>	Alcoa Steamships
St. Vincent.....	September 18-22	* <i>Canadian Cruiser</i>	Canadian National
St. Vincent.....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	Aug. 28-Sept. 2	<i>Canadian Constructor</i>	Canadian National
Trinidad.....	September 1-10	* <i>Alcoa Pioneer</i>	Alcoa Steamships
Trinidad.....	September 11-20	* <i>A Ship</i>	Alcoa Steamships
Trinidad.....	September 18-22	* <i>Canadian Cruiser</i>	Canadian National
Trinidad.....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships

## Departures from Halifax

\*Calls at Saint John about three days earlier.

Destination †	Loading Date	Vessel	Operator or Agent
<b>Cuba—</b>			
Santiago.....	September 15-19	<i>Dufferin Bell</i>	Pickford and Black
Santiago.....	October 23-28	<i>Dufferin Bell</i>	Pickford and Black
<b>Newfoundland—</b>			
St. John's.....	September 5-8	<i>Fort Amherst</i>	Furness Pacific
<b>United Kingdom—</b>			
Southampton.....	September 21	<i>Aquitania</i>	Cunard Donaldson
<b>West Indies—</b>			
Antigua.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National
Barbados.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National
Bermuda.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National
Bermuda.....	September 11-15	<i>Fort Amherst</i>	Furness Withy
British Guiana.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National
Dominica.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National
Grenada.....	Aug. 29-Sept. 5	* <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

## Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
Montserrat.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National
St. Kitts.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National
St. Lucia.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National
St. Vincent.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National
Trinidad.....	Aug. 29-Sept. 5	* <i>Lady Rodney</i>	Canadian National

## Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
<b>Dominican Republic—</b>			
Ciudad Trujillo.....	Aug. 30-Sept. 2	<i>Wentworth Park</i>	Saguenay Terminals
<b>Haiti—</b>			
Port-au-Prince.....	Aug. 30-Sept. 2	<i>Wentworth Park</i>	Saguenay Terminals

## Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques.....	September 15-26	<i>Kirriemoor Manoeran</i>	Dingwall Cotts
Lourenço Marques.....	Sept. 16-Oct. 8		Dingwall Cotts
<b>Africa-South—</b>			
Cape Town.....	September 15-16 Sept. 16-Oct. 8	<i>Kirriemoor Manoeran</i>	Dingwall Cotts
Port Elizabeth.....			Dingwall Cotts
East London.....			
Durban.....			
Cape Town.....	Aug. 21-Sept. 4	<i>Lake Lilloet</i>	North Pacific Shipping
<b>Australia—</b>			
Melbourne.....	September 10	<i>Waitomo</i>	Canadian Australasian
Sydney.....			
<b>Burma—</b>			
Rangoon.....	Aug. 14-Sept. 8	<i>Madoera Japara</i>	Dingwall Cotts
Rangoon.....	September 17-19		Dingwall Cotts
<b>Chile—</b>			
Arica.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Antofagasta.....			
Valparaiso.....			
<b>China—</b>			
Shanghai.....	Aug. 23-Sept. 4	<i>Lake Sumas</i>	Canada Shipping
Taku Bar.....			
Chinwangtao.....			
Shanghai.....	Aug. 23-Sept. 3	<i>Lake Sumas</i>	Canada Shipping
<b>Colombia—</b>			
Buenaventura.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson

## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Costa Rica—</b>			
Puntarenas.....	September 2	<i>Coastal Nomad</i>	C. Gardner Johnson
Puntarenas.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
<b>Ecuador—</b>			
Guayaquil.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
<b>Guatemala—</b>			
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
<b>Honduras—</b>			
Amapala.....	September 2	<i>Coastal Nomad</i>	C. Gardner Johnson
Amapala.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
<b>India—</b>			
Bombay.....	September 1-3	<i>Overijsel</i>	Dingwall Cotts
Karachi.....	September 4-16	<i>Hoegh Silvercrest</i>	Dingwall Cotts
	Sept. 20-Oct. 1	<i>Manz Fisher</i>	Dingwall Cotts
Calcutta.....	Aug. 14-Sept. 8	<i>Madoera</i>	Dingwall Cotts
Calcutta.....	September 17-19	<i>Japara</i>	Dingwall Cotts
<b>Japan—</b>			
Formosa.....	Aug. 23-Sept. 3	<i>Lake Sumas</i>	Canada Shipping
<b>Mexico—</b>			
Acapulco.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
Manzanillo.....	September 2	<i>Coastal Nomad</i>	C. Gardner Johnson
Manzanillo.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
Manzanillo.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
<b>Netherlands East Indies—</b>			
Batavia.....	Aug. 14-Sept. 8	<i>Madoera</i>	Dingwall Cotts
Socrabaya.....	September 1-3	<i>Overijsel</i>	Dingwall Cotts
	September 17-19	<i>Japara</i>	Dingwall Cotts
	Sept. 20-Oct. 1	<i>Manz Fisher</i>	Dingwall Cotts
<b>New Zealand—</b>			
Auckland.....	September 10	<i>Waitomo</i>	Canadian Australasian
Wellington.....			
<b>Nicaragua—</b>			
Corinto.....	September 2	<i>Coastal Nomad</i>	C. Gardner Johnson
Corinto.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
<b>Panama—</b>			
Balboa.....	September 2	<i>Coastal Nomad</i>	C. Gardner Johnson
Cristobal.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
Balboa.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
<b>Peru—</b>			
Callao.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Mollendo.....			
Talara.....			
Supe.....			
<b>Philippines—</b>			
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>Manz Fisher</i>	Dingwall Cotts
<b>Salvador—</b>			
La Libertad.....	September 2	<i>Coastal Nomad</i>	C. Gardner Johnson
La Union.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
La Libertad.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson

## Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Singapore.....	September 1-3	<i>Overijssel</i>	Dingwall Cotts
	September 17-19	<i>Japara</i>	Dingwall Cotts
	Sept. 20-Oct. 1	<i>Manz Fisher</i>	Dingwall Cotts
South Sea Islands— Papeete.....	September 10	<i>Waitomo</i>	Canadian Australasian
United Kingdom— Liverpool..... London..... Manchester.....	Late September	<i>Pacific Enterprise</i>	Furness Pacific

### Instrument Conference and Exhibit, Chicago, September 8 - 12

The Second Annual Instrument Conference and Exhibit will be held in Chicago, Illinois, September 8-12. The Exhibit is sponsored by the Instrument Society of America, and the Society would like foreign visitors to attend this event so that they may become familiar with American-made scientific, measuring and controlling instruments, and with the firms manufacturing them.

Canadians wishing to attend this exhibit should communicate immediately with Mr. R. Rimback, Executive Secretary, Instruments Society of America, % Instruments Publishing Co., Pittsburg, Pa. Mr. Rimback will supply additional information, and will assist visitors in obtaining hotel accommodation.

### Radio and Radar Equipment Offered for Export Sale by War Assets

The War Assets Corporation has available for export sale, at a fraction of original cost, radio and radar equipment of the following general description: radio receiving and transmitting sets for land, sea and airborne use; public address equipment; and miscellaneous components suitable for construction and maintenance of radio receiving and transmitting sets, such as, resistors, condensers, transformers, switches, meters, tubes, etc. Detail listings are available upon request to Export Sales Division, No. 4 Temporary Building, Ottawa.

### Automobiles Featured Among British Exports in May

London, August 16, 1947.—(FTS)—Automobiles were featured among British exports during May, a record total of 10,670 having been shipped abroad. Overseas trade returns for May indicated that total exports were valued at £89,700,000, which is the highest figure for any month this year with the exception of January, which had more working days. The volume of exports in May is estimated at 104 per cent of that for the corresponding month in 1938.

The value of retained imports was £146,200,000, which is the highest figure for twenty-seven years. Imports of food, drink and tobacco reached the new record of £74,800,000, but those of raw materials, valued at £38,700,000, were lower than for the previous month by £2,700,000. Imports of manufactured goods were valued at £31,275,000, the highest figure in two years.

# Foreign Commercial Representatives in Canada

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is introduced as a special service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Foreign Trade*.

- Argentina**—Carlos M. Braceras, Representative of the Argentine Institute of Trade Promotion, 31 St. James Street West, Montreal. Telephone—MARquette 2811.
- Australia**—Clifton J. Carne, Commercial Attaché, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.
- Belgium**—Jean Querton, Consul-General, Room 709, Sun Life Building, Montreal. Telephone—PLateau 8375.
- Brazil**—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 400 Wilbrod Street, Ottawa. Telephone—5-1485.  
A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, agent of the Department of Trade and Commerce of Brazil, 662A Rideau Street, Ottawa. Telephone—5-1486.  
Luiz Correa, assistant to the agent of the Department of Trade and Commerce of Brazil, Brazilian Embassy, 662A Rideau Street, Ottawa. Telephone—5-1486.
- British West Indies and British Guiana**—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.
- Chile**—Carlos Croharé, Second Secretary Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.  
Mariano Bustos, Consul-General, 1410 Stanley Street, Montreal.
- China**—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.
- Cuba**—His Excellency Dr. Mariano Brull, Minister, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.
- Czechoslovakia**—K. Bala, Commercial Attaché, 171 Clemow Avenue, Ottawa. Telephone—2-1545.
- Denmark**—Theodor Schultz, Consul, Danish Consulate, Room 812, Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.  
Viggo Theis-Nielson, Vice-Consul, Danish Consulate, Room 812, Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.
- Dominican Republic**—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.
- France**—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.  
Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.  
Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HARbour 2271.  
Robert Le Guyader, Assistant Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
- Greece**—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.
- Haiti**—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.
- India**—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.
- Ireland**—Eamonn L. Kennedy, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.
- Italy**—Pietro Migone, Second Assistant to The Representative of Italy (Personal rank of Vice-Consul), 384 Laurier Avenue East, Ottawa. Telephone—2-8761.
- Lebanon**—Maurice J. Tabet, Consul, Consulate of Lebanon, 200 Metcalfe Street, Ottawa. Telephone—2-3155.
- Mexico**—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LANcaster 2502.
- Netherlands**—E. L. Hechtermans, Commercial Secretary, Netherlands Embassy, 8 Range Road, Ottawa. Telephone—4-3312.  
Dr. A. S. Tuinman, Agricultural Attaché, Netherlands Embassy, 8 Range Road, Ottawa. Telephone—2-4142.  
H. de Vos, Consul, Netherlands Consulate-General, Room 1111, 1410 Stanley Street, Montreal. Telephone—PLateau 9682.

# Foreign Commercial Representatives in Canada

**New Zealand**—J. A. Malcolm, Trade Commissioner, Room 609, Sun Life Building, Montreal. Telephone—LANcaster 4104.

A. W. Broadbent, Assistant to the Trade Commissioner, Room 609, Sun Life Building, Montreal. Telephone—LANcaster 4104.

**Norway**—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.

**Peru**—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.

**Poland**—T. Wiewiórowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076 and 2-3233.

**Sweden**—B. G. Järnstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

**Switzerland**—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 254, Chateau Laurier, Ottawa. Telephone—2-5455.

Dr. Frédéric Kaestli, Consul General, Room 1521, Sun Life Building, Montreal.

Jean Oertly, Consul, Room 714, 64 Wellington Street West, Toronto.

**Turkey**—Rifki Zorlu, Counsellor, Turkish Embassy, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.

**Union of South Africa**—J. H. Brand, Commercial Attaché, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.

**Union of Soviet Socialist Republics**—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.

**United Kingdom of Great Britain and Northern Ireland**—A. M. Wiseman, C.M.G., M.C., United Kingdom Senior Trade Commissioner and Economic Adviser to the High Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.

A. R. Bruce, Trade Commissioner 56 Sparks Street, Ottawa. Telephone—3-8814.

R. K. Jopson, O.B.E., Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.

W. D. Lambie, Trade Commissioner for the Maritime Provinces, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.

P. S. Young, Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.

J. Paterson, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ADelaide 2174.

A. P. Timms, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ADelaide 2174.

W. G. Coventry, Trade Commissioner, 703 Royal Bank Building, Winnipeg. Telephone—9-2956.

H. Oldham, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PACific 4644.

**United States of America**—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Edward D. McLaughlin, Acting Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Roy O. Westley, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Terry B. Sanders, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Quentin R. Bates, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

**Yugoslavia**—Pero Cabrić, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

# Foreign Trade Service

## Head Office Directory

The work of the Service is co-ordinated by an executive committee, of which the undernoted directors are members, and the Deputy Minister of the Department of Trade and Commerce is chairman.

Head office personnel, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers in parentheses, are as follows:

### Trade Commissioner Service

Director, G. R. Heasman (2530)

Recruiting, training and posting of trade commissioners; direction and supervision of overseas officers; trade inquiries concerning countries and areas.

Assistant Director, H. W. Cheney (3058)

#### *Area Officers—*

*Asia*, G. S. Hall (5249)

*British Commonwealth*, V. A. White (4404)

*Europe*, R. T. Young (4404); R. W. Rosenthal, K. Nyenhuis (5605)

*Latin America* (5605)

*Area Traffic Officer*, W. J. Fisher (6236)

### Export Division

Director, W. F. Bull (6748)

General liaison with Canadian export industries; trade inquiries concerning commodities; maintenance of Exporters' Directory; administration of Export Permit Branch.

Assistant Director, G. A. Newman (5983)

Assistant to Director, A. E. Fortington (5670)

#### *Commodity Officers*

*Foods Section—*Chief, H. A. Gilbert (2380)

Livestock and products, H. A. Gilbert (2380)

Fish and fish products, T. R. Kinsella (5983)

Plants and products, G. F. Clingan and D. G. W. Douglas (7523)

Food allocations, K. L. Melvin (3172)

*Machinery, Metals and Chemicals Section*

Machinery and industrial equipment, E. C. Thorne (4082)

Iron and steel products, E. L. Smith (4082)

Non-ferrous metals and non-metallic minerals, A. M. Tedford (4863)

Chemicals and allied products, S. G. Barkley (7601)

Electrical machinery and equipment, A. S. MacRae (7601)

Automotive equipment and vehicles, B. R. Hayden (7886)

*Textiles, Leather and Rubber Section—*Chief, G. R. Poley (3004)

Textiles and apparel, G. R. Poley and E. G. Gerridzen (3004)

Leather, rubber and products, W. H. Semple (3004)

*Wood and Paper Section—*Chief, G. H. Rochester (4863)

Wood and products, G. H. Rochester (4863)

Paper and products, E. Clarke and N. R. Chappell (6974)

*General Products Section—*Chief, W. H. Grant (3209)

General products and durable consumer goods, W. H. Grant (3209)

Miscellaneous products, P. G. Jones (4160)

*Exporters' Directory—*G. L. Tighe (Acting) (6681)

*Export Permit Branch—*Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640)

*Token Shipments to United Kingdom—*A. E. Fortington (5670)

# Foreign Trade Service

## Head Office Directory—Continued

### Import Division

Director, Denis Harvey (5417)

Assistance to importers in locating and procuring desirable imports; general import trade inquiries; maintenance of Importers' Directory.

Assistant Director, C. F. McGinnis (7163)

*Raw Materials Section*—Chief, C. F. McGinnis (7163)

Supply Research, A. C. Fairweather (6905), F. T. Carten, P. E. Jensen,  
M. C. Hughes (6958)  
Trade Controls, W. G. Hopkins (6552)

*Manufactured Goods Section*—Chief, H. B. Scully (6519)

G. C. Clarke, G. W. Rahm (3873)

*Trade Services Directory*—A. J. Langdon (6905)

*Canadian Importers' Directory*—Miss M. E. Adams (6552)

### Commercial Relations and Foreign Tariffs Division

Director, H. R. Kemp (5151)

Preparation of data pertaining to the negotiation of trade treaties; general economic and commercial policy; maintains complete records of foreign tariffs and trading regulations.

*Treaty Research Section*—Acting Chief, A. L. Neal (7696)

L. E. Couillard (7594)

*Foreign Tariffs Section*—Chief, G. C. Cowper (2250)

*United States*, G. C. Cowper (2250)

*British Commonwealth*, Miss H. K. Potter (2250)

*Europe*, E. J. McMeekin (2250)

*Latin America*, H. V. Jarrett (5642)

### Industrial Development Division

Director, G. D. Mallory (3819)

Liaison with other agencies connected with the establishment of new industries; special problems connected with the development of new export business.

### Trade Publicity Division

Director, B. C. Butler (2479)

Publication of *Foreign Trade*, weekly journal of the Foreign Trade Service, and preparation of brochures, news letters and press releases; advertising programs in Canada and abroad.

Assistant Director, J. Fergus Grant (2186)

*Advertising and News Section*—Chief, R. M. Williams (6588)

# **Associated Agencies Concerned With Development of Foreign Trade**

## **Canadian Government Exhibition Commission**

479 Bank Street, Ottawa

**Director, Glen Bannerman (3558)**

**Responsible for arrangements concerning participation by Canada in all exhibitions, display promotions and trade fairs outside Canada, and for international trade fairs held in Canada; advises individual firms in the display of their commodities in foreign countries.**

Assistant Director, F. P. Cosgrove (7818)

## **Wheat and Grain Division**

**Director, C. F. Wilson (5648)**

**Serves as the medium through which wheat, flour, and other cereal products are procured for other countries. It maintains a constant survey of Canada's grain position, respecting supply, transportation, domestic and export demand. The Director is secretary to the Wheat Committee of the Cabinet, and liaison officer between the Department of Trade and Commerce and the Canadian Wheat Board.**

Assistant to Director, J. B. Lawrie (5830)

## **Canadian Commercial Corporation**

No. 2 Temporary Building, 70 Lyon Street, Ottawa

**Managing Director, W. D. Low (3736)**

**Serves as a purchasing agent in Canada for governments of other countries, and for international bodies. Assists private enterprise in obtaining from ex-enemy territories essential supplies that cannot be obtained through ordinary commercial channels. Facilities of the Corporation are utilized in the purchase of supplies for the Department of National Defence and those required for defence projects.**

**Cable address—*Cancomco*.**

Secretary, J. D. McCarthy (4955)

Comptroller, G. F. Wevill (5316)

General Purchasing Agent, W. J. Atkinson (5767)

*Foreign Purchasing Section*, A. E. Annetts (5092)

## **Export Credits Insurance Corporation**

17 O'Connor Street, Ottawa

**General Manager, H. T. Aitken (2-4828)**

**Provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—*Excredcorp*.**

Chief Credit Officer, A. W. Thomas (2-4828)

Secretary, T. Chase-Casgrain (2-4828)

# Foreign Trade Service Abroad

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

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

## Argentina

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

Territory includes Uruguay and Paraguay.

## Australia

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

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

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

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

## Belgian Congo

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

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

## Belgium

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

## Brazil

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

*São Paulo*—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, 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.

# Foreign Trade Service Abroad

## 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.

## 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, Strand-

vägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

## Trinidad

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

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

## United Kingdom

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

*Cable address, Sleighing, London.*

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

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

*Cable address, Sleighing, London.*

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

*Cable address, Canfrucum.*

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

*Cable address, Timcom, London.*

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

Territory includes the Midlands, North of England and Wales.

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

Territory covers Scotland and Iceland.

*Cable address, Cantracom.*

## United States

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

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

*Cable address, Cantracom.*

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

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

## Venezuela

*Caracas*—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, Edificio America.

Address for letters: 8° Piso. Esq. Veroes. Territory includes Netherlands West Indies.

## Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations Aug. 18	Nominal Quotations Aug. 25
Argentina.....	Peso	Off.	2977	•2977
		Free	•2470	•2475
Australia.....	Pound	....	3 2240	3 2240
Belgium and Belgian Empire.....	Franc	....	•0228	•0228
Bolivia.....	Boliviano	....	•0238	•0238
British West Indies (except Jamaica).....	Dollar	....	•8396	•8396
Brazil.....	Cruzeiro	....	•0544	•0544
Chile.....	Peso	Off.	•0517	•0517
		Export	•0322	•0322
Colombia.....	Peso	....	•5714	•5714
Cuba.....	Peso	....	1 0000	1 0000
Czechoslovakia.....	Koruna	....	•0200	•0200
Denmark.....	Krone	....	•2083	•2083
Ecuador.....	Sucre	....	•0740	•0740
Egypt.....	Pound	....	4 1330	4 1330
Eire.....	Pound	....	4 0300	4 0300
Fiji.....	Pound	....	3 6306	3 6306
Finland.....	Markka	....	•0073	•0073
France and French North Africa.....	Franc	....	•0084	•0084
French Empire—African.....	Franc	....	•0142	•0142
French Pacific Possessions.....	Franc	....	•0201	•0201
Haiti.....	Gourde	....	•2000	•2000
Hong Kong.....	Dollar	....	•2518	•2518
Iceland.....	Krona	....	•1541	•1541
India.....	Rupee	....	•3022	•3022
Iraq.....	Dinar	....	4 0300	4 0300
Italy.....	Lira	....	•0028	•0028
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
Venezuela.....	Bolivar	....	•2985	•2985