

FOREIGN TRADE

OTTAWA, SEPTEMBER 13, 1947

Published Weekly
By
Foreign Trade Service
Department of Trade and Commerce

In This Issue

Hon. J. A. MacKinnon Leaves with Mission to South Africa	458
South Africa—Overloaded Market Buys Cautiously	464
United States—Tobacco Output Increases	467
Japan—Expanded Communication Service Authorized	470
British West Indies—Travel Regulations	473
United Kingdom—Sterling Agreement with India	475
United Kingdom—Import Restrictions Retard Trade	478
Argentina—Seagoing Arrivals Increased in 1946	483
Germany—Hops Available for Export	485
Canada—Commercial Imports from U.K. a Third Higher	487

Regular Features

Foreign Exchange Quotations	504
Foreign Trade Service Abroad	502
Trade Commissioners on Tour	486
Trade and Tariff Regulations	488
Transportation	494
Departures from Montreal	494
Departures from Halifax	498
Departures from Saint John	499
Departures from Vancouver—New Westminster	499

COVER SUBJECT—Cotton being loaded at Stanleyville, chief town of the eastern province of the Belgian Congo and 1,000 miles upstream from Leopoldville, the capital. The Hon. James A. MacKinnon, Minister of Trade and Commerce, who left Ottawa this week for Johannesburg, as leader of a Trade Mission to South Africa, is scheduled to arrive in Leopoldville next Wednesday, and will spend three days discussing the development of trade between Canada and the Belgian Congo. He and officials in his party will be guests of the Belgian Government while visiting the Belgian Congo, the resources of which will be outlined by officials of that Colony. A description of the tour, with the countries to be visited by the Mission, is contained in this issue.

Information Service Photo

Minister of Trade and Commerce Off on Mission to South Africa

Hon. James A. MacKinnon heads group of prominent Canadian businessmen flying to Johannesburg via Azores, West Africa and Belgian Congo—Returning via Egypt, Greece, Italy and Portugal—Party will be guests of various governments.

HON. James A. MacKinnon, Minister of Trade and Commerce, left Ottawa last Thursday on the first leg of his flying visit to the Union of South Africa. He is leading a trade mission of prominent Canadian industrialists, the purpose of which is to stimulate further the close commercial relations already prevailing between these two units of the British Commonwealth. Official visits will also be made by the Minister to Leopoldville, Belgian Congo; Cairo, Egypt; Athens, Greece; Rome, Italy; and Lisbon, Portugal, in each of which cities an office of the Canadian Trade Commissioner Service is located, and to Salisbury, Southern Rhodesia. From Lisbon, the Hon. Mr. MacKinnon will proceed to London before returning to Canada in the early part of November.

The Minister will be accompanied by a representative group of Canadian businessmen, who will assemble on Monday, September 15, in New York, whence they are scheduled to leave the same day by air for the Azores and Lisbon. They will proceed thence to Dakar, French West Africa; Accra, in the Gold Coast; Leopoldville, Belgian Congo; and Johannesburg, where the party is due on September 20.

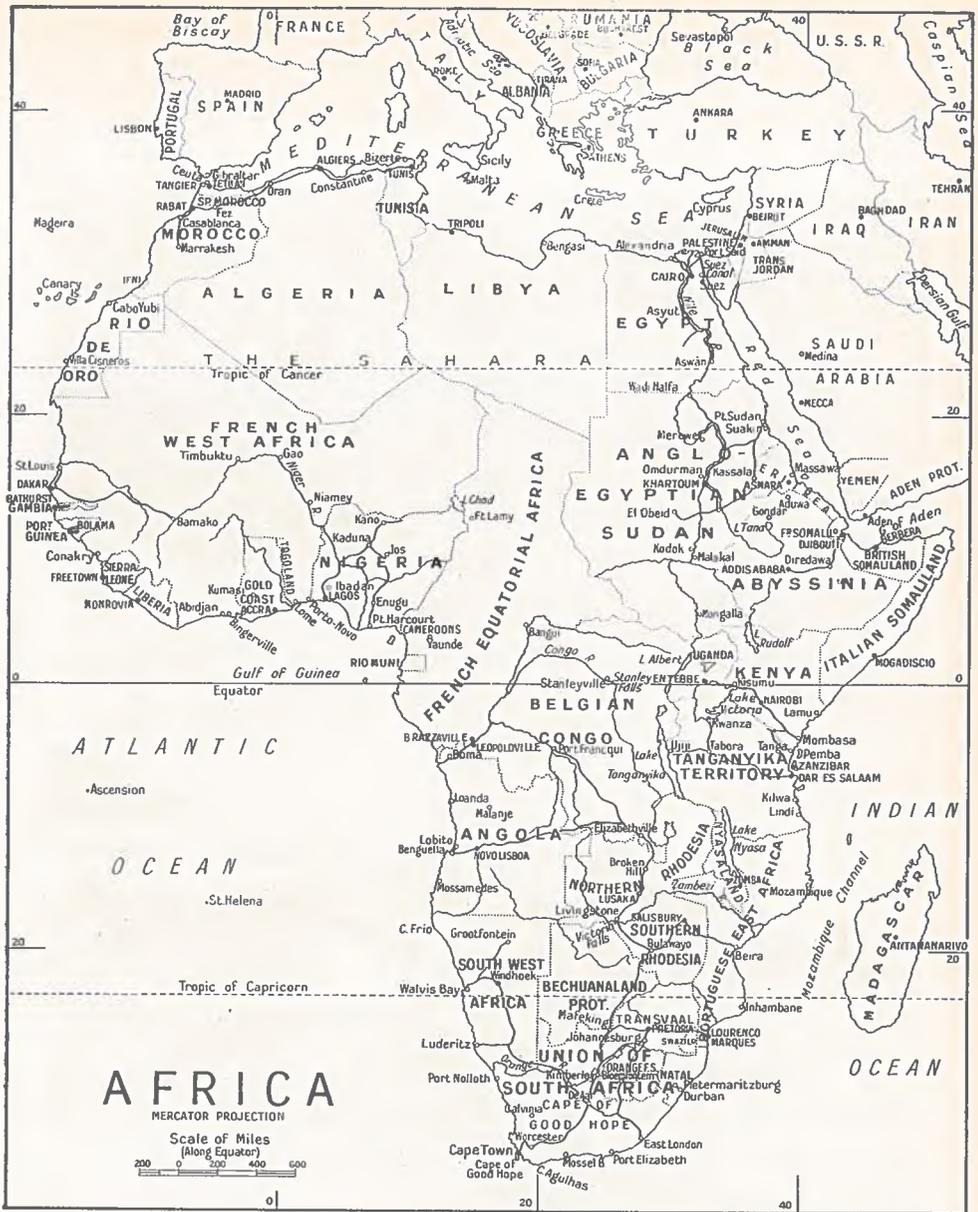
Itinerary of Trade Mission

The following itinerary has been prepared:

Leave New York—September 15.	Arrive Johannesburg—October 7.
Arrive Azores—September 15.	Leave Johannesburg—October 7.
Arrive Lisbon—September 16.	Arrive Salisbury—October 7.
Arrive Dakar—September 16.	Leave Salisbury—October 9.
Arrive Accra—September 17.	Arrive Bulawayo—October 9.
Arrive Leopoldville—September 17.	Leave Bulawayo—October 11.
Leave Leopoldville—September 20.	Arrive Johannesburg—October 11.
Arrive Johannesburg—September 20.	Leave Johannesburg—October 14.
Visit Pretoria—September 22.	Arrive Nairobi—October 14.
Leave Johannesburg—September 26.	Leave Nairobi—October 15.
Arrive Cape Town—September 26.	Arrive Cairo—October 15.
Leave Cape Town—September 30.	Leave Cairo—October 18.
Arrive Port Elizabeth—September 30.	Arrive Athens—October 18.
Leave Port Elizabeth—October 2.	Leave Athens—October 21.
Arrive Durban—October 2.	Arrive Rome—October 21.
Leave Durban—October 4.	Leave Rome—October 23.
Arrive Johannesburg—October 4.	Arrive Madrid—October 23.
Leave Johannesburg—October 4.	Leave Madrid—October 24.
Arrive Nelspruit—October 5.	Arrive Lisbon—October 24.
Leave Nelspruit—October 6.	Leave Lisbon—October 28.

Members of South African Trade Mission

Members of the trade mission are: R. C. Berkinshaw, President, Canadian Manufacturers' Association, and Vice-President, Goodyear Tire & Rubber Company of Canada, Limited, Toronto; Paul Bienvenu, President, Catelli Food Products, Limited, Montreal; Victor M. Drury, President, Canadian Car and Foundry Company, Limited, Montreal; James S. Duncan, President, Massey-Harris Company, Limited Toronto; Norman D. Moffatt, Director, Moffatts, Limited, Weston, Ont.; Arthur K.

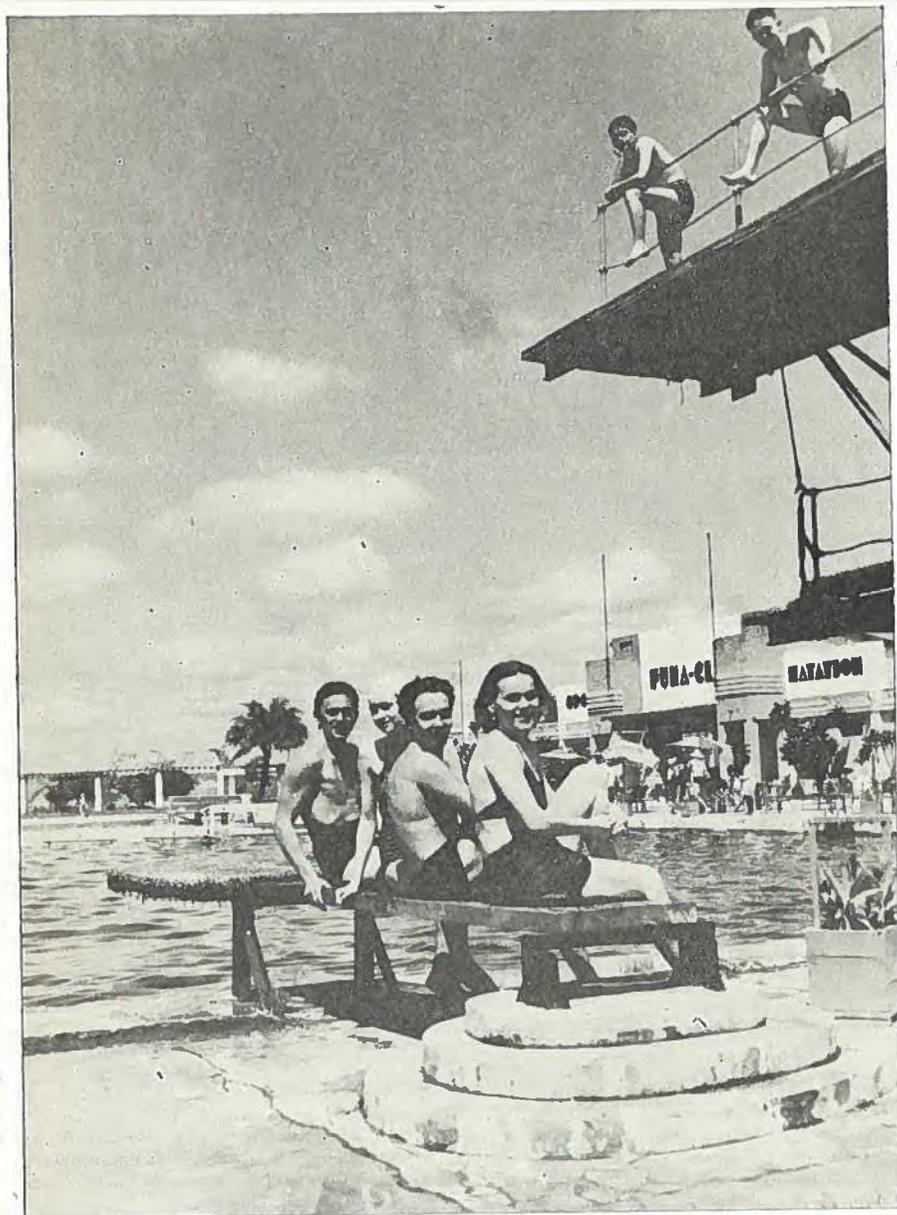


Map of Africa, which illustrates the route to be followed by the Hon. James A. MacKinnon, Minister of Trade and Commerce, who leaves New York by air on Monday for Johannesburg, as leader of a Trade Mission to South Africa. From Lisbon, he will continue by air to Dakar, Accra, Leopoldville and Johannesburg. Following three weeks in the Union, the Minister will return to Canada via Nairobi, Cairo, Athens, Rome, Madrid, Lisbon and London.

Canadian Geographical Society Map

Tate, General Sales Manager and Export Manager, Canadian Car and Foundry Company, Limited, Montreal; and E. E. H. Wright, Vice-President, Welland Vale Manufacturing Company, Limited, and a director of the Canadian Chamber of Commerce, St. Catharines, Ont.; George R.

Heasman, Director, Canadian Trade Commissioner Service; Vincent A. White, Area Officer for the British Commonwealth in the Trade Commissioner Service, who will serve as Secretary to the Mission; and Don W. Thomson, Secretary to the Minister. Mrs. Drury and Mrs. Tate will accompany their husbands.



Belgian Congo—Swimming Club at Leopoldville, where provision is made for the physical welfare of the European and native populations. It is appreciated that sports contribute much towards the development of healthy residents of the Belgian Congo, which straddles the Equator, and to the creation of a fine community spirit. The mean annual temperature is 76 degrees Fahrenheit, July and August being the coolest months.

Belgian Congo Information Service



Belgian Congo—Residence built for occupation by the native population in Elizabethville.

Belgian Congo Information Service

Inspection of Groundnut Project in Tanganyika

From Salisbury, Messrs. Berkinshaw, Duncan and Heasman will proceed to Dar-es-Salaam, in Tanganyika, to inspect the large-scale project recently instituted by the British Colonial Office for the production of groundnuts that are expected to furnish sufficient vegetable oil by 1951 for the production of 250,000 tons of margarine and 330,000 tons of oilcake per annum. As indicated in the July 26 issue of *Foreign Trade*, the British Government announced plans for the formation of a Colonial Development Corporation with power to borrow £100,000,000 to assist any enterprise in the colonies designed to increase productive capacity. It is proposed to establish eighty areas for the cultivation of groundnuts in Tanganyika Territory and ten in Kenya Colony. An additional seventeen are planned for Northern Rhodesia.

Messrs. Berkinshaw, Duncan and Heasman will rejoin the Minister and other members of his party at Cairo, whence Mr. Duncan and Mr. Tate will return with their wives to the Union of South Africa.

Government members of the trade mission will be guests of the Belgian Government, South African Government, Greek Government and the British Government while in their respective countries. While the Minister is in the United Kingdom, Mr. Heasman will likely visit offices of the Canadian Trade Commissioner Service in Belgium, Holland, Oslo and Stockholm.

Canada is vitally interested in the development of trade with South Africa. Her exports to the Union increased from \$17,996,959 in 1939 to \$31,593,023 in 1945 and to \$68,632,865 in 1946. They had a value of

\$40,157,000 for the first six months of the current calendar year. The value of Canada's trade with the various countries to be visited by the Hon. Mr. MacKinnon on his forthcoming mission is as follows:

Canadian Trade by Territories

Leopoldville Office

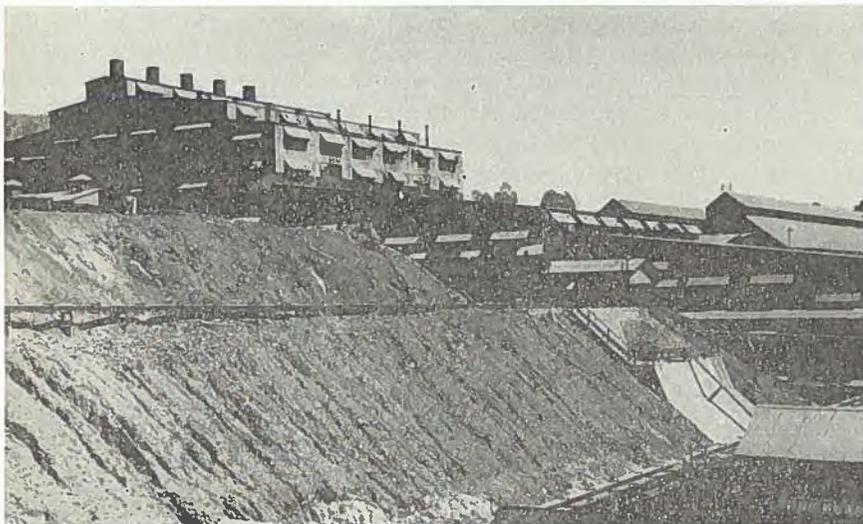
	1946	1945	1939
	\$	\$	\$
Belgian Congo Imports	663,735	333,313	469
Exports	1,201,391	944,666	108,466
British East Africa (incl. Kenya, Uganda, Tanganyika) Imports	3,603,466	1,538,813	2,626,308
Exports	2,219,886	3,786,516	793,985

Johannesburg and Cape Town Offices

	1946	1945	1939
	\$	\$	\$
British South Africa Imports	7,891,625	8,433,239	3,990,881
Exports	68,632,865	31,593,023	17,996,959
Southern Rhodesia Imports	93,044	541,511	717
Exports	3,284,237	2,008,504	1,138,205
Portuguese Africa Imports	510,192	306,307	2,845
Exports	2,127,989	811,610	1,631,153

Cairo Office

	1946	1945	1939
	\$	\$	\$
Egypt Imports	251,578	213,394	1,030,102
Exports	15,085,913	36,416,925	369,944
British Sudan Imports	52,920	67,465	19,218
Exports	510,209	93,547	34,548
Palestine Imports	499,557	414,710	42,677
Exports	3,562,263	2,866,255	230,096
Iraq Imports	1,489,206	973,619	479,398
Exports	3,231,457	3,494,447	42,337
Syria Imports	70,566	19,381	3,074
Exports	227,507	630,408	60,604
Iran Imports	274,446	405,511	71,471
Exports	430,980	1,816,498	135,281



Belgian Congo—Copper refinery of l'Union Miniere du Haut Katanga at Jadotville, which has a capacity of 100,000 tons of ore monthly. Approximately 40,000,000 tons of ore and 36,000,000 tons of deads have been extracted up to the end of 1943 in the Belgian Congo.

Belgian Congo Information Service

Athens Office

	1946	1945	1939	
	\$	\$	\$	
Greece	Imports	63,913	2,369	39,676
	Exports	9,738,480	25,563,317	271,503
Turkey	Imports	1,880,499	276,993	404,938
	Exports	1,618,063	709,637	955

Rome Office

	1946	1945	1939	
	\$	\$	\$	
Italy	Imports	2,704,224	533	2,354,135
	Exports	20,387,069	89,470,246	2,238,584
Czechoslovakia	Imports	964,115	.....	191,291
	Exports	9,859,558	6,717,100	181,166
Malta (incl. Cyprus)	Imports	56,188	21,340	5,758
	Exports	4,670,877	4,739,757	381,645
Yugoslavia	Imports	1,819	.....	188,620
	Exports	12,030,003	11,710,521	19,743
Tripoli	Imports	.....	.....	549
	Exports	.....	18,857	.....

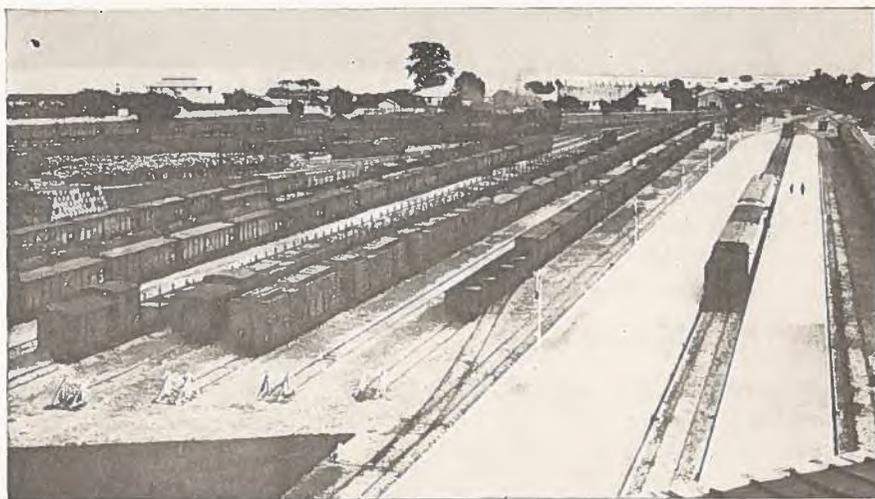
Lisbon Office

	1946	1945	1939	
	\$	\$	\$	
Portugal	Imports	2,188,043	1,657,586	274,726
	Exports	2,662,394	2,356,226	171,545
Azores and Madeira	Imports	241,123	63,025	152,926
	Exports	70,957	21,402	7,316
Spain	Imports	4,484,445	4,353,475	662,516
	Exports	695,045	991,587	210,827
Gibraltar	Imports	.....	.....	179
	Exports	333,524	585,644	9,477

London, Liverpool, Glasgow and Belfast Offices

	1946	1945	1939	
	\$	\$	\$	
United Kingdom*	Imports	201,433,220	140,517,448	114,007,409
	Exports	597,506,175	963,237,687	328,886,435
Gold Coast	Imports	5,381,089	6,366,791	250,940
	Exports	870,981	890,075	224,225
Sierra Leone	Imports	.....	9,359	5,007
	Exports	410,414	376,015	149,057
Nigeria	Imports	4,771,544	3,421,857	54,395
	Exports	1,020,611	318,420	64,231

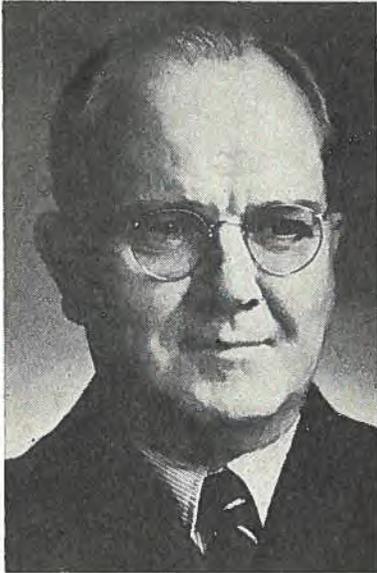
*Includes "Canadian Goods Returned", mainly military equipment, valued at \$50,092,093 in 1946, and \$18,824,093 in 1945.



Belgian Congo—Railway station at Leopoldville, which is a junction on the Congo River for rail and river services. The Congo is not navigable for large ships beyond Matadi, from which a railway extends to Leopoldville around the cataracts.

Belgian Congo Information Service

Although plans for the trade mission were made in Ottawa, considerable assistance was rendered by the following officers of the Canadian Trade Commissioner Service: John H. English, Commercial Counsellor for Canada in Johannesburg; S. V. Allen, Commercial Secretary for Canada in Cape Town; L. H. Ausman, Canadian Government Trade Commissioner in Leopoldville; R. Campbell Smith, Acting Canadian Government Trade Commissioner in Cairo; T. J. Monty, Commercial Secretary for Canada in Athens; J. P. Manion, Canadian Commercial Representative in Rome; and L. S. Glass, Canadian Government Trade Commissioner in Lisbon.



**Hon. James A. MacKinnon Broadcast
Special Message to South Africa**

Inaugurating a new shortwave service to South Africa, being provided early in December by the International Service of the Canadian Broadcasting Corporation, a special program was broadcast yesterday evening. This featured the forthcoming visit of the Canadian Trade Mission to that country, and included short addresses by the Hon. Mr. MacKinnon and the South African High Commissioner in Canada. Arrangements were made for local radio outlets to pick up the Canadian program and to rebroadcast it on standard wave lengths throughout the Union.

Overloaded South African Market Adopts Cautious Buying Policy

Though dollars relatively plentiful, inventories are heavy, and importers now demand best quality and price—Prefer to buy directly from manufacturer or producer—Care must be taken in marking and shipping goods.

By S. V. Allen, Commercial Secretary for Canada

CAPE TOWN—The Foreign Trade Service offices at Cape Town and Johannesburg are currently facing a number of problems in their efforts to establish Canadian products in the South African market and to foster suitable connections for Canadian exporters. Correspondence being received from Canadian firms indicates that there is little appreciation of the rapidly changing conditions which are affecting the consummation of satisfactory relationships between South African importers and agents and Canadian exporters, and it is hoped that the notes given below will be useful in dealing with certain phases of export activity.

Buyers' Market Conditions Developing

South Africa is the only market in the sterling area where hard currencies have been relatively easy to obtain for the importation of goods during the past two years and, as a result, even when conditions of limited supply obtained in the main countries of export, the United Kingdom, the United States, Canada and European countries, the flow of goods to this country has never been as restricted as to other parts of the sterling area. Shipments resulting from orders placed for the same requirement in several countries, when shipment from any one source was uncertain, and which are now arriving from more than one source, make further immediate sales of non-essentials increasingly difficult. This situation will be aggravated as overseas and domestic production improves and competitive conditions of price and delivery will play a greater part in securing orders from South Africa or in maintaining a foothold in this market.

Heavy Inventories in Some Lines

Many warnings have appeared in local trade journals and newspapers advising importers to reduce their purchasing programs commensurate with the improving supply possibilities from overseas sources. Some firms have overbought to an extent that the proportion of their working capital in inventory has reached an unhealthy level. Moreover, the average consumer is tending to postpone purchases of a non-essential character in the belief that prices are bound to decline. Much attention has been given in the press to price declines overseas, particularly in the United States. In those lines where appreciable changes have been evident, it is widely believed that similar conditions will prevail here before long.

The cash position of some firms has been burdened by late Christmas arrivals of unsaleable goods and other delays resulting from the shipping strike in the fall of 1946. As a result, the normal Christmas buying season for some lines for 1947 has been postponed. In other cases, for example in the building industry, shortages of critical supplies which prevent the completion and sale of houses, have affected the sale of complementary building materials, which again has accentuated the working capital and inventory problems of contractors and building supplies firms.

Purchases Through Agents Not Popular

Whereas up to recently importers and agents were willing to deal with export houses in North America, there is now an increasing tendency on the part of both types of firms to arrange purchases wherever possible direct from manufacturers or producers overseas. Rightly or wrongly, it is felt that whatever useful functions export agents and merchants perform, in most cases merchandise can be obtained cheaper by direct purchase. Firms taking the long viewpoint argue that a manufacturer has a reputation to establish and maintain for his line, which most export houses do not have to the same extent because of their diverse interests. Moreover, a return to more normal trading conditions means that deviations from terms of a contract are being given greater attention and, in the case of claims arising, it is felt that a third party makes the adjustment more difficult.

Increased Attention to Order Terms Needed

There is an increasing tendency on the part of South African importers to find fault with Canadian shipments where they do not strictly conform, in every particular, with the terms of the order, e.g. in respect of delivery

and routing, as well as quality, etc. Exporters can avoid claims by ensuring that orders are confirmed promptly and their agents, as well as the buyers, are kept fully informed about deliveries. Also where orders have been placed on an f.o.b. Canadian port basis, and subsequently unexpected rail freight charges are incurred to make shipment from another port, it is advisable to confirm that the buyer will accept drafts including such charges.

Marking of Imported Merchandise Important

Many instances have come to the attention of the Cape Town and Johannesburg offices of faulty weight marking, particularly of food products, which renders the South African buyer subject to penalties under the Weights and Measures Act. Full information concerning the marking of retail containers with net weights, etc., can be obtained from the Foreign Tariffs Section of the Commercial Relations Division of the Department of Trade and Commerce, Ottawa. In cases of doubt sample labels and cartons should be submitted to the South African agent before shipments are arranged. As far as possible, exporters should resist recommendations to ship made by agents until they are certain that their containers fully conform to these regulations. This precaution will avoid delays in customs clearance and possible embarrassment to buyers later.

Overweight Packing Causes Customs Delays

Canadian exporters are reminded that in certain instances food products upon entry into South Africa are assessed specific duties on a weight basis. Some cases have recently been brought to the attention of the Cape Town office where canned food products were checked by the customs authorities and found to be one-half to three-quarters of an ounce over the net weight stated on the label. If the weights are not within the tolerance allowed by the customs for specific goods, this practice results in delay and inconvenience to importers, as extensive sampling has to be carried out by the customs to compute more accurately the dutiable weight of the goods in question.

Singapore to be Distributing Centre for Canadian-made Cars

Singapore, August 11, 1947.—(FTS)—Canada has for years been actively interested in the motor vehicle trade in Singapore, in which connection it is noteworthy that all vehicles imported into the colony are subject to a 15 per cent ad valorem tax, on registration, unless they can be proved to be of more than 50 per cent Empire content.

The Ford Company of Malaya Limited, a subsidiary of the Ford Motor Company of Canada, has a large construction and assembly plant on the outskirts of Singapore which is expected to be in normal operation shortly after an unduly long period, when it was requisitioned by the services.

General Motors, who formerly concentrated their business in Southeast Asia in an establishment near Batavia, have now announced plans to erect an assembly plant near Singapore where, in addition to handling various vehicles of United Kingdom production, they will also be concerned with Chevrolet cars and trucks and other products from their Oshawa plant.

Chrysler products, mainly in the form of Dodge and Plymouth cars, are also being imported into Singapore in fair quantities from Canada, while it is understood that Studebaker are also likely to divert the bulk of their export orders from local markets to their new Canadian factory in Hamilton.

United States Tobacco Output Has Advanced Progressively

John Rolfe started production at Jamestown in about 1608—Production is highly localized and is affected by export trade and domestic manufacture of cigars, cigarettes and other products—Major portion of domestic tobacco goes into cigarette manufacturing—Production of cigarettes during war was far in excess of any previous period.

By F. T. Cook, Assistant Commercial Secretary, Canadian Embassy

(Editor's Note—This is the first of two articles on the United States tobacco trade.)

WASHINGTON, August 24, 1947.—United States consumption of tobacco has increased approximately 100 per cent since 1939, and exports in 1946 were the largest ever recorded. American tobacco production has progressively advanced since the days of John Rolfe who, in about 1608, started production of tobacco at Jamestown. This factor probably saved the Jamestown colony from extinction, for it was founded with the anticipation of achieving financial success in the production of silk, glass, wool, iron and other articles. Most of these expectations were never realized. The discovery that tobacco could be grown successfully and sold profitably was the most important economic factor in the history of 17th Century Virginia. In fact, it solved the colonial problem of finding a satisfactory product for shipment to the Mother Country in exchange for those essentials not available in the new land.

Tobacco was an Article of Trade with the Indians

In addition to tobacco's importance as a medium of exchange between the colony and the Mother Country, it also became an article of trade between the colonists and the Indians, who soon discovered that the varieties introduced by the white man were superior to their own. From the start made by John Rolfe, tobacco became the ruling commodity at Jamestown. The histories of the struggles, with recurring periods of surplus, low prices and attempted restriction of production, and the slow evolution of marketing methods, are among the important chapters in the agricultural history of the United States.

Production is Highly Localized

Tobacco production is highly localized. For example, tobacco known as Virginia Sun Cure is produced in a small group of counties in Central Virginia. The characteristics distinguishing this type result from the combination of soil, climatic conditions and method of curing. These characteristics are so distinctive that they set this apart from all other types of tobaccos. The same is true in a greater or lesser degree of all the 26 types recognized by the official classification of American-grown tobacco.

Influence of Established Demand is Important

In addition to the influences of variety, seed, weather and curing methods in localizing tobacco culture, the influence of established demand is important. Over a long period of years tobacco consumers have become accustomed to certain qualities. The trade that has developed by catering to these tastes looks to certain well-defined areas for continued supplies of grades and qualities of leaf upon which depends the continued popularity of the manufactured product. In consequence, markets have been estab-

lished in these centres of production where, each year, buyers assemble for the purpose of obtaining certain specific kinds of tobacco. These factors have resulted in well-defined geography of tobacco production in the United States.

A recurring question is whether growers in specific districts could change from one type to another, or from one curing method to another, as a means of increasing profits. Experience has proved that such changes are possible only within very narrow limits. The factors that contribute to qualities and characteristics by which the types are differentiated are as follows:

The character of the soil in which tobacco is grown. No crop is more susceptible to slight changes in soil and subsoil than tobacco, therefore soil is the chief determining and limiting factor.

Climate in which tobacco is grown. Climatic factors include the temperature range, normal precipitation, relative humidity and hours of daylight.

Variety of seed. The different varieties of tobacco have been bred under certain soil conditions and meet specific requirements.

Methods of cultivation, fertilization and harvesting.

Method of curing.

The association between soil, seed and climate, and cultural and curing practices is so close and is such a determining factor upon the type produced that it precludes, as a general rule, the duplication of any given type in a new environment. The cases where growers can successfully change from one type of tobacco to another are so few that they serve merely to indicate the general rule that switching a type is almost impossible.

Two Factors Influence Domestic Production

The two main factors influencing American tobacco production are the export trade and domestic manufacture of the commonly known products, such as cigars, cigarettes, smoking and chewing tobacco and snuff, and the less well-known by-products, nicotine sulphate and tobacco extract.

In all countries tobacco consuming habits have undergone wide changes which have had important effects upon tobacco production in the United States. With respect to the domestic and export trade in leaf tobacco, the effects of changing habits of tobacco consumption in foreign countries have increased indigenous production of tobacco. This increased production, protected as it has been by a series of trade barriers erected in pursuance of government policies during the period 1918-38, has offered significant competition to American tobacco.

The United States Government, in order to stabilize the tobacco growers' income and equate supply against requirement, launched a price support program which is provided for in the Agricultural Adjustment Act of 1938, and amendments thereto, and the Stabilization Act of 1942. The 1946-47 tobacco price support program is limited to mandatory non-recourse loans. Loans are currently being made on flue-cured, burley, fire-cured and dark air-cured tobacco (except sun-cured). Loans are authorized under the program for the other kinds of tobacco. However, market prices to date for other kinds of tobacco have been such that growers have not requested loans.

Loans Made Available Through Farmer Co-operative Organizations

In general the loans are made available through farmer co-operative organizations operating under contract with the Commodity Credit Cor-

poration, which is the sole government buying agency. The loans are made on the basis of a schedule of advanced rates for the official standard grades, issued by Commodity Credit Corporation. These rates, when weighed out against a normal distribution of the crop, equal the statutory loan rate. The advanced rates for government grades are based on market prices of previous years with adjustments for expected market demand for the current crop. Growers obtain loans by placing their tobacco on the auction market in the usual manner. If the price bid at the auction does not equal or exceed the loan rate on any lot of tobacco, the grower may direct that his lot be delivered to the local co-operative under the loan program. The warehouseman pays the grower for the tobacco, minus the usual warehouse charges, in the same manner as the grower is paid for any other tobacco. The warehouse is, in turn, reimbursed by the co-operative. The co-operative sells the loan tobacco through normal trade channels. Any net gain to the association from the sale of such tobacco is distributed to the growers who have placed their tobacco for sale under the loan.

The loan level is 90 per cent of the parity price at the beginning of the marketing year, except for fire-cured and dark air-cured tobacco for which the rates are 75 per cent and 66 $\frac{2}{3}$ per cent respectively of the burley loan level. The 1946 crop per pound loan levels are: flue-cured, 32.1 cents; burley cured, 33.6 cents; fire-cured, 25.2 cents; and dark air-cured, 22.4 cents.

Under existing legislation loans may not be made on a type of tobacco of which growers have not accepted the marketing quotas. Where quotas are in effect, non-co-operators, that is, growers who produce acreage in excess of allotment, are not eligible for a loan.

Tobacco Products Manufactured in the United States, 1923-46³

Year	Cigars		Cigarettes		Plug	Chewing			Smoking Scrap	Snuff
	Large	Small	Large	Small		Fine	Twist	Out		
	Millions				Million Pounds					
1923	6,950	505	18	66,716	121	11	7	78	157	39
1924	6,598	531	16	72,709	111	10	7	78	169	39
1925	6,463	447	17	82,247	111	10	7	79	169	38
1926	6,499	412	13	92,097	110	9	7	80	166	38
1927	6,519	439	11	99,809	104	8	6	78	160	40
1928	6,373	416	10	108,706	101	9	5	76	155	40
1929	6,519	420	10	122,392	97	8	6	74	156	41
1930	5,894	383	7	123,802	86	8	5	68	164	41
1931	5,348	339	5	117,063	77	6	4	61	183	40
1932	4,383	279	3	106,632	62	5	3	50	191	36
1933	4,300	210	3	114,874	61	5	3	45	192	36
1934	4,526	222	88	129,976	63	5	3	45	193	37
1935	4,685	178	3	139,966	61	6	5	44	192	36
1936	5,172	180	2	158,894	59	6	5	45	194	38
1937	5,303	199	3	169,969	58	7	5	46	188	37
1938	5,015	153	3	171,686	54	6	5	43	201	37
1939	5,198	157	4	180,667	51	6	5	41	202	38
1940	5,235	135	2	189,371	49	6	4	43	205	38
1941	5,610	147	2	217,935	50	6	5	44	198	40
1942	5,841	133	3	257,521	54	6	5	48	176	41
1943	5,363	125	6	296,173	59	6	4	51	163	43
1944	5,199	123	27	323,584	62	6	4	53	140	42
1945	5,275	98	82	332,165	60	7	4	48	169	44
1946 ²	5,980	93	1	352,523	52	6	4	46	106	39

¹ Scrap chewing tobacco prior to 1931, as shown here, is estimated and subtracted from smoking tobacco where it was formerly included.

² Subject to revision.

³ Compiled, 1923-46, from annual reports of the Commissioner of Internal Revenue except as noted in footnote 1.

Domestic Consumption of American-grown Tobacco

The above table will serve to break down the domestic disappearance of American-grown tobacco. Although some of the production shown in this table moves into export trade, the proportion is so small as compared with domestic sales that United States agricultural statisticians accept these figures as satisfactorily representing domestic consumption. It will be noted that the major portion of American tobacco goes into the manufacture of cigarettes. In this connection, cigarette consumption in the United States has steadily increased since 1923. In the past five years, production was two-thirds more than in the years 1937-41, and three times the 1925-29 output. The climb slowed a little in the early 30's because of the depression, but output since then has kept on topping that of the previous year.

Cigarette Output During the War Establishes Record

Cigarette output during World War II was far in excess of any previous period. The demand at wartime price outstripped supplies. Psychological reasons, worries and tension caused by the war, played an important part in greatly swelling the number of cigarettes consumed. Many new smokers were added during the war. Requirements for the forces overseas were one-fifth of the total output. In addition to those which the armed forces smoked themselves, large quantities were used for trading and sharing with foreigners. As a result of high consumer income since the war, increased domestic consumption has offset the falling off of shipments overseas.

In American cigarettes, 70 per cent of tobacco used is from home production and is made of flue-cured, burley and Maryland types. Cigarette consumption is about one-half flue-cured, one-third burley, nearly one-twenty-fifth Maryland and about one-tenth imported oriental tobacco.

Expanded Mail and Telecommunication Services with Japan are Authorized

Announcement by the Supreme Commander of Allied Powers extends service to include transactional messages, air mail service, samples and other categories of mail, effective August 29—Added facilities anticipated to aid economic advancement of Japan by stimulating foreign trade.

WASHINGTON, August 29, 1947.—(FTS)—The expansion of international mail and telecommunication services between Japan and the rest of the world to include transactional messages, air mail service, samples and other categories of mail, effective from August 28, 1947, is announced by the Supreme Commander of the Allied Powers. Until recently, only non-transactional letters, postal cards and telecommunications to and from Japan and incoming relief parcels with a maximum weight of 11 pounds have been permitted. Among the categories which may be mailed as from August 28 are letters and postal cards consisting of transactional correspondence as well as business, financial and commercial correspondence, and personal and family messages.

Certain Transactional Correspondence Still Prohibited

However, it was pointed out that even though transactional mail now has been authorized, the following types of transactional correspondence still are prohibited: all messages which transfer currency, checks, drafts, payment orders, or other credit or financial instruments; messages which relate to conversion, transfer, or disguising of any Japanese

external assets by powers of attorney, proxies, instructions, or other means; messages which grant or transfer translation, reproduction, performance or other rights concerning books, articles, plays, music, motion pictures, or other media of information and expression; and messages relating in any way to patents or copyrights except for description and explanation of the authorized channels and procedures for handling such matters and except for acknowledgment of rights arranged through the authorized channels.

Commercial Papers May be Mailed

Commercial papers may be mailed. However, the following matter coming under this category cannot be transmitted: scores or sheets of music in manuscript; manuscripts of works or newspapers sent separately; all papers of legal procedure; and documents of all kinds drawn up by ministerial officers. The mailing of any of these four types of matter is a violation of the regulations.

Catalogues, photographs, drawings, plans, maps, patterns, samples, and small packets will be permitted.

International Air Mail Service Authorized

International air mail service for letters between Japan and all other countries of the world is authorized at the following rates: 25 yen per 20 grams or fraction thereof to points within 5,000 kilometres; 45 yen per 20 grams to points up to 10,000 kilometres distant; and 60 yen per 20 grams to all points over 10,000 kilometres. Articles to be transmitted by air mail are subject to the same restrictions as apply to ordinary mail.

Parcel post service, which now consists only of relief parcels, one way to Japan, is not changed but the maximum weight of such parcels is increased from 11 to 22 pounds.

Only Relief Items Permitted in Relief Parcels

Particular attention is directed to the fact that international relief parcels must contain only items of relief. Such articles as fountain pens, watches, cameras, and other non-relief items will not be permitted entry. Enquiries have been received from time to time concerning the receipt of parcels with parts of original contents missing, whereas the reported missing items were of non-relief nature, and therefore, not permitted entry.

It is contemplated by the Japanese Government that relief parcels will continue to be admitted duty free. A small customs clearance charge, however, not exceeding eight yen, and in some instances less than eight yen, depending upon the country from which the parcel emanates, is to be collected from the addressee upon delivery. Samples and small packets will also be subject to customs clearance charge. This charge is not a customs duty, but is actually a postal charge to help defray the financial and handling burden placed upon the Ministry of Communications.

Mail matter addressed in Chinese, Korean or Ryukyus Islands must have interlined addresses in Roman characters.

Telecommunications of a transactional nature from Japan to all countries with which such services are available are also authorized, effective August 28, subject to the same restrictions governing international mail matter.

It is anticipated that the expansion of the international mail service will play an important role in the economic advancement of Japan by stimulating foreign trade and thereby improving the general conditions for recovery.

Mexican Federal Expenditures Reduced to Balance Budget

Mexico, August 16, 1947.—(FTS)—All ministries, secretariats and departments of the Mexican Federal Government have been ordered by cabinet agreement, published in the *Diario Oficial* on August 14, to reduce immediately their current expenditures and budget estimates. The carry-over of heavy Federal Government debts from the Camacho regime, coupled with the heavy unforeseen expenses caused by the outbreak in Mexico of hoof and mouth disease, are adequate reasons why federal expenditures must of necessity be immediately cut.

All departments of the Federal Government have been informed that the Ministry of Finance must be advised of budget reductions by August 15, and new departmental budgets will be subject to the approval of the National Congress after it reconvenes on September 1. The government ruling states that "the world situation resulting from the end of the war has influenced Mexico, and has caused an inevitable economic setback". Under no circumstances whatever will the Government permit any increased spending.

According to the local press, the Government has also announced, through the newly-formed Secretariat of National Properties (Bienes Nacionales) that the nation has saved 32,000,000 pesos, or approximately \$6,400,000 (U.S. currency) through the Secretariat's control of all government purchases and contracts.

Another indication of an unbalanced national budget is the action by Presidential Decree, issued through the Ministry of Finance on August 9, that all industrial and commercial concerns, particularly importers and exporters, must report their gross incomes during 1946 and the first six months of the present year. It appears that the Government is considering the possibility of abolishing such purchase and sales taxes as are provided by the "ley del timbre" and which are levied by means of federal stamps affixed to all documents relating to commercial transactions.

If the present system of fiscal taxation is changed, it would be replaced, presumably, by a general tax on all operations involving purchase or sale. In this connection a number of articles have appeared recently in trade periodicals and newspapers suggesting that a general tax of a similar nature to that which is not contemplated could also replace the current stamp tax on receipts and perhaps taxes on patents and luxury articles. It is obvious that such a fiscal system would be much simpler and more practical for all concerned. At present, multiple stamps have to be bought at one or the other of a very few government offices established for the purpose, and generally purchase involves waiting in a queue.

Quantities of Food Shipped to Germany in July

Minden, July 29, 1947.—(FTS)—During the third week of July, 1947, a total of 63,000 tons of breadgrains and flour (53,000 tons in flour equivalent) and 6,100 tons of other foods, mainly dried milk, arrived from abroad to help feed the German civilian population in the combined United Kingdom-United States zones of Germany. The grain imports, during the week alone, were valued at more than \$7,000,000.

This brings the total amount shipped from overseas into the bizonal area during the first three weeks of July to 264,000 tons of breadgrains and flour (235,000 tons in flour equivalent), at a cost of almost \$32,000,000. In addition, more than 20,000 tons of miscellaneous foodstuffs were received from abroad during the same period.

Travel Regulations for Eastern Group of British West Indies

As a result of numerous enquiries from Canadian businessmen who have occasion to visit the Caribbean area, this summary of passport requirements has been compiled.

By T. G. Major, Canadian Trade Commissioner, Trinidad

British Guiana

Canadian businessmen arriving in British Guiana are not required to have a visa, but, like all persons arriving in this territory, they must have valid passports. Visas are not required in so far as tourists are concerned. Permission for passengers and tourists to land in British Guiana will be stamped on their passports, for which no fee is charged.

A deposit of \$240 (British Guiana currency) may be required from any person from Canada coming to take up residence there, but this may be waived at the discretion of the Chief Immigration Officer. If a deposit is made, it is returned when the person leaves the Colony, or after two years residence, whichever is the earlier.

Barbados

A valid passport or some other document satisfactorily establishing nationality and identity is necessary for a person to land on the Island. The special permission of the Governor must be obtained to remain on the Island for persons, other than those under the age of sixteen years, coming from any place out of the Island as a passenger and not in possession of a valid passport or document as previously mentioned.

Windward Islands

United States citizens coming to the Windward Islands direct from the United States, as tourists who wish to visit these islands for any period up to six months, are not required to carry passports. Nevertheless, they are required on arrival to produce a return ticket as evidence they have come direct from the United States, and that they will return there at the end of their stay. They are then given special tourist cards, which are to be handed back to the immigration authorities on their departure.

Bona fide cruise passengers of any nationality visiting the Windward Islands are permitted to land and remain for the duration of the stay of the vessel by which they are travelling, and are not required to have passports.

A similar concession is being arranged for Canadian tourists.

Trinidad and Tobago

A valid passport must be produced by passengers on arrival. A "permit to travel in the West Indies" is accepted from natives of British West Indian Colonies and British Guiana, provided it is furnished with a photograph. Visitors are required to have a return ticket and sufficient funds to maintain themselves during their stay.

Immigrants are required to deposit on arrival the following amounts as applicable: (a) \$100, if the immigrant is a citizen of British West Indian Colonies or of British Guiana; (b) \$250, if he belongs to a country forming part of the continent of America, Europe or Africa, or to any of the Islands in the North Atlantic Ocean other than those previously specified; and (c) \$500, if from any other country.

Security bonds in the same amount in lieu of deposits are accepted in certain cases. The person giving the bond must own fixed property in the Colony. Deposits are not demanded from persons coming to bona fide employment in the Colony, provided that they hold an agreement with the employer, and the immigration officer is satisfied that the employer is able to carry out his undertaking. Such agreement must specify the nature and period of the employment, the proposed wage, and include an undertaking by the employer to repatriate the immigrant if the engagement is terminated within three years from the time he landed in the Colony.

The passport of a national of any foreign country will not be accepted unless it bears a British Consular visa. This, however, does not apply to: (a) a passport issued by a foreign country, when such passport falls within the provisions of a Visa Abolition Agreement; (b) a passport of any citizen of the United States who intends to remain in the Colony for a period not exceeding six months; and (c) a passport of a person who is a passenger in transit, in possession of a valid ticket for some destination outside the Colony, and who intends remaining in the Colony for not more than fourteen days.

Visas may be granted without reference to any national of a foreign country who does not intend to remain for more than six months in Trinidad, provided that there is no objection known locally to the grant of a visa.

Leeward Islands

Persons landing in the Colony from any place beyond it shall be in possession of a passport. British subjects or British protected persons should have a British passport. Aliens should have a passport which has been viséd by a British Consular Officer or other person duly authorized.

If a person desires to remain in the Colony as a visitor or passenger in transit for a period not exceeding six months, a permit to remain may be granted.

Applications for passport must be addressed to the officer administering the Government of the Presidency in the country in which the applicant is resident. Applications must be accompanied by two photographs of the applicant. Passports are granted to: natural-born British subjects; the wives and widows of such persons; and persons naturalized in the United Kingdom, in the British Dominions or Colonies or in India. If the applicant for a passport is a naturalized British subject, naturalized elsewhere than in the Colony, the certificate of naturalization must be forwarded with the declaration or letter of recommendation. Passports are available for five years in the first instance unless otherwise stated. They may be renewed from time to time for further consecutive periods of one to five years from the date of expiry, provided the total period of validity of ten years from the original date of issue is not exceeded. A passport will not be issued in the Colony on behalf of a person already abroad; such person should apply for one to the nearest British Mission or Consulate.

Tobacco and Products No Longer Require Export Permit

Effective August 29, 1947, export permit regulations have been amended, exempting the following commodities from the requirement of an export permit when shipped to any destination: tobacco, leaf; tobacco, cut; cigars, cigarettes, snuff and manufactured tobacco, n.o.p.

United Kingdom and Indian Governments Sign Interim Sterling Agreement

Principal features are the determination of the total of Indian sterling balances as £1,160,000,000 and the release of freely convertible sterling amounting to approximately £65,000,000 up to December 31, 1947—Provisions made for its application to new Dominions of Pakistan and India, which came into being after agreement came into force.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, September 8, 1947.—Representatives of the British and Indian Governments on August 14 signed an interim agreement relating to accumulated sterling balances held in the United Kingdom. The determination of the total of Indian sterling balances as £1,160,000,000 and the release of freely convertible sterling amounting to approximately £65,000,000 up to December 31, 1947, are the principal features of this agreement. A sum of £35,000,000 will be available from India's existing balances for expenditure in any currency area up to December 31, 1947. In addition, a working balance of £30,000,000 will be at the disposal of the Reserve Bank of India.

No Restrictions Placed on Remittance of Savings of United Kingdom Origin

"Agreement has also been reached on the method of identification of capital transactions to be permitted between the two countries without charge against or addition to funds available for current payments. In particular, the two governments have agreed that no restrictions will be placed by either government on the remittance of savings belonging to persons of United Kingdom origin who are proceeding to the United Kingdom to take up permanent residence or on the voluntary repatriation of investments in India by persons resident in the United Kingdom.

"India remains in the sterling area", the statement concluded, "but will continue to impose certain restrictions on remittances from India to other parts of the sterling area."

Country's Payments

The deficit in India's external balance of payments is understood to have been one of the main "economic and financial problems" considered by the two delegations during the negotiations. While no official figures or estimates are available, it is believed in usually well-informed quarters that the deficit for the remainder of 1947 might amount to approximately £50,000,000.

Out of the £35,000,000 released for "expenditure in any currency area", it is suggested on reliable authority that India might require some £15,000,000 for conversion into dollars in order to meet payments in the United States and Argentina between now and the end of the year.

Structure of Agreement Resembles Other Recent Agreements

The structure of the agreement resembles fairly closely that of other recent agreements providing for the convertibility of currently earned sterling and the release of sterling balances.

Article I states that "for the purposes of this Agreement the sterling assets of the Reserve Bank of India shall be taken at the figure of £1,160,000,000."

Articles II and III provide for the opening by the Reserve Bank of India of two new accounts with the Bank of England, a "No. 1 Account" and a "No. 2 Account". Sterling credited to the No. 1 Account shall be freely available "for payments for current transactions in any currency area or for the purpose of any payment to residents of the sterling area."

The principal sources of sterling credited to the Reserve Bank's No. 1 Account are to be sterling received by the Reserve Bank of India after August 15, "in respect of current transactions," together with the sum of £35,000,000 transferred from the No. 2 Account as provided by Article IV, and the working balance of £30,000,000 (Article V).

The remainder of the Reserve Bank's sterling assets as defined in Article I are to be paid into the No. 2 Account and can only be used for the purposes prescribed in Article VI of the Agreement.

In addition to the £35,000,000 already mentioned, Article IV of the Agreement provides that: "There shall also be transferred from the No. 2 Account to the No. 1 Account the equivalent of any sums paid from the No. 1 Account after July 15, 1947, in respect of:

- (a) The transfer of ownership of military stores, equipment and fixed assets in India from the Government of the United Kingdom to the Government of India on April 1, 1947;
- (b) the settlement of any matters outstanding under the Defence Expenditure Plan and of any other accounts relating to transactions which were connected with the war and took place prior to July 15, 1947;
- (c) payments outside India as a result of agreements for the release of assets which were vested in the Indian Custodian of Enemy Property;
- (d) pensions paid outside India by or on behalf of the Government of India or any Provincial Government in respect of which an eventual capitalization scheme is contemplated;
- (e) such other items as the two governments may agree."

Balance for Temporary Shortages

Article V defines the purpose of the working balance of £30,000,000 as a sum which "may be drawn upon from time to time to meet any temporary shortage in India's available means of payment abroad," and adds that "the level at which the working balance provided for in this article has been maintained during the currency of this Agreement shall be taken into consideration in the consultations referred to in Article XI of the Agreement in the light of such data as may then be provided."

Sources of Credits and Debits for Reserve Bank's No. 2 Account

The sources of credits and debits for the Reserve Bank's No. 2 Account are set out in Article VI of the Agreement as follows:

"(a) The No. 2 Account referred to in Article II of this Agreement shall be credited with:—(1) the assets referred to in Article II of this Agreement, including the proceeds thereof at maturity or on realization; (2) the proceeds at maturity or on realization of any investments purchased in accordance with established custom with funds standing to the credit of the No. 2 Account; (3) transfers from the No. 1 Account, being transfers provided for in paragraph 3 of Article IV and paragraph 2 of Article VIII of this Agreement; and (4) such other transfers as may be agreed between the two governments.

(b) The No. 2 Account shall be debited with: (1) transfers in accordance with paragraphs 1 and 2 of Article IV, paragraph 1 of Article V and paragraph 2 of Article VIII of this Agreement; (2) payments in respect of investments made in accordance with established custom; and (3) such other transfers as may be agreed between the two governments."

In Article VII, the Government of India binds itself not to restrict, "(a) the acceptance by residents in India, in settlement of payments for current transactions, of sterling at the disposal of residents outside India"; or "(b) the availability of any Indian rupees arising from permitted current transactions and accruing to residents of the sterling area for any payments inside India or for the purchase of sterling."

Provision Made for Capital Transfers

Transfers of capital between India and the rest of the sterling area are provided for in Article VIII in the following terms:

"1. Such transfers of capital from India to the rest of the sterling area and vice versa as may be agreed between the Reserve Bank of India and the Bank of England shall be subject to the provisions of paragraph 2 of this Article.

2. The Reserve Bank of India and the Bank of England shall consult together at agreed intervals in order to establish by reference to the best statistical data available to them the net capital movement from India to the other countries of the sterling area, or vice versa as the case may be, resulting from the agreed transfers of capital. Thereafter an amount equal to the net capital movement so established shall be transferred from the No. 2 Account to the No. 1 Account if the movement is one from India to the other countries of the sterling area or from the No. 1 Account to the No. 2 Account if the movement is in the reverse direction.

3. Notwithstanding anything in this Article, the two governments shall not restrict transfers of capital from India to the United Kingdom representing: (a) Remittances of savings belonging to persons of United Kingdom origin leaving India in order to take up permanent residence in the United Kingdom; and (b) the voluntary repatriation of investments by persons regarded as resident in the United Kingdom for purposes of exchange control in the United Kingdom.

4. Transfers of capital falling within the description in sections (a) and (b) of the preceding paragraph shall be included in the computations for which the paragraph provides."

Application of Pact to Two Dominions

Since the Agreement was signed and came into force August 14, the last day of the legal existence of the Government of India, it had to contain provisions for its application to the two new Dominions of India and Pakistan. This requirement is met in Article X, which provides that "references to the Government of India shall be construed as references to the Governments of both the new Dominions set up by the Indian Independence Act, 1947, or to the Government of either of them, as the circumstances require, and the expression 'India' shall continue to denote the territories included in that expression immediately prior to August 15, 1947."

The final Article of the Agreement, Article XI, sets the duration of the Agreement, from August 14, 1947, to December 31, 1947, and provides that further consultations shall be held before the termination of the Agreement "with a view to extending it or replacing it by another agreement or other agreements."

Import Restrictions in United Kingdom Adversely Affect Market Expansion

*Import licences cannot be granted for many Canadian products—
Prior to 1939, trading deficit was bridged by invisible exports—
Second World War necessitated liquidation of overseas investments—
Retrenchment policy includes rigid import restrictions—Economic
recovery dependent on heavily increased exports.*

By R. P. Bower, Commercial Secretary for Canada

LONDON, August 15, 1947.—At a time when the ideals of freer international trade are being generally acclaimed throughout the world, many people are puzzled at the continuation, and even the extension, of rigid import restrictions on the part of the United Kingdom Government. Every week a considerable number of enquiries are received at the Canadian trade offices in the United Kingdom from Canadian exporters wishing to develop markets in the British Isles. In most cases the nature of the items offered is such that import licences cannot be granted, while the large number of requests received indicates widespread ignorance of the prevailing economic conditions in the United Kingdom and their effect upon the country's import trade policy. Current United Kingdom import policy, its origin, nature and probable course, is outlined herewith.

Free Trade Policy from 1854 to 1939

Not since 1854, when the current method of compiling trade statistics was adopted, has the value of physical exports from the United Kingdom been equal to the value of imports. The extent and course of the discrepancy may be seen in the graph on pages 480-1, which, in addition to showing an increasing adverse visible trade balance over the period from 1854 to 1946, also shows the "annual rate of deficit" as computed from the monthly trade figures from January to June, 1947.

The average annual adverse balance in the first decade of the period was £35,000,000. Prior to the First World War, the annual deficit was approximately £137,000,000; during the period between the wars it ranged between £200,000,000 and £400,000,000 per annum.

During this period (1854-1939) the United Kingdom pursued a broad policy of "free trade". Items of commerce from all corners of the world were imported into the country, and such minor prohibitions and restrictions as did exist were primarily aimed at keeping out, or at least controlling, the trade in dangerous drugs, obscene literature and the like. Customs tariffs were low and were largely for revenue purposes. Imperial preference implemented by tariffs and more rarely by quota preferences were extended by the Ottawa Agreements of 1932, but the United Kingdom tariff, even against goods of foreign origin, remained low, and the United Kingdom continued to be the world's greatest importer.

How was it possible for the United Kingdom to import every year for almost a century a greater value of merchandise than was exported? If it was found possible to do this for 100 years prior to 1939 without resorting to import restrictions, why is it not possible to do so today?

Trading Deficit Bridged by Invisible Exports

In the past the trading deficit was bridged by "invisible" exports, or, in other words, by cash receipts from abroad which did not involve exports of British merchandise. These invisible exports were of three main types: (a) interest on overseas investments; (b) income from shipping; (c) income from other sources, such as insurance and banking, and from remittances by emigrants, etc.

In the immediate prewar days the United Kingdom required in the neighbourhood of £884,000,000 worth of imports per annum. Two-thirds of the country's food requirements had to be purchased abroad, half the iron ore needed by the iron and steel industry, 85 per cent of the wool, 95 per cent of timber, and 100 per cent of the raw cotton. These and other essentials had to be paid for in foreign currencies.

The graph on pages 480-1 shows that exports fell far short of earning the necessary funds. In fact, in the period 1936 to 1938 they produced only 56 per cent of the money needed. The balance was made up by income earned on overseas investments (23 per cent), shipping services (12 per cent), banking and other services (5 per cent). This left a deficit of 4 per cent, or £36,000,000, which was covered either by the sale of overseas investments or by borrowing abroad.

Economic Situation Adversely Affected by War

The war had a great effect upon all the factors affecting the country's ability to pay for its imports. Exports in 1944 were only 30 per cent of the prewar amount, reflecting the diversion of manpower from export industries into the armed forces and munitions plants. Income from shipping declined as merchant ships were sunk or diverted to service uses. In 1939, Britain's merchant fleet amounted to twenty-two million deadweight tons. Eighteen million tons were lost through enemy action and, although replacements were commissioned at a feverish pace, the end of the war found the British tonnage at no more than sixteen million tons, of which a considerable portion had to be employed repatriating troops and carrying relief supplies.

Income from overseas investments suffered as well, an average annual investment income of £203,000,000 in the prewar years falling to £97,000,000 in 1945. To pay for the huge volume of war supplies required from abroad, large portions of the overseas investments were liquidated, particularly in dollar areas. Total overseas assets valued at £1,118,000,000 were liquidated during the war.

Overseas Debt Increased Fourfold

Lease-lend from the United States and mutual aid from Canada helped the United Kingdom to obtain essential war materials from abroad that could not have been paid for in cash. Other countries supplied goods on credit, so that the overseas debt of the United Kingdom increased fourfold, from £760,000,000 in 1936 to £3,355,000,000 in June, 1945. Some idea of the significance of these figures can be obtained when it is realized that the total extent of war damage in Britain, the destruction in London and the great industrial centres and all the damage resulting from six years of war only represents about a third of the value of the lost overseas investments and increased overseas debts.

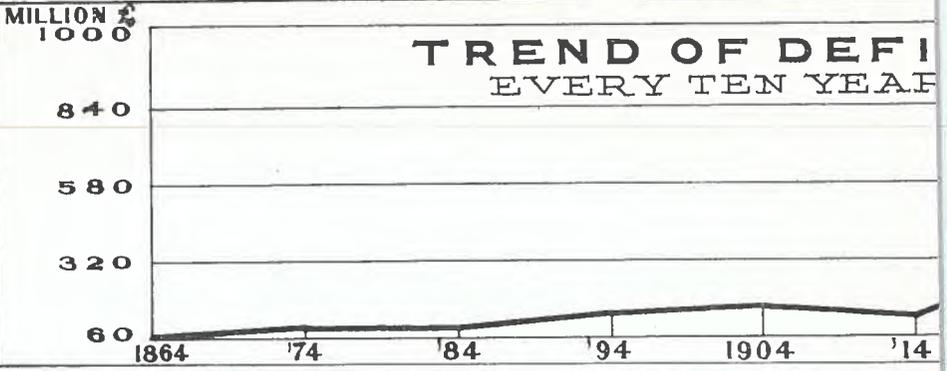
Thus at the end of the war the United Kingdom faced a situation wherein there was an abnormal demand for imports of things needed for reconstruction and for satisfying the wants of a population which for six long years had been deprived of many of the comforts of life. Yet the ability to pay for these imports had been seriously impaired. Lend-lease and mutual aid were no longer available to bridge the gap, and current earnings from exports and services could only supply about one-half of what was required.

Retrenchment Policy Adopted

Three basic steps were taken to meet the situation:

1. Loans were negotiated with the United States and with Canada.

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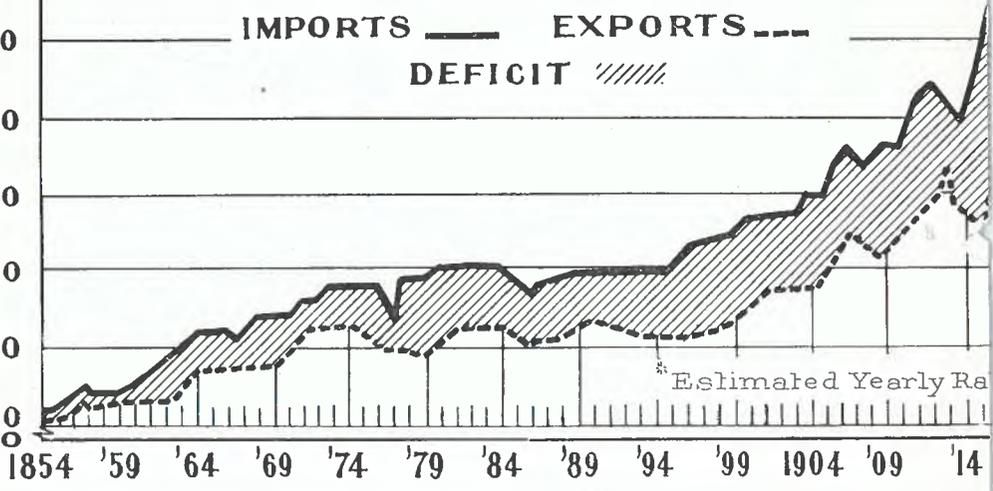
UNITED KINGDOM TRADE DEFICIT

1854-1946*

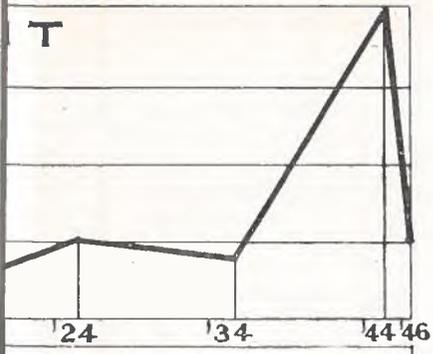
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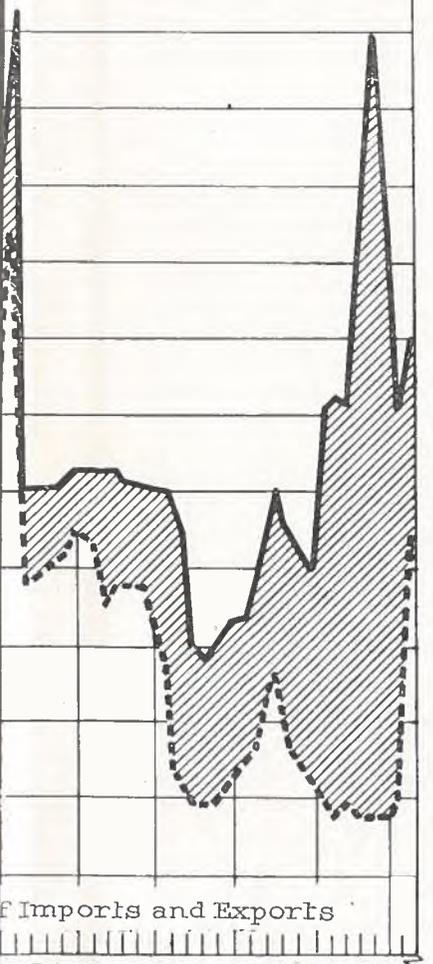
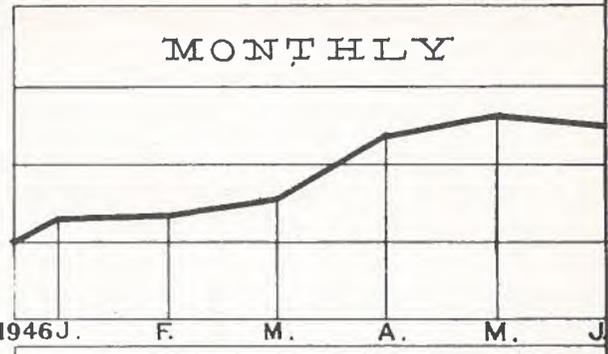
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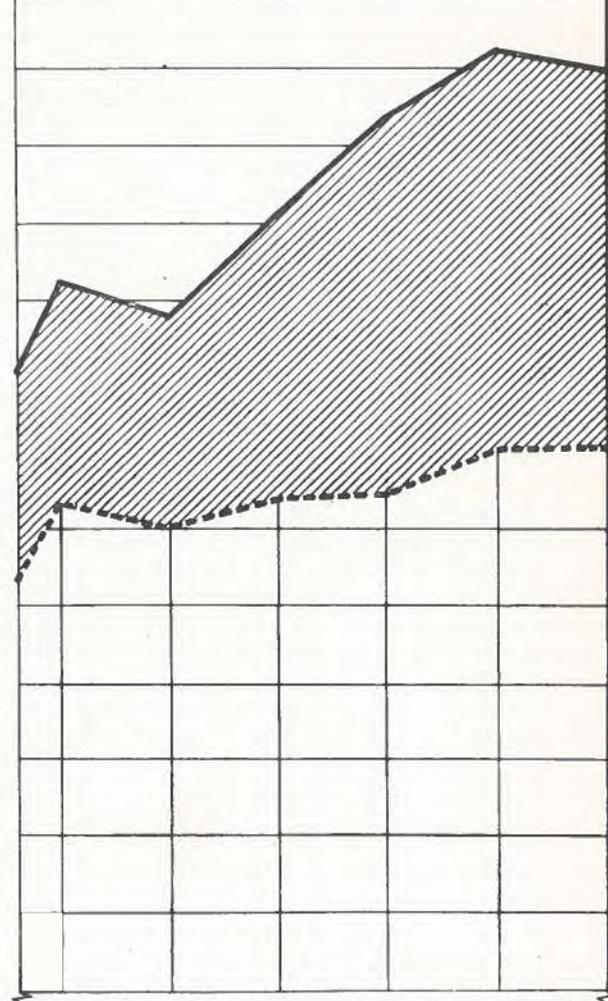
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MONTHLY



f Imports and Exports



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1947

2. Efforts were made to stimulate exports.

3. A decision was made to continue the wartime control of imports to ensure that the limited resources available to pay for them were used to buy those items most urgently needed.

When there is not enough money to pay for both food and non-essentials, the non-essentials must be sacrificed. This policy is being followed by the United Kingdom. An Import Licensing Division exists as a department of the Board of Trade, which screens applications received from importers, rejecting those covering items which, it is considered, can be done without, and approving those which are regarded as essential to the country's economy. Thus, not only would such items as toys and cosmetics be prohibited, but so also would machine tools or steam shovels, if it were felt that local manufacturers were in a position to meet essential requirements.

A number of items are admissible under "open licence" from all countries, which means that specific import licences are not required for individual shipments. A list of the products currently eligible for this treatment may be obtained by interested Canadian firms on application to the Department of Trade and Commerce, Ottawa.

"Token Import" Scheme Introduced

Realizing the hardships that a rigid application of the foregoing import policy would bring for overseas manufacturers with a traditional market in the United Kingdom, a "token import" scheme was introduced in the spring of 1946. This provides that import licences for a selected list of items will be issued on the basis of 20 per cent by value of average imports during the years 1936 to 1938 inclusive. Canadian firms desiring to participate in this scheme should communicate with the Export Division of the Department of Trade and Commerce, Ottawa, to determine whether or not their products are included in the list of eligible items. Basic-period performance and not essentiality is the criterion of eligibility under the token import scheme.

It is difficult to forecast the course of British import policy, since there are so many unpredictable factors to be considered. In addition to the problems outlined in preceding paragraphs, the foreign exchange difficulties of the United Kingdom are amplified by the need to maintain armies of occupation in Europe and Palestine and by the continuing need for relief payments and rehabilitation expenses in occupied and devastated areas. An improvement in coal production in the United Kingdom, by ensuring an adequate supply of industrial power throughout the year, would mean increased factory output, hence more exports; a series of mild winters could shorten the period of readjustment by enabling coal to be diverted from domestic heating to manufacturing. An improvement in production in Germany could mean decreased expenditures in that field. These and many other factors will affect the ability of the United Kingdom to pay for the volume and variety of imports that the citizens of the country desire.

Income from shipping should recover as new vessels are launched, and old ones, like the *Queen Mary*, return to regular commercial service. Income from insurance and banking will recover as the total value of world trade recovers. On the other hand, income from overseas investments will recover much more slowly, so that in the immediate and near future this gap can most readily be closed by increasing the volume and value of exports. The ability to do this also depends on many factors, making any accurate prediction impossible.

Recovery Dependent on Increased Exports

It is therefore difficult to say how long it will be before the United Kingdom will again be in a position to admit and pay for imports from abroad as freely as in prewar years. In all probability the return to that happy state will be gradual, with relaxation of current restrictions more or less keeping pace with growth in the ability to pay for imports. It is widely recognized in the United Kingdom that many of the countries which will be looked to to absorb this country's exports will only be able to do so if they in turn are able to sell their raw materials and semi-manufactured goods in the United Kingdom. Sir Stafford Cripps, President of the Board of Trade, made this point at a meeting of the Canadian Chamber of Commerce in Britain when he said: "It will be impossible for this country to achieve the necessary increase in exports unless there is a marked expansion in the totality of world trade". It may be expected, therefore, that, while the complete removal of import restrictions by the United Kingdom may not be realized for some time, it is the goal which it is earnestly desired to achieve.

Argentine Arrivals of Seagoing Vessels Increased in Past Year

Total net registered tonnage rose from 3,324,407 tons in 1944 to 6,870,289 tons in 1946—United Kingdom and United States are chief competitors in services—Argentine State Merchant Fleet have placed orders for additional vessels—National commercial air fleet opened new routes.

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

(Editor's Note.—This is the last of four articles on economic conditions in Argentina last year. The first three appeared in the August 9th, August 23rd and September 6th issues of *Foreign Trade*.)

BUENOS AIRES, May 21, 1947.—The extent to which Argentine communications and foreign trade recovered last year is indicated by the fact that arrivals of seagoing vessels in 1946 were almost 100 per cent higher than in 1945 and more than double those for 1944. The total net registered tonnages for these three years were 6,870,289, 3,631,752 and 3,324,407 tons respectively. The year's arrivals have been chiefly featured by the race for prominence between United Kingdom and United States tonnage, which ended with an advantage of over 200,000 tons in favour of the latter, although in 1945 United Kingdom flag arrivals at Argentine ports exceeded those flying the United States flag by nearly 160 per cent. During the year, five Canadian vessels of 21,208 tons arrived at Argentine ports.

State Merchant Fleet Expanding

The Argentine State Merchant Fleet, which was started as an emergency measure due to the shortage of foreign shipping during the war, now has in operation 18 ships of 133,876 tons gross. In addition, one turbine and two motor vessels of a combined gross tonnage of 27,700 tons are in an advanced stage of construction in British shipyards. Another motor vessel of 9,100 tons is being built in Sweden. Three "Victory" ships, of a combined tonnage of 32,400 tons, have been purchased in the United States. A contract has been signed with an Italian firm for the

construction of three large passenger and cargo ships, with a combined tonnage of 25,000, as well as for two refrigerated motor vessels of 2,500 gross tons each. The total tonnage of the fleet in operation, under construction or ordered, is 233,576 tons, or more than double that with which the fleet was originally formed. Plans call for a final aggregate of about 1,000,000 tons. The following routes are now being serviced by the State Fleet: Buenos Aires to Patagonian ports; Buenos Aires to Atlantic coast of the United States, calling at Brazilian ports; Buenos Aires to Santos and Rio de Janeiro; Buenos Aires to Cuba and Mexico, with calls at Brazilian ports; Buenos Aires to the Lesser Antilles; Buenos Aires to Antwerp-Rotterdam; and Buenos Aires to Mediterranean ports.

With the inauguration of "F.A.M.A.", the Flota Aérea Mercante Argentina, and the absorption of private and government airlines into three domestic "mixed companies", that is companies which are partly state owned and partly privately owned, the national commercial air services become increasingly important to Argentina's economy.

National Commercial Air Fleet Created

The national commercial air fleet was created early in 1946. By October, 1946, "F.A.M.A.", as "chosen instrument" of the government, had opened routes in three continents totalling over 35,000 kilometres. Incorporated with 100 million pesos private capital and 50 million pesos government funds, "F.A.M.A." is competing against non-Argentine airlines, favoured by years of operating experience. While "F.A.M.A." is extending Argentina's international air frontiers, the three domestic lines, Aeroposta, Zonda and Alfa are encouraging industrial growth in the interior provinces.

Air Services Being Extended

The Flota Aérea is now operating regularly to Santiago, Chile and to London via Rio de Janeiro, Natal, Dakar, Lisbon and Paris. A branch service from Lisbon to Barcelona and Rome is in the experimental stage as is its route to Madrid. "F.A.M.A.'s" service to New York via Rio, Natal, Belem, Trinidad, Caracas and Nassau is still experimental, as is its route to San Francisco, which stops at Santiago, Antofagasta, Lima, Guayaquil, Managua, El Salvador, Mexico City and El Paso, Texas. At the end of 1946, "F.A.M.A." was operating only nine aeroplanes of various makes, but 19 more Vickers "Vikings" will be delivered during the first few months of 1947 and five more new Douglas DC-4's are also on their way.

Standard of Living in Buenos Aires Indicated Through Survey

A number of very interesting facts on the standard of living of the population of Buenos Aires have emerged from a survey on the lines of a Gallup poll conducted by a United States research institute. The survey revealed that there was practically no unemployment in Buenos Aires and that among all classes of the people enough remained over from the monthly budget to permit the purchase of minor luxuries and amenities. The population of the city comprises 35 per cent skilled or semi-skilled labourers, 20 per cent employed in offices or business houses, 12 per cent owners or managers, 6 per cent in government or military service, 3 per cent in professions and another 3 per cent unskilled labourers.

Few People Own Motorcars

Only 6 per cent of Buenos Aires families own motorcars and the survey attributes this low percentage to import restrictions, high customs duties and freight charges, which make a car in Buenos Aires much more

expensive than in Canada. However, 26.5 per cent of the families of Buenos Aires have telephones, while another 10 per cent have applied for them. More than 99 per cent of the houses in Buenos Aires have electricity, but only 25 per cent have gas. In spite of the high percentage of houses with electricity, however, the use of electrical equipment and articles is remarkably low. For instance, only 3 per cent of the population use mechanical refrigerators; only one sewing machine out of every 30 is worked by electricity; only one-half per cent of the population uses electrical washing machines; while only 4 per cent possesses vacuum cleaners. Although 84.4 per cent of Buenos Aires homes have radios, only 8 per cent have radiogramophones or pick-ups.

Limited Quantity of Bavarian Hops Now Available for Export from Germany

Joint Export-Import Agency announce prices and terms of sale of 1947 crop—An estimated 3,700 metric tons of first quality hops will be available for export out of the total harvest of 4,500 metric tons.

By D. W. Jackson, Canadian Economic Representative

MINDEN, August 18, 1947.—The prices and terms of sale for the 1947 Bavarian hops crop have been announced by officials of the Joint (U.S./U.K.) Export-Import Agency. A crop of approximately 4,500 metric tons is forecast, of which it is estimated 3,700 metric tons will be first quality hops available for export. Prices quoted are per metric ton, including export packing for Hersbruck, Hallertau and Spalt hops, packed in standard export ballot containing approximately 150 kilograms each, delivered f.o.b. car, German border, or f.o.b. ships German ports.

No sales will be made for quantities less than 2½ tons. Prices to hops dealers or importers for purchases of quantities of 2½ to 49 tons are Hersbruck, Hallertau and Spalt hops: Hersbruck, \$2,020; Hallertau, \$2,100; and Spalt, \$2,200. These prices will be discounted 1½ per cent for single purchases made in quantities of 50 to 99 tons and 3 per cent for single purchases, made in quantities of 100 tons or more.

Basic Prices Increased on Direct Sales to Breweries

The basic prices quoted above will be increased by 7 per cent on direct sales to breweries. However, breweries will be granted a 1½ per cent discount for single purchases in quantities of 50 to 99 tons and a 3 per cent discount for single purchases made in quantities of 100 tons or more.

Payment will be made in accordance with JEIA regulations, which provide that a letter of credit made payable to the account of Military Government for Germany, issued by an accredited bank in the country of the buyer, must be received prior to the approval of the export licence by the JEIA branch office.

Under the new export procedure, hops buyers may negotiate directly with any German hops dealer they select. Samples of the hops and a list of hops dealers will be supplied on request. These are obtainable from the Brauwirtschaftsverband in Bayern, Munich; to B.S. Seidel Strasse 7, or from the JEIA, OMG Bavaria, APO 407, cable address "BAVEX".

Trade Commissioners on Tour

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

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Chatham—Board of Trade.
Edmonton—Can. Manufacturers' Association.
Fredericton—Board of Trade.
Galt—Board of Trade.
Granby—Board of Trade.
Cananogue—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kentville—Board of Trade.
Kingston—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.

Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce.
Oshawa—Chamber of Commerce.
Quebec City—Board of Trade.
Saint John—Board of Trade.
St. Catharines—Chamber of Commerce.
Sarnia—Chamber of Commerce.
Toronto—Can. Manufacturers' Association.
Vancouver—H. W. Brighton, Foreign Trade Service, Room 318, Marine Building.
Victoria—Dept. of Trade and Industry.
Windsor—Chamber of Commerce.
Winnipeg—Can. Manufacturers' Association.

W. G. Stark, formerly Commercial Secretary, Canadian Embassy, Lima, commenced his tour of Eastern Canada in Quebec City on September 2. In addition to Peru, his territory covered the Republic of Ecuador.

J. A. Langley, Commercial Counsellor, Canadian Embassy, The Hague, commenced his Canadian tour in Vancouver on September 6. During the course of the next few months, he will discuss Netherlands trade with businessmen across the country.

M. T. Stewart, Canadian Trade Commissioner in New York, began his Canadian tour in Halifax on September 8. Until recently, Mr. Stewart was trade commissioner in Bogota, Colombia, and is in a position to advise Canadians on trade with that area.

W. G. Stark

(Formerly Commercial Secretary, Canadian Embassy, Lima)

Fredericton—September 13.

Thetford Mines—September 15.

J. A. Langley

(Commercial Counsellor, Canadian Embassy, The Hague)

Vancouver, Victoria—September 6-15.
Winnipeg—September 17, 18.
Toronto, September 22-October 4.
Hamilton—October 6.
St. Catharines—October 7.
Niagara Falls—October 7.
Welland—October 8.
London—October 9, 10.

Windsor—October 11-13.
Sarnia—October 14.
Chatham—October 15.
Kitchener, Galt—October 16.
Guelph—October 17.
Montreal—October 20-November 3.
Granby—November 4.

M. T. Stewart

(Canadian Trade Commissioner, New York)

Quebec City—September 15.	Galt—October 3.
Montreal—September 16-22.	Guelph—October 4-6.
Kingston, Gananoque, Brockville and Oshawa—September 23-25.	Kitchener—October 7-8.
Hamilton—September 26-27.	Toronto—October 9-23.
St. Catharines—September 29.	Winnipeg—October 25-27.
Brantford—September 30.	Vancouver—November 3-8.
London—October 1.	Victoria—November 10.
Windsor—October 2.	Ottawa—November 17-21.
	Montreal—November 24-29.

Commercial Imports from Britain One-Third Higher Than 1946

Commercial imports during first six months of 1947 amounted to \$84.6 million, as against \$63.8 million in same period last year—Returned military equipment swelled 1946 figure, but should be deducted from total for true interpretation of trade.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Published figures of Canadian imports from the United Kingdom in the first six months of 1947 show a drop from the corresponding period of 1946. The comparison is not entirely valid since the figures for the first six months of 1946 are inflated by \$47.1 millions of Canadian military equipment returned from the United Kingdom. If this military equipment is deducted, 1947 imports to date are 33 per cent higher than last year. The relevant figures are summarized as follows:

Imports from United Kingdom, January to June, 1946 and 1947

	Millions
Recorded imports in 1946	\$110.9
Less military equipment returned	47.1
	\$ 63.8
Commercial imports, 1946	\$ 63.8
Commercial imports, 1947	\$ 84.6

The extent to which Canadian imports from United Kingdom since 1939 have been inflated by "non-commercial" imports was reviewed in an article published in *Foreign Trade*, February 22, 1947. In comparing pre-war or current imports from United Kingdom with any of the years 1940 to 1946, these non-commercial items should be excluded if a correct picture is to be obtained.

Imports from United Kingdom, 1939-46

	Articles for Imperial Forces	Canadian goods returned	Settlers' effects	Non- commercial imports	Com- mercial imports	Total recorded imports
	(\$ Millions)					
1939 .....	.8	.4	.6	1.8	112.2	114.0
1940	23.5	.3	.6	24.4	136.8	161.2
1941	81.2	.1	.1	81.4	138.0	219.4
1942	42.5	.4	.1	43.0	118.1	161.1
1943	34.3	.1	...	34.4	100.6	135.0
1944	16.2	.3	.1	16.6	94.0	110.6
1945	21.2	18.8	.2	40.2	100.3	140.5
1946	2.3	60.3	1.5	64.1	137.4	201.5

Trade and Tariff Regulations

Australia Announces Further Import Restrictions

Sydney, September 5, 1947.—(FTS)—The Prime Minister of Australia has announced measures to reduce that country's dollar expenditures. Among the goods for which no licences will be issued for importation from dollar countries are the following:

Axes, ironing machines, washing machines, electric stoves, oil or spirit heating and pressure lamps, piece-goods for dress or furnishing purposes, corsets, fountain pens, rubber gloves, plastic pliable sheeting, pliofilm, spectacles and spectacle frames; and paper of the following types: carbon, copying, duplicating, marble, foil, vegetable parchment, surface coated, box-maker's, fruit wrapping, wallpaper, paper for manufacture of sanitary paper, carton and container board.

Among the goods, on a definite reduced quota for importation from dollar countries, are the following:

Cut of the order of 20 per cent to be made in number of motor chassis approved for importation in 1948, as against number approved for importation in 1947. Total cut is to apply to passenger car chassis and not to commercial vehicle chassis.

Reduction of the order of 30 per cent to be made in newsprint import program.

With regard to textiles, except for a few lines which are still in acute short supply, the issue of licences for importation from dollar sources was temporarily suspended at the end of May, 1947. This suspension is to be continued, pending the completion of the review of the supply position. Imports of essential utility type cotton piece-goods will continue to be licensed. However, all outstanding textile licences issued before May 27 must be submitted for examination and endorsement, or they will not be regarded as valid.

Among the goods for which licences will be issued for reduced quantities, but where full details have not yet been received, are the following:

Canned fish, recording instruments, proprietary medicines and raw material for manufacture of drugs and chemicals, miscellaneous manufactures of metals, hickory axe and tool handles, books, writing paper, printing paper, cameras, and unrefined fish oil.

Machinery and other items of capital equipment are regarded as being in the highest category of priority, and dollars will be made available to meet the essential requirements of Australian industry. However, manufacturers will be expected to co-operate by exploring fully the possibilities of obtaining machinery and raw materials from other sources before they seek to import from dollar areas.

The foregoing is decoded cable information which is subject to correction on receipt of official information.

Expired Import Licences Not Valid in British Guiana

In a notice of August 27, the Controller of Supplies and Prices of British Guiana draws the attention of importers to the fact that considerable quantities of goods are arriving in the Colony on licences which are no longer valid. Importers are advised to inform their suppliers that shipments should not be made on outstanding licences which have expired unless they are advised of revaluation of such licences. In no circumstances, the notice states, will shipments be allowed into the Colony which are not covered by valid import licences.

West Indies Require Accurate Certificates of Origin

Port of Spain, September 5, 1947.—(FTS)—The need for careful preparation of certificates of origin for goods to be imported into the West Indies under the preferential tariff is emphasized. A number of Canadian exporters, who have recently shipped goods of United States manufacture to Trinidad, have declared on the certificates of origin that the goods were wholly manufactured in Canada. False entries of this kind on the certificate of origin involve the importer in serious difficulties with the Customs authorities. In addition to paying increased duties, the importer is also liable to a heavy fine.

To eliminate unnecessary delays and expense in clearing goods with the Customs, Canadian exporters are strongly advised to ensure that the invoices with accompanying certificates are correctly and completely made out. This applies not only to Trinidad but to any port of the Empire where preferential tariffs are in operation.

There has been no recent change in the regulations, and any Canadian firm desiring advice on the preparation of forms should write to the Foreign Tariffs Section, Department of Trade and Commerce, Ottawa.

Trinidad Excludes All But Essential Imports

Port-of-Spain, September 2, 1947.—Effective September 1, import licences will be issued in Trinidad only for indispensable foodstuffs, drugs and other items absolutely essential to the maintenance of the Colony's economy.

Indian Import Licences Extended

Bombay, September 3, 1947.—(FTS)—Certain concessions in import licensing have been announced, applicable in both Pakistan and India. Import licences which were revalidated to September 30 (whether automatically or otherwise) will be extended to December 31. New licences valid to September 30 for goods ordered under Open General Licence No. 8 (which was cancelled on March 14) have also been extended to December 31. Approximately a hundred articles, such as jewellery, silverware, toilet articles, confectionery, wines, spirits, and cigarettes are excluded from the concessions.

South Africa Suspends Duty on Powdered Cream Milk

A notice in the South African *Gazette* announces suspension of the duty of 4½ pence per pound on desiccated full cream milk imported into the Union, for a period of one year from July, 1947.

Eire Increases Duty on Men's Felt Hats and Caps

Dublin, September 1, 1947.—(FTS)—Eire has increased the customs duties on felt hats and caps for men and boys as follows: United Kingdom and Canada—50 per cent ad valorem or 3s. 9d. each, whichever greater; all other countries—75 per cent ad valorem or 5s. 7½d. each, whichever greater. This new rate of duty became effective from August 27, 1947. The former rate was fixed at 25 per cent ad valorem from all countries.

Eire Sets Import Quota for Steel Springs

Dublin, September 1, 1947.—(FTS)—By an Order of the Irish Government, issued under the Control of Imports Acts, 1934 and 1937, a further quota period has been announced from October 1, 1947, to March 31, 1948, for laminated springs of iron or steel. The quota has been fixed at £10,000, which is the same as that for the previous six months.

Foreign Trade and Exchange Regulations in China Revised

Shanghai, August 19, 1947.—(FTS)—New revised foreign trade regulations, effective August 18, for the control of China's exports and imports cancel the Revised Temporary Foreign Trade Regulations promulgated on November 17, 1946 (see *Commercial Intelligence Journal*, December 28, 1946, pages 1058 and 1059). Coincident with the issue of these regulations designed to improve China's export position and at the same time tighten the control of all imports other than essential, new financial regulations have been promulgated in respect of foreign exchange operations. The Board for the Temporary Regulation of Imports and the Board for the Development of the Export Trade have been combined into the Export-Import Board. Accredited foreign and Chinese banks may now sell foreign exchange at the official rate of CNC\$12,000 to U.S.\$1.00 to pay for licensed imports of cotton, rice, wheat and flour, coal and coke, and fertilizers. The banks may also sell foreign exchange at open market rates in payment for all other licensed imports and all approved financial services, whether licensed or approved before or after the issue of the regulations. In addition, banks may buy foreign exchange arising from exports and remittances from abroad at open market rates.

The new revised foreign trade regulations also became effective August 18 and superseded all previous regulations in respect of foreign trade. With effect from date of promulgation of the regulations, the importation of all goods shall be subject to an import licence. Goods for which no foreign exchange is required, such as personal gifts and samples of no commercial value, may be imported into China without an import licence, provided the value of such goods does not exceed U.S.\$50 and they are not intended for sale. For this purpose, all goods imported into China are classified into schedules. The schedules of goods, with a few minor amendments, are the same as those attached to the regulations of November 17, 1946.

Importers, upon obtaining the import licence from the Board, are entitled to apply to an appointed bank for the purchase of foreign exchange. Such import licence should in all cases be obtained by the importers before they complete purchase or otherwise commit themselves abroad. Applications for import licences shall only be considered if made by importers registered with the Board. Goods imported by institutions or companies controlled by the government and goods imported by or on behalf of governmental departments shall be subject to licensing. The Board will issue general import licences to UNRRA for goods for relief and rehabilitation, supplies through Lend-Lease and governmental purchases through foreign loan and credit arrangements. Special licences will be issued by the Board for importations by philanthropic, religious and educational institutions for the use of their organizations.

Export Permit Required for Helium Gas

Helium gas has been added to group 8 of the Export Control Schedule, and, effective August 29, 1947, export of this commodity is prohibited except under permit.

Dollar Exchange in Short Supply in Costa Rica

Guatemala, August 13, 1947.—(FTS)—All orders for goods to be imported into Costa Rica have to be approved and registered with the Import Control Board before they are sent to the manufacturer. When the goods are ready for shipment, the manufacturer so informs the importer or agent, quoting the Control Board number of the order. Shipment is then made.

In the case of goods imported on sight-draft terms, the banks, on receipt of the documents, submit them to the Board for registration. The Board then allots a registration number and issues a ticket to the importer, upon which this number appears. The ticket also bears the number of the category of the goods. The importer then awaits publication of the registration number, which means that the draft has been authorized and that the consignee or importer can, on surrendering his ticket, pay the draft at the bank and secure the documents.

In the case of goods imported on letter-of-credit terms, for goods in the first category only the procedure is somewhat different. When the manufacturer advises the agent or importer that the goods are ready for shipment, the agent or importer makes application for the letter of credit, giving all necessary details, in addition to the name of the vessel in which the goods are to be shipped. The Board then studies the case and, if in order, passes the letter of credit (limited to 60 days), whereupon the bank advises the shipper accordingly, and the goods come forward.

Sometimes there is a delay in authorizing letters of credit, owing to the fact that the dollar quota for a particular week may be exhausted. In this event the applications would be approved for the next quota, the drawing of which is made twice a week.

Although there is a serious shortage of dollar exchange in Costa Rica, it is not acute. So far the Control Board, through the Funding Loan Commission, has been authorizing about U.S.\$2.5 million per month in payment for all importations. Occasionally it makes a further authorization. Last month, for instance, it made available some two million dollars extra, bringing the total for the month to four and a half million.

From the date the banks receive the documents covering the shipment of first-category goods, the length of time taken by the Board to authorize payment is from two to five months. For goods in the second category, payment is authorized in six to nine months, and for those in the third category the delay is a year or more.

The foregoing has to do with foreign payments through official channels, but importations may also be financed with United States dollars obtained on the black market. The Government does not interfere with the black market. To effect prompt payment for first-category goods, well-financed houses usually purchase dollars at the current rate and hand them over to the bank for remittance. If the rate is too high, of course, as it was in July (6.65 colones to the dollar), this practice is largely abandoned. Following the release of more dollars, referred to above, the black-market rate fell to about 6.00 to 6.10 colones to the dollar, which is not regarded as too high. The official rate is 5.67 colones to the dollar.

Dry Cod for Brazil Requires Inspection Certificate

Rio de Janeiro, August 22, 1947.—(FTS)—All shipments of dry codfish to Brazil from Canada must be accompanied by an inspection certificate, issued by the Canadian Department of Fisheries and endorsed by the Brazilian Consulate.

New Import and Exchange Regulations in Peru

Lima, August 29, 1947.—Imports of a large number of goods without import licence, and on the basis of exchange secured by importers in the local free market, were authorized by regulations placed in effect on July 1. These same regulations contained a clause withdrawing this privilege if the free market rate of exchange became excessive.

With the free market rate of exchange at approximately 16 soles to the dollar, and indications that it would continue to rise, the Minister of Finance, President of the National Foreign Trade Council, considered that this point had been reached, and on August 26 acted to remedy the situation. A communiqué of the National Foreign Trade Council, dated August 26, has revised the regulations regarding imports into Peru once again. The important features of the new regulations are:

1. Import licences are required for all goods ordered after August 26.
2. Those goods ordered prior to August 26, which under previous regulations, did not require import licences, may be shipped before October 1 without import licences. Consular invoices covering these shipments should bear the notation "CON DIVISAS PROPIAS". It should be noted that this refers only to orders placed prior to August 26 and that this privilege is extended only until October 1. All orders placed since August 26 require an import licence and its number must be shown on the consular invoice.
3. Import licences will be granted according to the essentiality of the goods, in accordance with the lists of essentiality prepared by the National Foreign Trade Council. There are three categories: List A, covering essential foodstuffs, pharmaceuticals, articles producing or saving the use of foreign exchange, and other indispensable articles; List B, covering necessary articles not included in Category A; and List C, covering useful articles not included in Categories A and B. In addition, a list of prohibited products has been prepared.
4. Official exchange will be granted for products in Groups A and B. Products in Group C may be imported only on the basis of free market exchange.

In view of the fact that the foreign exchange resources of the Government are limited, it is anticipated that importations of products in List B, which were formerly permitted on the basis of free market exchange, will be considerably curtailed. Also, that in order to bring the free market rate of exchange down, import licences for products in Group C will be issued for limited amounts only, and after careful consideration of the applications.

Canadian exporters who have orders which have been placed with them prior to August 26 for goods which previously could be imported on the basis of the importers' own exchange, should take care that such goods are not shipped after October 1, unless they have received advice that an import licence has been granted. Similarly, no goods should be shipped on the basis of new orders received since August 26 without notice of the import permit number having been received.

Brazilian Import Control Regulations Clarified

Rio de Janeiro, August 15, 1947.—(FTS)—Following the publication on June 3 and 12 of instructions by the Exchange Department and the Export-Import Department of the Bank of Brazil, restricting the granting of foreign exchange in payment for imported goods, some confusion seems to have been created in export circles between exchange authorizations and import permits.

Import permits are required only for a limited number of goods, of which the following is a general list: Precious and semi-precious stones; ornaments, jewellery and imitation jewellery; perfumes, essences, soap, and toilet preparations; plastic goods, combs, buttons, brushes, etc.; carpets, tapestry and upholstery of wool, cotton, jute or other fibres; leather goods, including tanned hides and skins and manufactured goods; real silk yarn or thread; linen fibres and yarns; raw rubber, natural or synthetic; rubber goods in general, except articles of rubber which form an integral part of equipment, apparatus, machines or vehicles; used or reconditioned machinery; tin.

The foregoing goods cannot be imported unless an import permit has been obtained, and Brazilian Consular Officials are justified in withholding consular invoices covering such goods until it has been established that an import permit has been granted.

All other products may be imported without restrictions, but for goods not included in Category I (essential goods) of the exchange priority system instituted by the Instruction of June 3, there may be considerable delay in the granting of foreign exchange, unless a special exchange authorization has been obtained from the Export-Import Department of the Bank of Brazil.

United States Imports Under Trade Agreement Quotas

The following table prepared from preliminary figures issued by the Treasury Department, Washington, D.C., shows the standings of the quotas as of August 2, 1947, provided for under the Canada-United States Trade Agreements (signed November 17, 1938):

	Unit	Total world quota	Reduction in duty from 1930 Act	Used by Canada to August 2, 1947	
				Quantity	Per cent
Whole milk	Gal.	3,000,000 per callendar year	6½ to 3¼c per gal.	3,742	....
Cream	Gal.	1,500,000 per calendar year	56 6/10 to 28 3/10c per gal.	969	....
Filletted fish, fresh or frozen; cod, haddock, hake, pollock, cusk and rosefish	Lb.	23,906,423	2½ to 1¼c per lb.	14,057,399	58.8
Red cedar shingles	Sq.	1,380,300	Free	1,097,705	79.5

The quotas for seed potatoes and white or Irish potatoes have been filled.

French North Africa

Algeria—Morocco—Tunisia

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



Ocean-Going Sailing Schedules

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

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

Departures from Montreal

*Calls at Halifax about five days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa—East—			
Lourenço Marques...	September 10-20	<i>Cambray</i>	Elder Dempster
Lourenço Marques...	Sept. 23-Oct. 2	<i>Cabano</i>	Elder Dempster
Lourenço Marques...	October 8-17	<i>A Ship</i>	Elder Dempster
Lourenço Marques...	October 18-27	<i>Cargill</i>	Elder Dempster
Lourenço Marques...	November 1-10	<i>Chandler</i>	Elder Dempster
Beira.....	September 10-20	<i>Cambray</i>	Elder Dempster
Beira.....	October 8-17	<i>A Ship</i>	Elder Dempster
Africa—South—			
Cape Town.....	September 10-20	<i>Cambray</i>	Elder Dempster
Port Elizabeth.....	Sept. 23-Oct. 2	<i>Cabano</i>	Elder Dempster
East London.....	October 8-17	<i>A Ship</i>	Elder Dempster
Durban.....	October 18-27	<i>Cargill</i>	Elder Dempster
	November 1-10	<i>Chandler</i>	Elder Dempster
Argentina—			
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
Australia—			
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.....			
Belgium—			
Antwerp.....	September 10-15	<i>Bilma</i>	Furness Withy
Antwerp.....	September 15-20	<i>Beckenhain</i>	Cunard Donaldson
Antwerp.....	September 17	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	September 22-28	<i>Brant County</i>	Canada Steamships
Antwerp.....	September 23	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	September 23-27	<i>Mortain</i>	Furness Withy
Antwerp.....	October 1-6	<i>Beaconsfield</i>	Cunard Donaldson
Antwerp.....	October 4	<i>Hedel</i>	Shipping Limited
Antwerp.....	October 8	<i>Molengraaff</i>	Shipping Limited

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Belgium—Con.			
Antwerp.....	October 14	<i>Prins Willem van Orange</i>	Shipping Limited
Antwerp.....	October 15	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	October 22-27	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	October 28	<i>Willem I V</i>	Shipping Limited
Brazil—			
Rio de Janeiro.....	September 11-15	<i>Brazilian Prince</i>	Furness Withy
Santos.....	September 18-22	<i>Port Columbia</i>	Furness Withy
Santos.....	October 12-15	<i>A Ship</i>	Montreal Shipping
British Honduras—			
Belize.....	Sept. 26-Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
Ceylon—			
Colombo.....	September 15-20	<i>City of Lichfield</i>	McLean Kennedy
Colombo.....	September 20-27	<i>Bayside</i>	March Shipping
Colombo.....	October 20-27	<i>Gulfside</i>	March Shipping
China—			
Shanghai.....	September 20-27	<i>Bayside</i>	March Shipping
Shanghai.....	October 20-27	<i>Gulfside</i>	March Shipping
Colombia—			
Barranquilla.....	Sept. 26-Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
Denmark—			
Copenhagen.....	September 8-15	<i>Braeholm</i>	Swedish American Line
Copenhagen.....	October 1-7	<i>Ragnhildsholm</i>	Swedish American Line
Egypt—			
Port Said.....	September 25-27	<i>Lawak</i>	Cunard Donaldson
Suez.....			
Port Said.....	September 12-15	<i>Skipsæl</i>	McLean Kennedy
Port Said.....	September 15-20	<i>City of Lichfield</i>	McLean Kennedy
Eire—			
Dublin.....	September 18-22	<i>Torr Head</i>	McLean Kennedy
Dublin.....	October 20	<i>Norbryn</i>	Shipping Limited
Cork.....			
Finland—			
Helsinki.....	September 8-15	<i>Braeholme</i>	Swedish American Line
Helsinki.....	October 1-7	<i>Ragnhildsholm</i>	Swedish American Line
France—			
Le Havre.....	September 10-15	<i>Bilma</i>	Furness Withy
Le Havre.....	September 17	<i>Mont Clair</i>	Montreal Shipping
Le Havre.....	September 22-28	<i>Brant County</i>	Canada Steamships
Le Havre.....	September 23	<i>Tripport</i>	Montreal Shipping
Le Havre.....	September 23-27	<i>Mortain</i>	Furness Withy
Germany—			
Hamburg.....	September 15	<i>Mont Sorrel</i>	Montreal Shipping
Hamburg.....	September 15-20	<i>Beckenham</i>	Cunard Donaldson
Hamburg.....	October 1-6	<i>Beaconsfield</i>	Cunard Donaldson
Hamburg.....	October 22-27	<i>Twickenham</i>	Cunard Donaldson
Gibraltar.....	September 26	<i>Mont Gaspe</i>	Montreal Shipping
Hong Kong.....	September 20-27	<i>Bayside</i>	March Shipping
	October 20-27	<i>Gulfside</i>	March Shipping
India and Pakistan—			
Karachi.....	September 15-20	<i>City of Lichfield</i>	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Marmagoa.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
India and Pakistan—			
<i>Con.</i>			
Bombay.....	September 20-27	<i>Bayside</i>	March Shipping
Calcutta.....			
Madras.....	October 20-27	<i>Gulfside</i>	March Shipping
Karachi.....	September 12-15	<i>Skipséal</i>	McLean Kennedy
Bombay.....			
Karachi.....	September 20-27	<i>Bayside</i>	March Shipping
Italy—			
West coast ports....	September 25	<i>Mont Alla</i>	Montreal Shipping
	September 26	<i>Mont Gaspe</i>	Montreal Shipping
Malayan Union—			
Penang.....	September 25-27	<i>Lawak</i>	Cunard Donaldson
Port Swettenham			
Montreal Shipping			
Malta.....			
	September 25	<i>Mont Alla</i>	Montreal Shipping
Mediterranean—			
Central and	September 25	<i>Mont Alla</i>	Montreal Shipping
Western areas....			
	September 26	<i>Mont Gaspe</i>	Montreal Shipping
Netherlands—			
Rotterdam.....	September 15	<i>Mont Sorrel</i>	Montreal Shipping
Rotterdam.....	September 23	<i>Triport</i>	Montreal Shipping
Rotterdam.....	September 23	<i>Prins Maurits</i>	Shipping Limited
Rotterdam.....	October 4	<i>Hedel</i>	Shipping Limited
Rotterdam.....	October 8	<i>Molengraaff</i>	Shipping Limited
Rotterdam.....	October 14	<i>Prins Willem van Orange</i>	Shipping Limited
Rotterdam.....	October 15	<i>Prins Alexander</i>	Shipping Limited
Rotterdam.....	October 28	<i>Willem IV</i>	Shipping Limited
Rotterdam.....	September 15-20	<i>Beckenham</i>	Cunard Donaldson
Amsterdam.....			
Amsterdam.....			
Amsterdam.....	September 22-28	<i>Brant County</i>	Canada Steamships
	October 1-6	<i>Beaconsfield</i>	Cunard Donaldson
	October 22-27	<i>Twickenham</i>	Cunard Donaldson
Netherlands East Indies—			
Batavia.....	September 25-27	<i>Lawak</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Netherlands West Indies—			
Curacao.....	Sept. 26-Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
Newfoundland—			
St. John's.....	September 22-24	<i>Elgin</i>	Furness Withy
St. John's.....	September 23-28	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	September 28	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	October 13-16	<i>Ashleaf</i>	Shaw Steamships
New Zealand—			
Auckland.....	Sept. 26-Oct. 4	<i>Armadale</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	September 14-18	<i>Fanad Head</i>	McLean Kennedy
Norway—			
Oslo.....	September 8-15	<i>Braeholm</i>	Swedish American Line
Stavanger.....	October 1-7	<i>Ragnhildsholm</i>	Swedish American Line
Bergen.....			
Panama—			
Cristobal.....	Sept. 26-Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
Poland—			
Gdansk.....	September 8-15	<i>Braeholm</i>	Swedish American Line
Gdansk.....	October 1-7	<i>Ragnhildsholm</i>	Swedish American Line

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Siam— Bangkok	September 25-27	<i>Lawak</i>	Cunard Donaldson
Singapore	September 20-27 September 25-27 October 20-27	<i>Bayside</i> <i>Lawak</i> <i>Gulfside</i>	March Shipping Cunard Donaldson March Shipping
Sweden— Stockholm	September 8-15	<i>Braheholm</i>	Swedish American Line
Stockholm	October 1-7	<i>Ragnhildsholm</i>	Swedish American Line
United Kingdom— Avonmouth	September 15-19	<i>Boston City</i>	Furness Withy
Avonmouth	September 17-23	<i>Delilian</i>	Cunard Donaldson
Avonmouth	October 1-6	<i>Salacia</i>	Cunard Donaldson
Avonmouth	October 17-23	<i>Gracia</i>	Cunard Donaldson
Bristol	September 15-19	<i>Boston City</i>	Furness Withy
Cardiff	September 15-19	<i>Boston City</i>	Furness Withy
Glasgow	September 11-16	<i>Norwegian</i>	Cunard Donaldson
Glasgow	September 23-29	<i>Dorelian</i>	Cunard Donaldson
Glasgow	October 10-15	<i>Carmia</i>	Cunard Donaldson
Glasgow	October 23-29	<i>Norwegian</i>	Cunard Donaldson
Hull	September 16-20	<i>Marengo</i>	McLean Kennedy
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 18-24	<i>Beaverburn</i>	Canadian Pacific
Liverpool	September 21-24	<i>Empress of Canada</i>	Canadian Pacific
Liverpool	September 22-26	<i>*Fort Miami</i>	McLean Kennedy
Liverpool	October 5-11	<i>Asia</i>	Cunard Donaldson
Liverpool	October 18	<i>Beverford</i>	Canadian Pacific
Liverpool	October 18	<i>Empress of Canada</i>	Canadian Pacific
London	September 11-16	<i>Beavercove</i>	Canadian Pacific
London	September 18-24	<i>Beaverdell</i>	Canadian Pacific
London	Sept. 28-Oct. 4	<i>Beaverlake</i>	Canadian Pacific
London	October 5-11	<i>Vardulia</i>	Cunard Donaldson
London	October 5-9	<i>Hillcrest Park</i>	Cunard Donaldson
London	October 24-30	<i>Fort Spokane</i>	Cunard Donaldson
Manchester	September 15-20	<i>Manchester Regiment</i>	Furness Withy
Manchester	September 22-27	<i>Manchester Trader</i>	Furness Withy
Manchester	Sept. 29-Oct. 4	<i>Manchester Port</i>	Furness Withy
Swansea	September 15-19	<i>Boston City</i>	Furness Withy
Swansea	October 1-6	<i>Salacia</i>	Cunard Donaldson
Uruguay— 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
Venezuela— La Guaira	Sept. 26-Oct. 1	<i>Simcoe Park</i>	Saguenay Terminals
Maracaibo			
West Indies— 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 17	<i>*Canadian Conqueror</i>	Canadian National
Bahamas	September 25	<i>*Canadian Victor</i>	Canadian National
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	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

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
British Guiana.....	September 11-20	*A Ship	Alcoa Steamships
British Guiana.....	September 18-22	*Canadian Cruiser	Canadian National
British Guiana.....	September 21-30	*Alcoa Planter	Alcoa Steamships
Dominica.....	September 18-22	*Canadian Cruiser	Canadian National
Grenada.....	September 11-20	*A Ship	Alcoa Steamships
Grenada.....	September 18-22	*Canadian Cruiser	Canadian National
Grenada.....	September 21-30	*Alcoa Planter	Alcoa Steamships
Jamaica.....	September 17	*Canadian Conqueror	Canadian National
Jamaica.....	September 25	*Canadian Victor	Canadian National
Montserrat.....	September 18-22	*Canadian Cruiser	Canadian National
St. Kitts.....	September 11-20	*A Ship	Alcoa Steamships
St. Kitts.....	September 18-22	*Canadian Cruiser	Canadian National
St. Kitts.....	September 21-30	*Alcoa Planter	Alcoa Steamships
St. Lucia.....	September 11-20	*A Ship	Alcoa Steamships
St. Lucia.....	September 18-22	*Canadian Cruiser	Canadian National
St. Lucia.....	September 21-30	*Alcoa Planter	Alcoa Steamships
St. Vincent.....	September 11-20	*A Ship	Alcoa Steamships
St. Vincent.....	September 18-22	*Canadian Cruiser	Canadian National
St. Vincent.....	September 21-30	*Alcoa Planter	Alcoa Steamships
Trinidad.....	September 11-20	*A Ship	Alcoa Steamships
Trinidad.....	September 18-22	*Canadian Cruiser	Canadian National
Trinidad.....	September 21-30	*Alcoa Planter	Alcoa Steamships

Departures from Halifax

*Calls at Saint John about three days earlier.

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago.....	September 15-18	<i>Dufferin Bell</i>	Pickford and Black
Santiago.....	October 23-28	<i>Dufferin Bell</i>	Pickford and Black
Newfoundland—			
St. John's.....	September 12-15	<i>Fort Townshend</i>	Furness Pacific
St. John's.....	September 17-19	<i>Keltic</i>	Newfoundland Canada S.S.
St. John's.....	September 22-25	<i>Mayhaven</i>	Shaw Steamships
St. Pierre and Miquelon.....	September 22-25	<i>Mayhaven</i>	Shaw Steamships
United Kingdom—			
Liverpool.....	September 15-19	<i>Nova Scotia</i>	Furness Withy
London.....	Sept. 29-Oct. 1	<i>Hillcrest Park</i>	Cunard Donaldson
Southampton.....	September 21	<i>Aquitania</i>	Cunard Donaldson
West Indies—			
Bermuda.....	September 11-15	<i>Fort Amherst</i>	Furness Withy
Bermuda.....	September 18-22	<i>Fort Townshend</i>	Furness Withy
Jamaica.....	September 15-18	<i>Dufferin Bell</i>	Pickford and Black
Jamaica.....	October 1-5	<i>Husrvik</i>	Pickford and Black
Jamaica.....	October 23-28	<i>Dufferin Bell</i>	Pickford and Black

DIRECTORY INFORMATION

The Foreign Trade Service head office directory, as well as the directory of Foreign Commercial Representatives in Canada appears in the last issue of *Foreign Trade* each month.

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom— London.....	September 12-15	<i>Fort Spokane</i>	Cunard Donaldson

Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
Africa—East— Lourenço Marques... Lourenço Marques...	September 18-19 October 5-9	<i>Kirriemoor</i> <i>Silverteak</i>	Dingwall Cotts Dingwall Cotts
Africa—South— Cape Town..... Port Elizabeth..... East London..... Durban.....	September 18-19 October 5-9	<i>Kirriemoor</i> <i>Silverteak</i>	Dingwall Cotts Dingwall Cotts
Argentina— Buenos Aires..... Buenos Aires.....	September 29 October	<i>Clearwater Victory</i> <i>Siranger</i>	Balfour Guthrie Empire Shipping
Australia— Melbourne..... Sydney.....	September 25	<i>Waitomo</i>	Canadian Australasian
Sydney..... Melbourne..... Adelaide.....	October 22 Late November	<i>Boolongena</i> <i>Boogabilla</i>	Empire Shipping Empire Shipping
Sydney..... Hobart..... Melbourne.....	September 20	<i>Ocean Valour</i>	Canadian Australasian
Belgium— Antwerp.....	September 24	<i>Argentan</i>	Empire Shipping
Brazil— Santos.....	September 29	<i>Clearwater Victory</i>	Balfour Guthrie
Burma— Rangoon..... Rangoon.....	September 17-19 Oct. 30-Nov.	<i>Japara</i> <i>Silverguava</i>	Dingwall Cotts Dingwall Cotts
Chile— Arica..... Antofogasta..... Valparaiso.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Valparaiso.....	October	<i>Siranger</i>	Empire Shipping
China— Shanghai..... Taku Bar.....	October 6 November	<i>Vito</i> <i>Vilja</i>	Empire Shipping Empire Shipping
Shanghai..... Shanghai..... Shanghai.....	September 26-27 October 10-11 October 24-25	<i>Washington Mail</i> <i>China Mail</i> <i>Oregon Mail</i>	American Mail Line American Mail Line American Mail Line
Colombia— Buenaventura.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Costa Rica— Puntarenas.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
Ecuador— Guayaquil.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
France— Le Havre.....	September 24	<i>Argentan</i>	Empire Shipping
Greece— Piraeus.....	September 25	<i>Triton</i>	Empire Shipping
Guatemala— San Jose.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
San Jose.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Honduras— Amapala.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
Hong Kong.....	September 23	<i>Somerville</i>	Balfour Guthrie
	September 26-27	<i>Washington Mail</i>	American Mail Line
	October 8	<i>Roseville</i>	Balfour Guthrie
	October 10-11	<i>China Mail</i>	American Mail Line
	October 24-25	<i>Oregon Mail</i>	American Mail Line
November 8	<i>Castleville</i>	Balfour Guthrie	
India and Pakistan— Bombay.....	September 10-16	<i>Hoegh Silvercrest</i>	Dingwall Cotts
Karachi.....	Sept. 25-Oct. 1	<i>Manx Fisher</i>	Dingwall Cotts
Calcutta.....	September 17-19	<i>Japara</i>	Dingwall Cotts
Calcutta.....	Oct. 30-Nov.	<i>Silverguava</i>	Dingwall Cotts
Madras.....	October 10-15	<i>Lombok</i>	Dingwall Cotts
Italy— Genoa.....	September 25	<i>Triton</i>	Empire Shipping
Malayan Union— Penang.....	September 23	<i>Somerville</i>	Balfour Guthrie
Port Swettenham..	October 8	<i>Roseville</i>	Balfour Guthrie
	November 8	<i>Castleville</i>	Balfour Guthrie
Mexico— Acapulco.....	September 16	<i>Timber Hitch</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
Morocco— Casablanca.....	September 25	<i>Triton</i>	Empire Shipping
Netherlands— Rotterdam.....	September 24	<i>Argentan</i>	Empire Shipping
Netherlands East Indies— Batavia.....	September 17-19	<i>Japara</i>	Dingwall Cotts
Soerabaya.....	September 23	<i>Somerville</i>	Balfour Guthrie
	Sept. 25-Oct. 1	<i>Manx Fisher</i>	Dingwall Cotts
	October 8	<i>Roseville</i>	Balfour Guthrie
	October 10-15	<i>Lombok</i>	Dingwall Cotts
	Oct. 30-Nov.	<i>Silverguava</i>	Dingwall Cotts
	November 8	<i>Castleville</i>	Balfour Guthrie
New Zealand— Auckland.....	September 25	<i>Waitomo</i>	Canadian Australasian
Wellington.....			
Nicaragua— Corinto.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
Palestine— Jaffa.....	October 11-25	<i>Lake Babine</i>	Anglo Canadian Shipping.
Panama— Balboa.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
Cristobal.....			
Balboa.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Peru—			
Callao.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
Mollendo.....			
Talara.....			
Supe.....			
Philippines—			
Manila.....	September 23	<i>Somerville</i>	Balfour Guthrie
Iloilo.....	October 8	<i>Roseville</i>	Balfour Guthrie
Cebu.....	October 10-11	<i>China Mail</i>	American Mail Line
	November 8	<i>Castleville</i>	Balfour Guthrie
Manila.....	September 10-16	<i>Hoegh Silvercrest</i>	Dingwall Cotts
Manila.....	September 17-19	<i>Japara</i>	Dingwall Cotts
Manila.....	Sept. 25-Oct. 1	<i>Manx Fisher</i>	Dingwall Cotts
Manila.....	Sept. 26-27	<i>Washington Mail</i>	American Mail Line
Manila.....	October 6	<i>Vito</i>	Empire Shipping
Manila.....	October 10-15	<i>Lombok</i>	Dingwall Cotts
Manila.....	October 24-25	<i>Oregon Mail</i>	American Mail Line
Manila.....	Oct. 30-Nov.	<i>Silverguava</i>	Dingwall Cotts
Manila.....	November	<i>Vilja</i>	Empire Shipping
Salvador—			
La Libertad.....	September 16	<i>Timber Hitch</i>	C. Gardner Johnson
La Union.....			
La Libertad.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
	September 17-19	<i>Japara</i>	Dingwall Cotts
	September 23	<i>Somerville</i>	Balfour Guthrie
Singapore.....	Sept. 25-Oct. 1	<i>Manx Fisher</i>	Dingwall Cotts
	October 8	<i>Roseville</i>	Balfour Guthrie
	October 10-15	<i>Lombok</i>	Dingwall Cotts
	Oct. 30-Nov.	<i>Silverguava</i>	Dingwall Cotts
	November 8	<i>Castleville</i>	Balfour Guthrie
South Sea Islands—			
Papeete.....	September 25	<i>Waitomo</i>	Canadian Australasian
Rarotonga.....			
Syria—			
Beyrouth.....	September 25	<i>Triton</i>	Empire Shipping
Turkey—			
Istanbul.....	September 25	<i>Triton</i>	Empire Shipping
United Kingdom—			
Liverpool.....	Late September	<i>Pacific Enterprise</i>	Furness Pacific
London.....			
Manchester.....			
Uruguay—			
Montevideo.....	September 29	<i>Clearwater Victory</i>	Balfour Guthrie

“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.

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. Metrôpole, 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—Concluded

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 331, 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 Sept. 2	Nominal Quotations Sept. 8
Argentina.....	Peso	Off. Free	.2977	.2977
			.2475	.2470
Australia.....	Pound	....	3.2240	3.2240
Belgium and Belgian Congo.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0544	.0544
Chile.....	Peso	Off. Export	.0517	.0517
			.0322	.0322
Colombia.....	Peso	....	.5714	.5714
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2083	.2083
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1330	4.1330
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6306	3.6306
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0142	.0142
French Pacific Possessions.....	Franc	....	.0201	.0201
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2518	.2518
Iceland.....	Krona	....	.1541	.1541
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.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