

# FOREIGN TRADE

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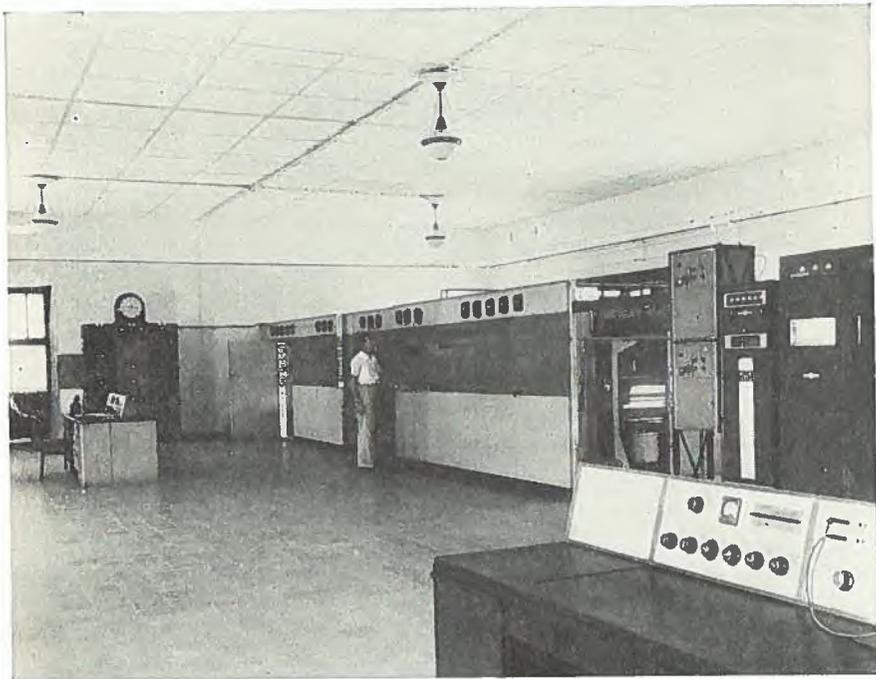
**COVER SUBJECT**—Recent air photograph of the Harbour of Montreal, indicating the extensive facilities that have been provided along the north shore of the St. Lawrence from Longue Pointe to the Lachine Canal, where ocean navigation ends. Ships of 20,000 tons gross register make their terminus in the central section of the harbour, after passing under the Jacques Cartier Bridge, and one thousand miles inland from the Atlantic. This picture indicates many of the 105 piers, wharves and jetties that provide 105 berths, the twenty-six transit sheds, four grain elevators with a total storage capacity of over 15,000,000 bushels, and the cold storage warehouse with a capacity of 3,000,000 cubic feet. The lower section of metropolitan Montreal is seen at left centre. Completion of the St. Lawrence Deep Waterway, which is again receiving much attention in Canada and the United States, will enable large ships to proceed on beyond Montreal to ports on the Great Lakes, though considerable traffic would continue to flow through Montreal.

*Photo by Spartan Air Services, Limited*

## Two-Way Trade Features Talk by Minister to Leopoldville Group

*Hon. James A. MacKinnon, heading trade mission to South Africa, left New York on Tuesday for Brussels, en route to Leopoldville, Belgian Congo—Hurricane in Caribbean interferes with original program—Group due in Johannesburg tomorrow—Mr. David de Waal Meyer, formerly in Ottawa, to be liaison officer with mission in South Africa—Itinerary in September 13th issue of Foreign Trade.*

**L**ARGE purchases of tin by Canada from the Belgian Congo and the shipment of canned goods to that country illustrate in simple fashion the benefits to be derived from two-way trade, in the opinion of the Hon. James A. MacKinnon, Minister of Trade and Commerce, set forth in an address for delivery in Leopoldville. The Minister is heading a trade mission to South Africa, and was scheduled to visit the Belgian Congo en route to Johannesburg in an effort to stimulate interest in the development of commercial relations between that country and Canada. A hurricane blowing up in the Caribbean, interfered with the original plans to fly direct from New York to Lisbon, and thence to Dakar, Accra and Leopoldville, where the Minister and his party were scheduled to spend three days. Accompanied by his secretary and Mr. James S. Duncan, President of the Massey-Harris Company, Limited, the Hon. Mr. MacKinnon left



**Belgian Congo—Control room of Radio National Belge, in Leopoldville, from which it was planned to broadcast a special program to Canada yesterday evening, on the occasion of the visit to that city of the Canadian Trade Mission, headed by the Hon. James A. MacKinnon.**

*Belgian Congo Information Service*



Map of South Africa, which illustrates the scheduled itinerary of the Canadian Trade Mission to that country, members of which are due Johannesburg tomorrow. Cape Town, Port Elizabeth, Durban, Nelspruit, Salisbury, capital of Southern Rhodesia, and Bulawayo are on the itinerary.

*Canadian Geographical Society Map*

New York on Tuesday by air for Brussels, where he planned to connect with the Belgian air service to Leopoldville. Other members of the party planned to leave New York yesterday by air for Lisbon, continuing to Leopoldville and Johannesburg, where the complete party is now due tomorrow. At the time of going to press, the revised program in the Belgian Congo was not available. Arrangements had been made for the Minister to visit Brazzaville, the seat of government of French Equatorial Africa, across the Congo River and Stanley Pool from Leopoldville.

### Big Trade Advance in Last Thirty Years

In addressing members of the Chamber of Commerce in Leopoldville, the Hon. Mr. MacKinnon planned to say: "If this visit had taken place thirty years ago, I should have had little to say as Minister of Trade and Commerce for Canada. Statistics show that in 1917 our imports from the Belgian Congo had a value of only \$75 (3,300 francs), while our exports to you were valued at only \$54 (2,300 francs). This picture underwent a revolutionary change during the war years, however, when we shipped you goods to the value of \$2,500,000, and last year you sent us goods valued at \$700,000. Our exports to the Belgian Congo in 1946 included a variety of products having a value of around \$1,200,000. Trade between our two

countries is complementary, and we can look forward with optimism to material improvements that will prove of mutual advantage."

Reference was made by the Minister to the fact that Canada and the Belgian Congo celebrate their national birthday on July 1; the former having recently passed its 80th anniversary and the latter its 62nd. "Your population and ours are almost equal in size, though that of Canada, is



**Belgian Congo—Tannery in the local "Bata" factory, Leopoldville, the head office of which is in Canada. The Hon. James A. MacKinnon was scheduled to visit this factory this week during his visit to the Belgian Congo.**

*Belgian Congo Information Service*



**Belgian Congo—River steamers and string of barges on the Congo, loaded with produce from the interior. It was planned that the Hon. Mr. MacKinnon should cross this great river to Brazzaville, seat of government of French Equatorial Africa, and address members of the Chamber of Commerce of that town.**

*Belgian Congo Information Service*

preponderantly European. Your economy, like that of my country, is based almost entirely upon the exportation of primary products. The Belgian Congo, like Canada, has vast potential resources of hydro-electric power. By the utilization of this power, your country has a great opportunity to increase its productive capacity. This has been one of the most important factors in the development of our manufacturing industry, which now enables us to provide a large volume of secondary goods for sale in markets of the world, in addition to primary products. In this connection, I have been impressed by reports of the production of cotton piece-goods for the native population, manufactured here in Leopoldville, and which I am told fills about fifteen per cent of the domestic demand."

#### **Discussions with Government Officials**

During their stay in Leopoldville, members of the trade mission were to be accommodated in the house occupied by the Prince Regent of Belgium and other guest houses made available by the Belgian Government. The program included an informal luncheon on Wednesday, arranged by the Economic Affairs Service, followed by a general discussion with government officials. Members of the mission were to be received on Thursday by the Acting Governor General. Following the luncheon address by the Minister, Mr. Paul Bienvenu was to speak in French. Visits were to be made during the afternoon to oil installations, a soap factory, railway shops, port installations and the Bata shoe factory.

#### **Mission Members Planned to Cross Congo to Brazzaville**

At the invitation of the French Government, the Hon. Mr. MacKinnon and other members of the trade mission were to visit Brazzaville yesterday,

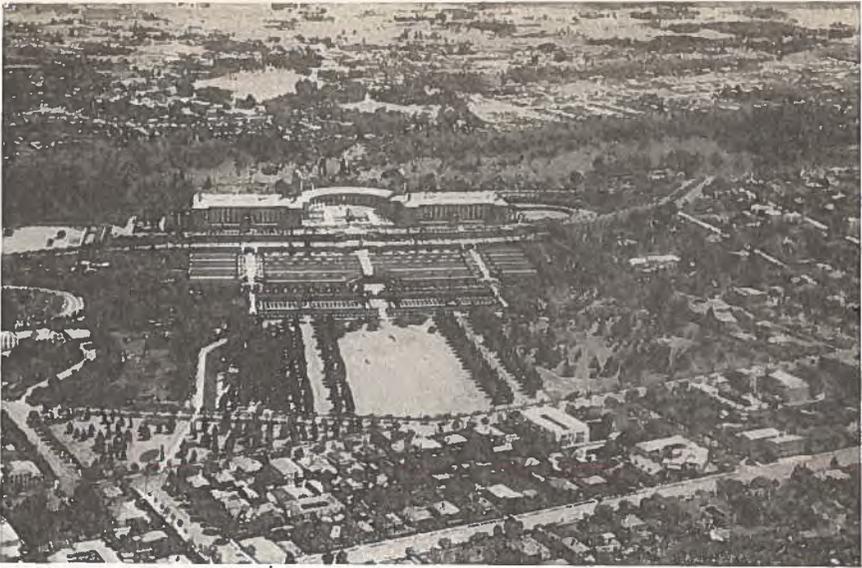
and to be entertained at luncheon by the Chamber of Commerce in that town, the largest in French Equatorial Africa and eastern terminus of a railway from Pointe Noire, a port on the Atlantic Ocean developed since 1925. The trip across Stanley Pool from Leopoldville was to be made aboard a launch provided by the Belgian Congo Government.

In his address, the Minister intended to say the opportunity to visit French Equatorial Africa was particularly interesting, as that territory held for many Canadians the fascination of the unknown. He contrasted the country with Canada, which was four times the size of French Equatorial Africa and one-third of whose population was of French descent. "Although your ties with France are direct and political, ours are indirect and cultural. Nevertheless, I feel that they may reasonably constitute a bond of sympathy between us. Later on, you will be hearing from



**South Africa—Jeppe Street, one of the main thoroughfares of Johannesburg, where members of a Canadian Trade Mission to the Union are due tomorrow. This city celebrated its Diamond Jubilee in 1946, in company with Vancouver. It has a population of 727,900, of which nearly half are blacks.**

*South African Railways Photo*



**South Africa—Parliament Buildings in Pretoria, administrative capital of the Union of South Africa, which the Hon. James A. MacKinnon, Canadian Minister of Trade and Commerce, is scheduled to visit next Monday.**

*South African Railways Photo*

Mr. James S. Duncan, President of the Massey-Harris Company, Limited, who will preserve this traditional balance which we maintain between our two great racial groups by addressing you in French.”

The Hon. Mr. MacKinnon planned to provide members of the Chamber of Commerce with some conception of the size and resources of Canada, indicating for example that her most eastern port of Halifax was closer to Le Havre, across the reaches of the Atlantic, than Vancouver, western terminus of her two great railway systems. Reference was made to the productive capacity of Canadian factories, which had been expanded during the Second World War to provide highly specialized war material for the United Nations, and are now in a position to furnish other countries with a wealth of manufactured products. Efforts were being made to develop a healthy two-way trade, and to develop new sources of raw materials in other lands. In this respect, Mr. L. H. Ausman, Canadian Government Trade Commissioner in Leopoldville, would assist businessmen in French Equatorial Africa in establishing markets for products of their country in Canada.

#### **David de Waal Meyer will be Attached to Mission**

The Minister of Trade and Commerce and other members of the trade mission are due tomorrow evening in Johannesburg, where they will be met by Mr. David de Waal Meyer, formerly Accredited Representative and later High Commissioner for South Africa in Canada, who has been appointed liaison officer with the trade mission during its stay in the Union. Monday, Tuesday, Wednesday and Thursday of next week will be spent in discussing the development of trade with government officials, in addressing members of various business organizations and in visits to industry, departure being taken next Friday for Cape Town.

# Draft Trade Charter is Discussed By Head of Canadian Delegation

*Hon. L. D. Wilgress delivered address at final plenary session of Preparatory Committee, International Trade Organization—Draft charter a compromise agreement, in which Canada vitally interested—Unfortunate distinction drawn between developed and under-developed countries, into each category of which Canada can be placed.*

(Editor's Note—The following address was delivered at the final plenary meeting of the Preparatory Committee, International Trade Organization, held in Geneva on August 22, 1947, by the Hon. L. D. Wilgress, Canadian Minister to Switzerland and head of the Canadian delegation.)

**W**E have now reached another milestone on the long road leading to the establishment of an International Trade Organization. This organization is designed to bring order into what otherwise would be chaotic and confused conditions affecting the international exchange of goods. We embarked on this road as long ago as December, 1945, when the Government of the United States of America made public and transmitted to other governments for their consideration a document entitled "Proposals for Expansion of World Trade and Employment". The principles underlying these proposals were given official recognition by the United Nations when, in February, 1946, the Economic and Social Council, at its first session, adopted a resolution for an International Conference on Trade and Employment to consider the creation of an International Trade Organization. On that occasion the Council established the Preparatory Committee, whose function it has been to work out the text of a draft charter and to make arrangements for the holding of the world conference.

## **First Session Convened in London last October**

The first session of the Preparatory Committee convened in London on October 15 of last year and since that time, with only short intervals, the seventeen countries which have been active in the work of the Preparatory Committee have been in almost constant consultation. After the first session concluded its work on November 26, the Drafting Committee met at Lake Success, New York, from January 20 to February 25. A few weeks thereafter, on April 10, the second session of the Preparatory Committee was convened in Geneva. Now, at this plenary meeting, we are to approve the final draft of the charter, which is to be submitted for the consideration of the many countries and separate customs territories meeting together in the World Trade Conference at Havana, Cuba, on November 21.

Accordingly, we have concluded this part of our task. There still remains to be completed the multilateral tariff negotiations which the Preparatory Committee at its first session decided to sponsor as part of the preparation for the establishment of an International Trade Organization. We have every reason to believe that the same spirit of co-operation, which has enabled us to surmount the difficulties inherent in the preparation of a draft charter, will also enable us to overcome the difficulties connected with the multilateral tariff negotiations, and that before the delegations here represented finally depart from Geneva there will be approved the text of a general agreement on tariffs and trade, embodying schedules of tariff concessions which the parties to the agreement will grant to one another.

The very fact that it has taken so many months to prepare an acceptable draft charter is a clear indication of the complexities and difficulties of the task with which we have been confronted. I have no hesitation, therefore, in stating that we can be satisfied with what we have achieved. The draft charter, which we are forwarding for the consideration of the World Conference, is not in every respect the document which any one of the countries here represented would have liked to have seen emerge from our deliberations, but I believe that it is one which the delegations feel they can recommend to their governments. It will be left to the World Conference to discuss this draft charter and endeavour to secure the agreement of the other countries to the setting up of an International Trade Organization on the basis of such a charter.

#### **Draft Charter a Compromise Agreement**

The fact that the draft charter does not entirely meet the wishes of any one delegation signifies that it represents a compromise between the conflicting views and diverse interests of the countries which have been members of the Preparatory Committee. This is inevitable when one takes into account the various stages of economic development of these countries, their different economic structures, and the divergent philosophies underlying the economic policies pursued by their governments. That it has been possible to achieve such a large measure of agreement in the face of such divergencies is an encouragement to those who feel that the future peace and prosperity of the world are dependent upon international co-operation.

The attitude of the Canadian delegation towards the work on which we have been engaged was summed up in the speech which I delivered on April 11 at our opening plenary meeting, during the course of which I said:

“Never before have the problems of international economic co-operation been approached in such a comprehensive manner. The attempt to find solutions on a piece-meal basis has been one of the reasons for failure in the past. The achievement of an expanding volume of trade and rising standards of life throughout the world call for effective international co-operation in respect of each of the important phases of economic policy concerning employment, economic development, commodity arrangements, restrictive business practices, state trading, customs administrations, as well as the level of the more direct barriers to trade. One of our principal tasks will be to maintain the consistent purpose throughout this wide and complex field of international collaboration. While we should, as far as possible, seek to accommodate the differing situations and the legitimate aspirations and needs of the various nations of the world, we must not, on the other hand, resort to expedients and indulge in incompatibilities which would destroy our general objective”.

#### **Canada Vitally Interested in Agreement**

I then went on to say that no country in the world has a more vital interest in the success of our deliberations than Canada. We have been blessed by nature with an abundance of natural resources which the industry and skill of our people have developed to create surpluses of which the whole world stands in need. It is only through the co-operation of other countries that we can assure our people of a better way of life by exchanging our surplus products for those surplus to other lands. In this way we can make our contribution to a better way of life for the peoples of these lands.

We who have participated in the work of this conference have been impressed with the spirit of accommodation which certain delegations have shown to meet the wishes and particular interests of other countries. This is indicated by the extent to which the draft charter which we are asked to approve today differs from the original draft charter which the Government of the United States presented to the first session as a basis for discussion. The Canadian delegation was in general prepared to accept the compromise that emerged from the first session, even though there were more qualifications and provisions for escape from the basic rules of international commerce than we would have liked to have seen incorporated in a charter for the I.T.O. Here at Geneva efforts have been made to broaden these escape clauses. If these efforts had been successful, there would be little left of the basic rules under which an International Trade Organization can operate effectively. Fortunately, this danger has been realized by the majority of the delegations. The result has been the submission to this plenary session of a draft charter that should form a generally acceptable basis for the eventual establishment of an effective organization.

#### **Distinction Drawn Between Developed and Under-developed Countries**

We consider unfortunate the distinction which has so often been made between developed and under-developed countries. We do not know to which of these two categories Canada belongs, since no Canadian will admit that the development of Canada has reached completion. It is true that the different countries represent various stages of development and that nothing should be done which would prevent the further development of any country. It is necessary, however, to realize that in this process of development each country requires the co-operation of other countries. This co-operation can only be attained in full measure if we can agree upon a set of rules which will prevent any one country from acting in a manner that prejudices unduly the interests of other countries. That is what we have been endeavouring to attain here. Our discussions have demonstrated that no one country, even in its own interests, should pursue a particular policy without regard to the interests of other countries. Any further attempt to upset the balance which has been obtained between the interests of all countries would jeopardize the very foundation of the structure we have been engaged in erecting. Each country must realize there are practices that they have been adopting, which must be modified in the general interest of co-operation among countries.

#### **Material Improvement Over Original Draft Charter**

Taking the draft charter as it was presented to us today, we see that the document represents in many respects an advance over the draft charter which resulted from the work of the first session and the Drafting Committee. Nearly all the chapters have been improved both in respect of form and substance. There has been a better adaptation of the rules to the realities of today. Thus it has become clear that what we are endeavouring to establish is a long-term set of criteria and rules for the conduct of international trade, which will be fully effective only when the world recovers from the essentially short-run effects of the war. After an upheaval of that magnitude, it would be too much to expect that the world should escape the many maladjustments which major wars always entail. These maladjustments in part are derived from the great dependence and responsibility which has to be placed for some years upon the

productive capacity of those countries whose production was not impaired by the war. Until the other countries restore their productive capacities to normal, it cannot be possible for us to have equilibrium in the exchange of goods which will permit us to apply fully those rules that in the long run are essential to the co-operation of countries for the common good.

#### **Balance of Payments Clauses Better**

It is this greater realization of the realities of the present situation that has enabled us to improve the balance of payments clauses in the draft charter. In the view of the Canadian delegation, there has also been an improvement, both in form and substance, of those parts of the charter which relate to state trading, subsidies, restrictive business practices, intergovernmental commodity agreements, and the organization of the I.T.O. While we appreciate the reasons which have led to changes in other parts of the charter, we fear that too often there has been a tendency to place on the future organization the settlement of difficulties which should have been resolved in the charter itself. The future International Trade Organization is one which offers much hope for the world. We would not like to see it have to shoulder tasks which might bring it into discredit if these tasks were beyond the capacity of any organization to perform.

#### **Attitude of Canadian Government Unchanged**

The attitude of the Canadian Government towards the new draft of the charter is not likely to be different substantially from the attitude adopted towards the draft that emerged from the first session of the Preparatory Committee and the Drafting Committee. In introducing the Budget for the present fiscal year in the Canadian House of Commons on April 29, our Minister of Finance had this to say about the draft charter:

"There are in the proposed trade charter a good many qualifications and escape clauses applying particularly to the vitally important parts of the agreement that relate to quantitative restrictions on trade. Good arguments can be made, and are made, for each of these. But we must guard against the danger that if too many of them are included in the charter, the sum and substance of them all, taken together, may undermine many of the positive benefits which the charter is intended to give to each of the agreeing countries".

I cannot conclude my remarks, Mr. Chairman, without making some reference to how much we all owe to you for the manner in which you have presided over our work and have continued to give us the benefit of your long experience and your unfailing tact. I cannot omit also a reference to the high standard of efficiency attained by all branches of the Secretariat under the able leadership of Mr. Wyndham-White. Finally, I feel that we have been very fortunate in having the privilege of conducting our deliberations at Geneva. The example which Switzerland has given us of co-operation between diverse racial groups and the combination of a high standard of living with liberty for the individual has been an inspiration to many of us in the task on which we have been engaged. I am sure we are all very grateful for the hospitality we have enjoyed from the authorities, both of the Canton and Republic of Geneva and of the Swiss Confederation.

# South Africa's Shortage of Consumer Goods Tends to Maintain Prices

*Governor of Reserve Bank reviews economic situation—Regards occurrence of general economic depression as unlikely—Higher net profit for past year recorded—Sales of foreign exchange at record high level—Holdings sufficient to meet all requirements.*

By J. H. English, Commercial Counsellor for Canada

**J**OHANNESBURG, August 5, 1947.—In presenting the 27th Annual Report of the South African Reserve Bank, for the year ending March 31, 1947, a few days ago, the Governor, Dr. M. K. de Kock, stated that the present economic situation in South Africa represents a mixed pattern. While there is overstocking and price cutting in some lines and a condition approaching saturation in others, there are still various classes of durable goods and non-durable consumer goods in short supply. This he thought meant at least a tendency towards the maintenance of the present high prices. He suggested that there is still a considerable backlog in South Africa of demand for capital equipment, building materials and metal products of all kinds. Thus, while there are signs of unemployment, as for example, in the clothing industry, there is still a shortage of labour in other industries.

## General Economic Depression Unlikely

Dr. de Kock added that, in the absence of a serious disturbance in international political and economic relationships, there did not appear to be any real likelihood of a general economic depression in the world in the near future, despite the occurrence of varying degrees of recession in those branches of trade and industry, as is already present in this country, in which supply has overtaken demand, accompanied by a downward readjustment of prices.

On the subject of trade depressions, Dr. de Kock made the following comment: "While, on account of human instability and the complex nature of the modern economic organization, I do not believe that cyclical fluctuations in business activity can be eliminated entirely, I do consider that the combined application of appropriate monetary and fiscal policies can achieve a great deal in reducing the amplitude of such fluctuations and avoiding at least the extremes of booms and depressions. Now that the war-induced inflation appears to have reached its peak and world production is increasing at a rapid rate to catch up with the pent-up demand, the next problem will be to obviate the recurrence in due course of unwarranted deflationary pressure, as happened in 1920-22 and again in 1930-32. In the light of experience, this problem cannot be handled satisfactorily by nations acting individually and leaving the door open to confusion, overlapping and conflicting measures. What is required is the close international co-operation of governments and central banks, not only in the field of monetary action but also in respect to general economic policy. The co-operation of the monetary authorities of a large and growing number of countries is now facilitated by the existence of the International Monetary Fund, and steps are also being taken to convene a World Trade Conference, with a view to widening the field of international co-operation through the establishment of an International Trade Organization."

### **Reserve Bank Recorded Net Profit**

Dealing with the current activities of the Reserve Bank, the Governor revealed that during the past year a net profit of £443,080 was made as compared with £488,659 for the preceding year. During the year the Bank purchased gold, mostly of South African production, to the value of £97,986,000, which was substantially smaller than the value of purchases in the year previous, on account of a serious gold mines strike early in 1947, and during the year sold gold to the value of £149,759,000. There was a net decrease in gold holdings, although at the end of the year total gold reserves in coin and bullion amounted to £197,397,981, valued at 172 shillings per fine ounce.

Of the gold sales made during the year, £86,016,000 were to the Bank of England, £54,934,000 to the United States Assay Office in New York, and smaller amounts to various other purchasers.

The sales of gold to the Bank of England were made in terms of an existing agreement under which the Bank of England undertakes to buy all the gold offered to it by the South African Reserve Bank at 172s. 6d. per fine ounce, delivered at Cape Town, Durban or Port Elizabeth, to a net minimum of £70,000,000 per annum, subject to price adjustment. In return the Bank of England agrees to provide against sterling all of South Africa's requirements of foreign currencies except such United States dollars as South Africa acquires by direct gold shipments to the United States. The present agreement expires on December 31, 1947.

### **Sales of Foreign Exchange at Record High**

During the past year, sales of foreign exchange by the Bank exceeded all previous records, amounting to £180,607,000. Of this, £141,745,000 was met out of sterling and dollar proceeds of gold sales. The total sales of foreign exchange by South African banks amounted to £366,000,000 during the year ending March, 1947. This compares with an annual average figure of £170,000,000 and is an indication of the Union's external requirements for all purposes. Of the total amount of £366,000,000, sterling accounted for £252,000,000, United States dollars for £97,000,000, and Canadian dollars for £12,000,000. As a result of these exceptionally large sales of exchange, the Reserve Bank's holdings of foreign exchange dropped to £16,122,000 as compared with £48,594,000 in 1946 and £32,883,000 in 1945.

The main reason for the large decrease in the gold and foreign exchange holdings, which constitute almost the whole of the Union's reserves of international currency, was, according to Dr. de Kock's report, the net increase in South Africa's imports of merchandise. The preliminary trade returns for 1946, for instance, show imports into South Africa to a value of over £210,000,000 as against £112,000,000 in 1945. The value of exports (other than gold), on the other hand, are given as £97,000,000 for 1946 and £77,000,000 for 1945. There was thus an approximate net increase of £78,000,000 in the value of imports over that of exports of merchandise in 1946.

Despite the large decrease in reserves, the fact remains that gold holdings at March 31, 1947, totalled £197,000,000, representing 91 per cent of the total note and deposit liabilities of the Reserve Bank. Moreover, while a further decline may be expected, gold and foreign exchange holdings will be more than adequate for all purposes of external and internal reserves.

# United States Foreign Commerce Soars to New Heights in 1947

*Exports for first six months of this year, valued at \$7,596 million, mark 57 per cent increase over same period in 1946, while imports of \$2,892 million are 26 per cent higher—Purchasing power stationary as prices climb with salaries.*

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

(Editor's Note—This is the concluding article on business conditions in the United States during the first half of 1947. The two preceding articles appeared in the August 30th and September 6th issues of *Foreign Trade*.)

WASHINGTON—The foreign trade of the United States was at record levels for the first half of 1947, with exports showing the greatest expansion and imports recording a smaller increase. Based on estimated statistics for the first six months of this year, the annual rate of the transfer of goods and services to other countries is placed at \$20,700,000,000 as against a rate of \$15,300,000,000 in the last quarter of 1946. Total exports for the January-June period of this year are estimated at \$7,596,000,000 as compared with \$4,769,000,000 in the like period of 1946, a gain of 57 per cent. Imports for the first six months of 1947 increased by 26 per cent to \$2,892,000,000 from \$2,287,000,000 in the corresponding period of 1946.

The large excess of exports over imports has contributed substantially to the gross national product of this country, and more than half of the excess has been financed by aid and loans made by the United States to foreign countries. It is not expected that there will be an early change in this situation because imports from war-stricken countries will not increase until the reconstruction of their economies has been further advanced. In addition, the gold stocks, investment and credit funds of foreign countries in the United States have been considerably reduced.

It is expected that foreign buying in the United States markets will reach a limit in the near future and that a number of foreign nations will reduce their purchases in this country. Existing United States government loans and credits, which were over \$5,000,000,000 at the beginning of the year, are becoming exhausted and it is not anticipated that gold sales and dollar asset liquidation by foreign countries can be maintained at the present rate. In view of these conditions, and unless additional credits can be made available to foreign countries, a decline in net exports of goods and services must be expected before the end of the year.

## **Consumer Income Higher but Purchasing Power Stationary**

The significant features of the financial situation in the United States during the first half of 1947 were the high level of business profits and investments for new plants and equipment; a further reduction in the public debt; a Federal Government budget surplus; and the approval of the United States Government aid to foreign countries. Consumer income and expenditures have remained at high levels, but because of the increases in the cost of living, the purchasing power of the total consumers' income is no higher than at the beginning of the year.

The United States Government ended its 1947 fiscal year on June 30 with a budget surplus of \$754,000,000, the first surplus in 17 years. Total government expenditures in the fiscal year just ended amounted to \$42,505,000,000 as compared with \$63,714,000,000 in the previous fiscal year, and nearly 60 per cent below the wartime peak of \$100,397,000,000 reached in 1945. In contrast to the reduction in expenditures, net receipts at \$43,259,000,000 were only up \$221,000,000 from the previous year.

During the past fiscal year the public debt was reduced by \$11,522,000,000, of which \$754,000,000 was a result of the budget surplus. On June 30, 1947, the total amount outstanding was \$258,376,000,000 as compared with \$279,764,000,000 at the postwar peak on February 28, 1946.

#### **Loans Made to Greece and Turkey**

Under the foreign aid program of the United States to assist countries that have not yet been able to reconstruct their own production powers, several loans were approved by Congress in the first half of this year. The most important foreign loan was the \$400,000,000 to Greece and Turkey, of which \$100,000,000 was for the latter. The next largest loan approved was the \$350,000,000 foreign relief loan, which will be used to finance the purchase of goods and services formerly obtained by foreign countries through the United Nations Relief and Rehabilitation Administration. The United States has indicated its willingness to consider further aid towards reconstruction in Europe and studies are now under way to determine what further financial aid is required for the European effort of reconstruction and what aid can be given within the limits of the means of this country.

#### **Spending Rate High, Savings Low**

Consumer income for the first six months of 1947 was estimated at \$169,600,000,000, while consumer expenditures were placed at \$158,000,000,000, leaving a net saving of \$11,600,000,000. Consumers are now saving less than 7 per cent of their disposable income and spending more than 93 per cent, which is a marked change from the very low spending rate of 75 per cent of income reached during the war years. The trend toward more spending and less savings by consumers is expected to continue for a time, particularly with more durable goods coming on the market.

Excess reserves of the member banks of the Federal Reserve system on July 2, 1947, were estimated at \$550,000,000 as compared with \$470,000,000 a year ago. Demand deposits of the principal member banks on July 2 amounted to \$46,602,000,000 as against \$45,417,000,000 on July 3, 1946. Loans and investments by the principal member banks of the Federal Reserve System on July 2, 1947, amounted to \$63,371,000,000 as compared with \$69,429,000,000 a year ago, a decline of \$6,058,000,000. Total investments on July 2 amounted to \$43,094,000,000, a decline of \$2,963,000,000 from the total of \$46,057,000,000 on July 3, 1946. Government investments accounted for \$30,701,000,000 of the total as compared with \$30,083,000,000 in the previous year. Total loans on July 2, 1947, amounted to \$20,277,000,000, of which loans to banks accounted for \$158,000,000, and commercial, industrial, and agricultural loans for \$11,809,000,000. The corresponding figures for a year ago were \$23,372,000,000 for total loans, \$133,000,000 for loans to banks, and \$8,575,000,000 for commercial, industrial, and agricultural loans.

#### **High Profits Invested in New Equipment**

Business profits have been at a high level during the first six months of this year and the striking differences between profits of durable goods

industries and non-durable goods industries, which existed during the reconversion period, have just about disappeared. The high profits have provided funds for a large part of the heavy volume of business investment during the first half of 1947. Total new financing for new plant and equipment has been at an annual rate of nearly \$25,000,000,000. This new financing has been done from current earnings and assets, issue of new securities and by business loans. The Federal Reserve Board's statistics show total commercial, industrial and agricultural loans on June 30, 1947, amounted to \$15,950,000,000 as compared with \$15,374,000,000 on December 31, 1946, and \$11,700,000,000 a year ago.

## United States Potato Production And Yield Below 1946 Figure

*September 1st estimates place 1947 crop at 368,168,000 bushels—Production 24 per cent less than 1946 record, but 168 bushel per acre yield is 36 bushels above average — Despite large domestic surplus, 2,166,000 bushels imported from Canada during first six months of 1947.*

By T. N. Beaupré, Assistant Commercial Secretary, Canadian Embassy

WASHINGTON, D.C., September 11, 1947.—The Crop Reporting Board of the United States Department of Agriculture estimated the 1947 potato crop at 368,168,000 bushels, based on September 1st conditions. This indicated crop is only 4 per cent below the 1936-45 average production of 376,122,000 bushels, despite a reduction of 23 per cent in the acreage for harvest. Compared with 1946, a record year for yield and production, indicated production is down 24 per cent and the acreage for harvest has been reduced 15 per cent. The yield per acre of 168 bushels now indicated for 1947 is 36 bushels above average, and has only been surpassed by the 184 bushels harvested in 1946.

For the eighteen surplus late states, a crop of 247,177,000 bushels is anticipated. Last year's production was 325,395,000 bushels and the 1936-45 average for these states is 259,598,000 bushels.

Production in the eight intermediate states is placed at 32,788,000 bushels. For these states this is almost 4 per cent above the average crop, but it is 14 per cent below 1946 production.

Harvesting is completed in the twelve early states and preliminary figures indicate a crop of approximately 58,665,000 bushels, compared with a 1946 production of 80,310,000 bushels, and an average crop of 50,327,000 bushels. Dry weather has delayed planting and development of the small acreage of late potatoes grown in the south-central part of the country.

### Large Carry-over of 1946 Crop

Early in 1947, it was apparent that supplies of potatoes for the 1946 crop would be more than adequate for domestic requirements until the new potato crop reached the market in the late spring. On March 1, 1947, about 76 million bushels of merchantable potatoes from the 1946 crop were held by dealers or growers in or near areas of production. This was about 28 per cent more than the 60 million bushels in storage a year earlier. Although stocks on March 1, 1947, were 74 million bushels below the record January 1 stocks, they were considerably larger than the requirements of the normal market outlets.

As a result the Government made extensive purchases for export and other disposition. Foreign interest in surplus potatoes was stimulated by a shortage of wheat, and total export orders made late in the season exceeded the quantity that could be shipped before warm weather threatened excessive deterioration. However, sizeable shipments were made to Switzerland, Spain, Portugal, Italy, Yugoslavia, Belgium and France.

Despite the existence of surplus potatoes in the country, Bureau of Census statistics show that 2,166,000 bushels were imported from Canada during the first six months of this year.

#### **1947 Potato Price Program**

Plans for supporting prices received by growers for the 1947 crop of potatoes were announced March 14, 1947, by the Department of Agriculture. Support to prices was to be provided by purchase, diversion, export and loan operations.

The 1947 program differs in many ways from the 1946 program. Important features are: (1) Participation is limited to growers who have complied with potato acreage goals; (2) loans, while available, no longer will be the principal means of late-crop price support; (3) dealer assistance in program operations is authorized on a contract basis; (4) potatoes acquired under the price support program will be subject to resale in consumer markets at less than support prices; (5) the Department of Agriculture will assist and encourage the potato industry to utilize its own facilities to maintain orderly marketing and improve the quality offered to consumers by development of marketing agreements and orders in areas to which they are adapted; and (6) growers must take affirmative action to establish their eligibility for participation.

The prices at which the 1947 crops of early and intermediate potatoes were to be supported were announced March 14. These prices were based upon parity as of January 1, 1947, and are about 12 per cent higher than those of a year earlier, because of an increase in parity. As was true for the 1946 crop, the new support prices are calculated to reflect cent of the July 1 parity.

A complete schedule of support prices for the late crop was announced on July 21. The seasonal price increases are greater than in previous years in order to compensate for higher storage costs, contribute to spreading supplies more effectively over the entire marketing season, and at the same time assure an average support price for the late crop of 90 per cent of the July 1 parity.

#### **Extent of Actual Government Assistance**

Only about one million bushels of potatoes were purchased by the government in order to support prices in the early states, and up to the end of July total government purchases amounted to about two million bushels, only about 1/10 of the amount bought a year earlier out of the 1946 crop. Most of the purchases this year have been size B and No. 2 quality potatoes, whereas last year a large percentage of government purchases were made on a field-run basis, which naturally included some of the best potatoes.

On August 1, the U.S.D.A. announced that about half a million bushels of the 1947 intermediate crop had been exported to Argentina. Approximately half this amount was acquired through regular commercial channels. The remainder were potatoes purchased by the Government under its price support program. These intermediate potatoes, which cannot be stored for any appreciable time, required special handling and were carried in refrigerated ships.

On August 8, the Department of Agriculture asked farmers in the northeastern states to make arrangements to utilize potatoes as supplemental livestock feed, and thus provide an additional diversion outlet for heavy producing areas. The principal districts involved are in Long Island, N.Y., New Jersey and nearby areas, and surpluses are being offered to farmers in New England and to other states adjacent to the surplus production areas. Again most of the potatoes being offered are of the lower grades and are available at a price designed to encourage their purchase for feeding.

#### **Many Marketing Outlets Sought**

Every possible means is being used to store potatoes for later human use, but commercial cold storage for potatoes in the northeastern states is limited. Consequently, the Government is disposing of surplus potatoes by exports and diversion to livestock feed, as already mentioned, as well as by distributing them to charitable and other institutions, and by diverting some to manufacturers of industrial alcohol.

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## **Canadian Exports to the United States Up for Seven Months**

*Value is \$564,113,000 for January-July, indicating an increase of \$92,912,000 over corresponding period last year—Shipments to Great Britain are also higher—Trade with South Africa shows continued improvement.*

CANADIAN domestic exports to the United States for the seven months ending last July were valued at \$564,113,000, which is \$92,912,000 higher than for the corresponding period last year. Shipments to the United Kingdom, valued at \$422,083,000, were also higher than in the same period last year by \$115,596,000. The increase in Canadian exports to all countries in the British Commonwealth and Empire amounts to \$238,975,000 for the period under review.

Particular interest is aroused by the continued improvement in trade relations with South Africa, as the Hon. James A. MacKinnon, Minister of Trade and Commerce, is heading a mission to that country in an effort to stimulate interest in Canadian products, and to explain the desire of this country to purchase additional commodities from the Union. Exports for the first seven months of this year had a value of \$45,153,000, which is \$12,552,000 higher than for the corresponding period of 1946, and \$35,279,000 greater than in the same period of 1938.

Other countries in the British Commonwealth and Empire to which Canada has shipped a larger value of merchandise during the present year than in 1946 are: Eire, Newfoundland, Jamaica, Trinidad and Tobago, the Bahamas, the Leeward and Windward Islands, British Guiana, Southern Rhodesia, the Malayan Union and Singapore, Palestine, Australia and New Zealand. On the other hand, there has been a material decrease in exports to India.

Foreign countries to which Canada has shipped this year a materially larger value of goods are: Argentina, Brazil, Cuba, Ecuador, Denmark, Italy, the Netherlands, Norway, Sweden, Switzerland, China and Syria. On the other hand, there has been a marked decline in exports to Belgium, Greece, the Soviet Union, Yugoslavia and French Africa.

# Canadian Exports, by Geographical Areas

GEOGRAPHIC AREAS	July			January—July		
	1938	1946	1947	1938	1946	1947
(Millions of Dollars)						
<b>BRITISH COUNTRIES</b>						
United Kingdom and Europe.....	26.2	41.5	72.0	189.8	313.0	435.4
America.....	1.8	10.9	11.0	12.2	50.0	77.8
Africa.....	2.3	7.5	6.6	11.5	37.6	54.4
Asia.....	0.4	6.5	6.5	5.0	44.3	36.1
Oceania.....	4.8	5.7	8.0	29.9	26.6	52.8
Total British Countries.....	35.5	72.1	104.1	248.4	471.5	656.5
<b>FOREIGN COUNTRIES</b>						
United States and Possessions.....	21.2	75.2	82.5	140.0	475.2	567.6
Latin America.....	1.1	6.8	9.4	10.2	48.6	73.3
Europe.....	7.1	27.3	32.1	36.7	204.4	210.2
Other Foreign.....	1.3	7.3	8.4	17.9	51.8	57.5
Total Foreign Countries.....	30.7	116.6	132.4	204.8	780.0	908.6
<b>TOTAL DOMESTIC EXPORTS.....</b>	<b>66.2</b>	<b>188.7</b>	<b>236.6</b>	<b>453.2</b>	<b>1,251.5</b>	<b>1,565.0</b>

## Canadian Exports, by Countries

Country	July			January—July		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
<b>BRITISH COUNTRIES</b>						
<b>Europe:</b>						
United Kingdom.....	25,796	40,407	69,445	186,725	306,487	422,083
Eire.....	388	575	2,213	2,869	3,383	10,154
Gibraltar.....	.....	56	14	2	260	208
Malta.....	20	478	343	230	2,895	2,928
Total Europe.....	26,204	41,516	72,015	189,826	313,025	435,373
<b>America:</b>						
Newfoundland.....	593	4,287	4,341	4,102	19,425	26,846
Bermuda.....	116	299	451	783	1,874	3,148
Barbados.....	89	618	766	591	3,343	5,740
Jamaica.....	373	2,481	1,297	2,568	7,308	10,514
Trinidad and Tobago.....	283	1,909	2,472	2,039	9,775	17,337
Bahamas.....	146	674	254	1,100	3,996	2,136
Leeward and Windward Islands.....			625			4,832
British Honduras.....	32	90	24	166	684	4,831
British Guiana.....	118	562	774	815	3,583	6,409
Falkland Islands.....	.....	.....	.....	.....	2	.....
Total America.....	1,750	10,920	11,004	12,164	49,990	77,793
<b>Africa:</b>						
Northern Rhodesia.....	2,173	6,847	7	9,874	32,601	181
Union of South Africa.....			4,996			45,153
Other British South Africa.....	.....	.....	1	.....	.....	9
Southern Rhodesia.....	71	218	542	718	1,883	3,336
Gambia.....	2	4	.....	14	48	57
Gold Coast.....	23	98	144	80	537	736
Nigeria.....	16	34	124	52	443	1,063
Sierra Leone.....	20	26	79	127	302	548
Other British West Africa.....	.....	.....	.....	.....	.....	2
British Sudan.....	4	103	52	196	485	266
British East Africa.....	39	203	680	438	1,273	2,427
Total Africa.....	2,348	7,533	6,625	11,499	37,572	54,378

Canadian Exports, by Countries—(Continued)

Country	July			January—July		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
<b>BRITISH COUNTRIES—Con.</b>						
<b>Asia:</b>						
India.....	114	4,347	4,452	1,607	35,867	21,815
Burma.....	5	1	49	92	424	588
Ceylon.....	9	286	483	135	1,254	1,979
Aden.....	2	20	347	59	101	769
British Malaya.....	94	507	657	1,616	1,828	4,073
Other British East Indies.....	1	1	.....	4	49	9
Hong Kong.....	180	571	424	1,462	2,861	3,136
Palestine.....	16	739	123	71	1,951	3,773
Total Asia.....	421	6,472	6,535	5,046	44,335	36,142
<b>Oceania:</b>						
Australia.....	3,088	3,734	5,526	20,183	18,162	35,726
New Zealand.....	1,595	1,911	2,190	9,393	8,193	16,328
Fiji.....	70	1	248	249	202	707
Other Oceania.....	.....	4	6	42	12	17
Total Oceania.....	4,753	5,650	7,970	29,867	26,569	52,778
TOTAL BRITISH COUNTRIES.....	35,476	72,093	104,147	248,402	471,490	656,465
<b>FOREIGN COUNTRIES</b>						
<b>United States and Possessions:</b>						
United States.....	20,959	74,759	82,107	138,962	471,201	564,113
Alaska.....	7	20	22	59	130	214
American Virgin Islands.....	3	22	25	19	74	102
Guam.....	.....	.....	13	3	3	78
Hawaii.....	148	157	122	777	1,983	1,502
Puerto Rico.....	44	288	246	183	1,800	1,549
Total United States and Possessions.....	21,161	75,246	82,535	140,003	475,191	567,558
<b>Latin America:</b>						
Argentina.....	283	1,180	2,444	2,678	6,194	19,211
Bolivia.....	17	58	55	73	346	370
Brazil.....	283	1,224	2,108	2,151	10,553	13,538
Chile.....	13	271	279	347	2,139	2,620
Colombia.....	72	867	768	596	5,366	6,410
Costa Rica.....	7	93	139	59	630	1,263
Cuba.....	90	503	463	586	3,192	3,836
Ecuador.....	2	77	53	22	375	1,125
Guatemala.....	5	155	101	65	646	1,152
Hayti.....	21	105	126	83	652	965
Honduras.....	5	41	43	102	433	485
Mexico.....	126	979	867	1,520	5,698	6,675
Nicaragua.....	4	53	20	56	191	336
Panama.....	15	119	73	195	838	1,183
Paraguay.....	3	12	7	9	62	98
Peru.....	68	292	177	550	1,800	2,590
Salvador.....	4	38	24	28	297	405
San Domingo.....	10	88	122	242	763	973
Uruguay.....	13	113	436	135	1,076	1,797
Venezuela.....	36	538	1,061	735	7,374	8,294
Total Latin America.....	1,077	6,806	9,366	10,232	48,625	73,326
<b>Europe:</b>						
Albania.....	1	2	5	6	61	320
Austria.....	.....	338	37	8	2,720	1,723
Belgium.....	1,183	6,566	5,991	4,261	43,215	28,913
Bulgaria.....	1	.....	2	6	2	14
Czechoslovakia.....	963	1,112	1,800	2,433	8,063	8,415
Denmark.....	71	53	148	717	849	2,361
Estonia.....	.....	.....	.....	1	.....	.....
Finland.....	44	16	41	237	230	633
France.....	938	4,358	6,098	5,331	42,820	41,331

Canadian Exports, by Countries—(Concluded)

Country	July			January—July		
	1938	1946	1947	1938	1946	1947
FOREIGN COUNTRIES—Con.						
(Thousands of Dollars)						
<b>Europe—Con.</b>						
Germany.....	1,090	304	49	6,996	4,890	5,417
Greece.....	366	2,538	66	1,403	6,923	3,617
Hungary.....		18	8		262	853
Iceland.....	2	613	96	10	2,260	1,715
Italy.....	188	1,705	2,640	866	13,075	22,245
Latvia.....	1			157		
Lithuania.....	143			239		
Netherlands.....	1,120	1,688	5,406	5,728	20,863	37,221
Norway.....	679	259	3,766	4,078	10,544	13,829
Poland.....	26	2,130	2,011	506	12,652	11,243
Portugal.....	12	175	328	90	1,832	2,458
Azores and Maderia.....		6	39	2	42	269
Roumania.....	4		2	27		45
Soviet Union.....		540	34	604	16,203	4,360
Spain.....			18	19	226	667
Sweden.....	252	1,099	1,920	2,607	4,298	10,964
Switzerland.....	46	262	1,504	398	3,013	7,069
Yugoslavia.....	1	3,489	86	6	9,373	4,532
Total Europe.....	7,131	27,271	32,095	36,737	204,416	210,214
<b>Other Foreign Countries:</b>						
Abyssinia.....			3		6	77
Afghanistan.....					1	33
Belgian Congo.....	1	92	144	51	769	755
China.....	336	4,343	3,250	1,644	17,644	22,206
Greenland.....			9		19	66
Egypt.....	32	970	966	199	7,546	7,622
French Africa.....	5	83	1,496	403	8,529	3,252
French East Indies.....	2	1	34	15	34	605
French Guiana.....		5	5	4	108	236
French Oceania.....	10	16	13	56	62	77
French West Indies.....	21	131	162	106	680	1,305
Madagascar.....		81	6	4	204	54
St. Pierre and Miquelon.....	20	109	91	141	445	640
Iraq.....	5	462	24	30	2,218	1,656
Tripoli.....						5
Other Italian Africa.....					3	7
Japan.....	661	67	20	10,700	133	435
Korea.....						22
Liberia.....	1	9	6	15	43	88
Morocco.....	9	6	142	61	998	845
Netherlands East Indies.....	45	321	283	424	4,386	3,655
Netherlands Guiana.....	3	83	64	22	336	512
Netherlands West Indies.....	15	121	238	129	843	954
Iran.....		30	386	38	344	675
Philippine Islands.....	99	152	261	848	3,626	7,931
Portuguese Africa.....	64	84	81	1,015	1,049	1,213
Portuguese Asia.....		1	1		15	48
Siam.....	2	13	54	13	19	325
Canary Islands.....		4	1	2	313	46
Spanish Africa.....			1			54
Syria.....	8	7	671	36	123	1,343
Turkey.....		98	20	1,903	1,266	730
Total Other Foreign.....	1,339	7,289	8,432	17,859	51,762	57,472
TOTAL FOREIGN COUNTRIES..	30,705	116,613	132,427	204,829	779,990	908,569
TOTAL DOMESTIC EXPORTS...	66,181	188,706	236,574	453,231	1,251,480	1,565,033

EXPORTS BY COMMODITIES

Canadian Exports, by Commodities, for the first seven months of 1947, will be published in the September 27th issue of *Foreign Trade*.

# Many Factors Retard Expansion Of Brazilian Paper Industry

*Practically no chemical pulp produced—Paper mills have had a tendency to use a larger proportion of mechanical pulp—A new chemical pulp plant, estimated to cost over U.S.\$15,000,000, is being built near Curitiba, capital of the state of Paraná—Material shortages hinder progress—Many small groundwood pulp mills are in operation.*

By Maurice Bélanger, Commercial Secretary, Canadian Embassy

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

**A**PART from dissolving sulphite produced from cotton linters and waste, and used in the manufacture of rayon and cellophane, Brazil produces practically no chemical pulp. Several paper mills produce groundwood for their own requirements, as do several small-scale producers for resale. Faced with a reduced supply of imported chemical pulp and a brisk demand for paper at very remunerative prices, the paper mills have had a tendency to use a larger proportion of mechanical pulp, particularly in wrapping papers. Many small pulp mills have been established wherever conditions of easily available wood and power have been met.

Most of these new mills are located in Paraná and Santa Catarina, using small grinders and primitive drying machines, made in São Paulo. The limited amount of power available, the small capacity of the grinders and machines, unsatisfactory raw materials and the primitive methods result in a small and uneconomic production of low grade pulp. Offsetting these disadvantages are the cheap labour in the woods and the mill, the heavy ocean freight on a relatively cheap product and an import duty and accessory taxes, equivalent at present rates of exchange to almost five dollars per ton.

## Lack of Equipment Delays Progress

While fair-sized mills are being constructed in Paraná, Santa Catarina and Rio Grande do Sul, the delivery of equipment is far behind schedule in most cases and it is difficult to estimate when production will commence or what the initial capacity will be. One firm building a mill in Rio Grande do Sul claims it will produce semi-sulphite, which from the rather indefinite information available, seems to be partially cooked groundwood. The pre-war yearly production of groundwood in Brazil was estimated at 50,000 tons, but it is safe to say that this has now been increased to 75,000 tons.

Aside from the new mill under construction at Monte Alegre in Paraná for Industrias Klabin do Paraná, there is only one chemical pulp mill in operation. This mill was built for Cia. Melhoramentos de São Paulo, who will use its limited production in their own paper mill.

## Paper Production Has Greater Possibilities

Paper manufacture on a larger scale appears to be feasible in Brazil, but development of the industry is impeded by the lack of new equipment and woodpulp. Brazil has 38 producers of paper, whose total aggregate production in 1943 was 140,000 metric tons. Ten of these firms have an individual production of over 5,000 tons per year, and 20 produce between 1,000 and 5,000 metric tons each year. The equipment of the mills is mostly German, and usually very old and slow, but extremely versatile.

Most of these mills produce a wide range of paper, which would not be possible on faster and more specialized equipment.

#### Brazilian Production of Paper

	1943	1944
	(Metric Tons)	
Newsprint .....	8,480	8,933
Printing paper (other than newsprint) .....	22,400	23,658
Writing paper .....	25,871	29,364
Kraft .....	9,614	11,879
Wrapping paper (other than Kraft) .....	52,385	58,046
Miscellaneous items .....	6,927	7,729

Total production of paper and cardboard increased from 102,831 metric tons in 1937 to 125,706 in 1943 and 138,600 in 1944. A more rapid growth would have taken place in war years if new equipment and wood-pulp had been freely available, but there is only one maker of paper machinery in Brazil with a small production of machines of very limited capacity. Pulp imports were strictly controlled until Sweden started shipping quite recently. Net profits of all mills in recent years have been very high, and capital reserves have been built up to purchase new equipment when conditions permit. Most mills appear to have expansion in mind as their ultimate goal.

Brazil's lack of a well-developed chemical woodpulp industry, and the consequent complete dependence on foreign supplies of newsprint have long been a major annoyance to advocates of economic independence. The country's adequate resources in timber and water power, plus the sizable home market, made a medium-size domestic industry seem a feasible and attractive proposition. Financial groups approached failed to show much interest due to the size of the investment required and to the cheapness of foreign pulp and paper products offered by an over-expanded foreign industry with a capacity far beyond the needs of world markets.

#### Government Finances Pulp Machinery

Financing was made possible by the Brazilian Government. Against an undertaking by the operators to manufacture a quantity of newsprint roughly equivalent to present Brazilian requirements, the Bank of Brazil agreed to make a loan of 80,000,000 cruzeiros, the equivalent of U.S.\$4,000,000. This loan is to be repaid over a period of years by deliveries to the government of newsprint at fixed prices. This plan has the advantage to the operators in that the government will have to protect the industry and ensure its continued operation to obtain repayment of the loan.

The loan from the Bank of Brazil was in foreign exchange, to be used for the purchase of machinery, while the operators, Industrias Klabin do Paraná de Celulose, undertook to build the hydro-electric power plant and the pulp and paper mill with their own resources. The company was formed by Klabin Irmãos, a financial group which owns a banking house, pulp and paper mills (Cia. Fabricadora de Papel de São Paulo) a rayon cellulose mill, ceramic works, etc.

A large tract of land in the State of Paraná was obtained at a very low price, the land exceeding 5,000 kilometres square on a plateau between 800 and 900 metres above sea level. Approximately one-third of this area is heavily wooded and is said to contain 15 million pine trees, beside a large quantity of other trees suitable for fuel. Reforestation is under way, the company claiming to have planted over two million pines and a million eucalyptus trees which grow quickly and will be used for fuel. Paraná pine takes about 20 years to reach a size suitable for use as pulp. Present available supplies are claimed to be more than sufficient to cover this period and the company has planned its reforestation program so as

to ensure a perpetual supply of pulpwood. The pines grow in fairly dense forests, with heavy undergrowth, mixed in with imbuia, eucalyptus, wild peach, etc., and forest operations will present considerable difficulties.

#### **Transport Lack Detrimental**

The site of Industrias Klabin de Paraná is known as Monte Alegre and is located about 250 kilometres from Curitiba, the capital of the State of Paraná. Transport has been a problem in the erection of the mill and power plant as the nearest railway station, Pirahy, is 25 miles away. Construction of a railway branch line into the property is proposed as soon as railway material is available. Railway connection between Paraná and the States of São Paulo and Rio de Janeiro are not very satisfactory and the capacity of the Paraná-São Paulo railway has been heavily taxed in recent years.

On the Tibaji River, a dam and power plant are being erected by the company, which, they claim, will have a rated capacity of 40,000 horsepower. The installed capacity provided for at present is 28,000 horsepower, which will be ample for all the needs of the plant and settlement. Work on the dam has progressed slowly due to shortages of materials and labour. The power house is to contain three United States turbines.

The paper mill is being equipped with three steam boilers, said to be the largest in South America, capable of producing 100,000 kilos of steam per hour. Two second-hand Westinghouse steam turbines with a total capacity of approximately 4,000 horsepower are in operation. This power plant's output will be sufficient for the production of chemical wood-pulp but the production of paper and cardboard must await completion of the hydro-electric plant.

#### **Kraft Production in Progress**

The plant is expected to have a daily production of 90 tons of bleached and unbleached sulphite of which 40 tons will be retained for the manufacture of newsprint and cardboard, 120 tons of newsprint and 50 tons of fine cardboard. Since formation of the original plans, a small kraft mill has been added and is in production, but the production of the kraft pulp will probably be limited to the company's Fabricadora mill at São Paulo, which manufactures heavy kraft paper used by the Bates Valve Bag Corporation for the manufacture of cement bags. The quality of the kraft pulp produced at present is said to be good enough for cement bag stock, but it is shipped to São Paulo only half-dried so that its landed cost is high.

Main equipment of the pulp and paper mill comprises the following:

- 1 chipper
- 2 screens
- 1 acid accumulator of 220 cubic metres net
- 3 digesters with a capacity of 150 cubic metres each
- 4 grinders (5,000 horsepower each), taking four-foot wood
- 1 sulphite pulp-drying machine
- 1 large cardboard machine with three built-in calenders
- 1 newsprint machine, 5 metres wide and rated to operate at 420 metres per minute
- 1 small digester for Kraft pulp
- 1 small machine for drying kraft by about 40 per cent
- 3 large steam boilers producing each 100,000 kilos of steam per hour

Provision exists for the installation of a fourth sulphite digester at a future date.

#### **Canadian and United States Equipment Used**

The chipper, two screens and four grinders were purchased in Canada. The remainder is of United States manufacture, but much of it is second-hand, some having been purchased from Canadian mills. The acid

accumulator and probably the cardboard machine were purchased in Canada.

While wood for fuel and pulp is plentiful, its transportation will be a problem for some time, as motor trucks are not available in the quantities required. Costs of moving the wood, even when the equipment becomes available will be very high, compared with corresponding costs in Canada and Scandinavia.

Chemical pulp can be made at the Monte Alegre mill by using the auxiliary thermal plant, but early production of groundwood pulp, cardboard or newsprint is not expected. Costs will be extremely high, both for the erection of the plant and for production. It is expected that the plant will consume 300 pine trees daily, requiring 100 trucks for their haulage.

According to well-informed sources the only solution will be the outright purchase of the business by the Government of Brazil when foreign competition becomes active, and it is realized that local newspapers cannot buy newsprint at a price that will cover both production costs and carrying charges on the large debt contracted.

#### **Site Inconvenient and Costly**

While the plant is modern, with the best of equipment, some of the foreign engineers assisting in its creation are believed to have advised against its site. This was because of its elevation above water supply level, and the consequent necessity of pumping water a distance of 1120 metres and an elevation of 60 metres. They also advised against concentrating Brazil's whole newsprint output in one large high-speed newsprint machine, instead of in several smaller machines of lower speed which would be easier to operate with the manpower available and less liable to serious breakdowns.

Reasons of prestige overruled these objections. The owners' insistence on choosing the most picturesque site and installing the most modern machinery available have greatly enhanced the cost of the plant. Much money has also been spent on accessory installations, including a large, surfaced airfield, underground telephone lines between the administrative centre and mill, a distance of 20 miles, and between the mill and power plant, a further 15 miles.

Because of the remoteness of the site, the company has had to erect two housing centres, one at the paper mill and the other at the power plant. Total cost of the project is estimated at over U.S.\$15,000,000.

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#### **Fur Auctions Scheduled in London**

London, September 2, 1947—(FTS)—According to information received from the Hudson's Bay Company, fur auctions will be held on the following dates:

*General Furs*—October 20, 1947; February 2, 1948; April 19, 1948; July 7, 1948 (beaver, musquash, mink and Persian lamb only); and September 20, 1948 (excluding Persian lamb).

*Silver Fox, including Platina, etc.*—September 22, 1947; December 8, 1947; January 5, 1948; March 8, 1948; May 31, 1948; October 11, 1948.

*Persian Lamb*—September 10, 1947; September 6, 1948; October 28, 1948. (Persian lamb is also offered at general fur auctions.)

*Special Mink Sale*—A special mink sale will be held on December 22, 1947. There will be, in addition, an offering of mink in conjunction with the silver fox sale on January 5, 1948.

# Argentina is a Leading World Producer of Vegetable Oils

*Formerly a heavy importer, Argentina has developed into an important exporter—Four main and several additional edible types are processed—Linseed oil chief among non-edible types—Considerable quantities required for domestic use.*

By H. Leslie Brown, Commercial Secretary, Canadian Embassy

**B**UENOS AIRES, September 3, 1947.—Production and consumption of vegetable oils for food and for industry have increased throughout the world during the past quarter of a century. In Argentina there has been a striking development in little more than the past decade, which changed the status of the country from that of a comparatively large importer of vegetable oils to that of a heavy exporter and important world supplier. This change of status was of a dual nature. Argentina has long produced substantial quantities of oil seeds, which were formerly exported in their natural state as crushing stock. Now the processing is done in the country, and the oil and the meal or cake are exported as separate commodities. Seed exports are now almost negligible.

In 1935, Argentina consumed and held in stock 81,952 metric tons of all vegetable oils, of which 58,595 were produced in the country and 24,171 were imported. Only 813 tons were exported. In 1945, the most recent year for which complete statistics are available, consumption and stock stood at 277,380 metric tons, imports were down to 1,606 tons, while exports increased to 151,823 tons.

## Four Main Types of Edible Oils Produced

Sunflower-seed oil was in fair production in 1935, when the extraction of crude oil stood at 9,936 metric tons, but that figure increased rapidly to 182,401 tons in 1945. Sunflower-seed oil was not exported in sufficient quantity to be shown separately in statistics until 1941, when 11,909 tons were shipped. Apart from an unusually high year in 1942, exports subsequently increased steadily to 71,959 in 1945, although they dropped to 57,238 metric tons in 1946.

Cottonseed oil has been processed for some time, crude oil extraction amounting to 15,770 metric tons in 1935. During the succeeding decade, despite fluctuations, there was a steady net increase in production to 23,932 tons in 1945. Exports have shown a less definite trend. Negligible before 1940, they amounted to only four figures per annum in 1940-42, rose to 20,066 metric tons in 1943, dropped to 14,441 in 1944, but returned to 19,078 tons in 1945, only to drop again to 9,950 tons in 1946.

Peanut oil has shown no outstanding long-term change. Production in 1935 was 16,834 metric tons of crude oil, but dropped to 5,961 in 1938. It increased with the war to 18,780 in 1941, then decreased again, but finally stood at 20,504 tons in 1945. Exports also have fluctuated and shown little firmness. Exports were inconsequential until 1941, rising to 6,385 tons, only to fall away to 563 in 1944, but rallied to 3,857 tons in 1945 and on to 10,941 tons in 1946.

Rape-seed oil production has fluctuated but has not increased on the whole. Crude oil extracted in 1935 totalled 10,398 metric tons; in 1945 it was lower at 9,590 tons, but interval extremes were 2,287 tons produced in 1939 and 22,475 tons in 1942. However, exports have been somewhat more consistent. Not shown before 1941, exports of rape-seed oil in that year

amounted to 12,053 metric tons and, although down in 1943-44, recovered to 10,281 tons in 1945, only to drop to 5,696 tons in 1946.

Sundry edible oils, including grape, corn, olive and soya oils, have shown relatively marked increases in production, though not in exports. In 1935, aggregate extraction was only 115 tons, but by 1945 it was 3,477 tons. Exports stood at 525 tons (mainly corn oil) in 1935, but, although over 3,000 in 1941, were only 337 tons in 1945.

#### **Linseed Oil Chief Among Non-edible Oils**

With the marked exception of linseed oil, the production of non-edible oils has not shown a noteworthy increase or other change, certainly not in exports. Spurge crude extraction increased from 793 metric tons in 1935 to 1,671 in 1945, but exports are not separately recorded. Tung oil extraction grew slowly from 9 tons in 1935 to 234 in 1942, then came on sporadically to the high figure of 1,965 tons in 1935, but no exports are recorded, and presumably much or all production is used by local industry. There is a very small output of cocoa oil.

Linseed oil production is of outstanding interest. Crude extraction amounted to 4,740 metric tons in 1935 and has increased steadily without a real setback. There was a strong increase from 55,052 tons in 1942 to 317,662 tons in 1944, but output in 1945 slipped back to 184,057 tons. Exports have shown a steady increase from amounts of less than a hundred tons per annum in prewar years up to 46,302 tons in 1945, with a spectacular increase to 147,278 tons in 1946.

#### **Argentina a Major Source of Supply**

Argentina is now a major world source of supply and will continue as such until production in other areas makes itself felt on the international market. It is estimated that Argentine oil crushing for 1947 will be approximately as follows: linseed, 265,000 metric tons; sunflower seed, 170,000 tons; cottonseed, 10,000 tons; peanut, 38,000 tons; rape seed, 10,000 tons. About 20,000 tons of linseed oil and 150,000 tons of edible oils will be required for domestic use.

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## **Britain's Exports and Imports Reach Peak Value in July**

*Imports valued at £179·2 and exports at £110·3 make up highest monthly totals since 1920—July exports 125 per cent of 1938 volume and highest since war—High cost of imports partially responsible for adverse balance.*

**By A. E. Bryan, Commercial Counsellor for Canada**

**L**ONDON, August 22, 1947.—The decision of the United Kingdom Government to suspend the arrangements for the free convertibility of sterling lends special interest to the overseas trade returns for the month of July, recently published in London.

The figures show that imports in July amounted to £179,200,000, which is £25,400,000 more than the corresponding total in June, and greater than in any other single month since January, 1920.

Compared with June, imports of food, drink and tobacco rose by £11,800,000 to £81,400,000, an increase resulting mainly from rises in meat and dairy produce. Imports of raw materials (£53,600,000) were £12,400,000 above the average for the two preceding months; whilst imports of fully manufactured articles rose to £38,500,000 from £32,700,000.

## July Exports Highest Since 1920

The value of United Kingdom exports in July was £110,300,000, the highest figure recorded since November, 1920, and £17,100,000 above the June total. July, however, is usually a good month for exports. This is partly due to the fact that it includes the maximum number of working days, and to the heavy clearance of shipping documents through the Customs before the August holidays. On a daily rate basis, it is estimated that the July results were five per cent better than in June.

From the standpoint of volume, it is provisionally calculated that July exports reached 125 per cent of the 1938 volume, which is the highest since the war.

## Adverse Trade Balance Increasing

The adverse balance of trade rose in July to £64,700,000 compared with a monthly figure of £32,000,000 in the first quarter of 1947 and £57,700,000 in the second quarter. It is officially stated that one reason for the further deterioration is that import prices over the six months rose by 15 per cent, while export prices rose by only 7½ per cent. This trend is expected to continue.

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# Canadian Oil-Burning Equipment Might Find Market in Eire

*Shortage of fuels for both domestic and industrial purposes has resulted in demand for fuel-oil appliances—Market limited by lack of exchange and oil supplies—Government policy of industrial expansion may improve market possibilities—Domestic production in experimental stages.*

By H. L. E. Priestman, Commercial Secretary for Canada

**D**UBLIN, August 31, 1947.—Because of the shortage of coal and the necessity for searching out every alternative form of power and heating, the market in Eire for oil-burning equipment should be capable of great development. However, the importation of such equipment is likely to be considerably limited because Eire's international payments position is currently unbalanced.

For generations Ireland has depended on Great Britain for practically all its coal supplies. During the war, British deliveries to Eire were restricted, so that no coal was available for domestic users, rail services had to be drastically curtailed to two or three days a week, the domestic gas supply for cooking, etc., was restricted to a few hours per day, electricity supplies could not be increased and, like the domestic gas supplies, were strictly rationed.

On account of the severe winter of 1946-47, Britain's coal deliveries were still further curtailed. With the same bad weather in Eire, a desperate fuel situation arose, resulting in still further restrictions being imposed on transport, cooking gas, etc. The people had become dependent during the war upon the use of Irish turf (peat) for heating and even to some extent for industrial power but, because of adverse weather conditions in 1946, the peat could not be dried out for burning, so that many homes were practically without a fire last winter and spring, and many industries were forced to close down.

The Irish Government, in an effort to obtain coal supplies for essential industries, to supplement what Britain will send, made arrangements to purchase about 500,000 tons of coal from the United States at \$22 per ton and upwards, delivered at Irish ports. Even this coal and the peat supply will be inadequate to avert further severe fuel shortages.

It is obvious, therefore, that many people in Eire are keenly interested in the possibility of obtaining any form of alternative fuel, especially oil, for industrial or domestic purposes.

#### **Some Industries have Changed over to Oil**

There has been considerable change-over to oil fuel for industrial purposes in the last few months, and it is probable that the movement will continue for a lengthy period. Recent whole or partial conversions to oil fuel have been made by large breweries, cement works, glass plants and railway locomotive works. Their experiences are stimulating the demand from other industries for equipment suited to their needs.

The potential demand for fuel-oil appliances for use in domestic establishments is likewise growing but, unless the problems of availability of foreign exchange and of adequate oil supplies are solved, the numbers and types of devices allowed to be imported or installed are likely to be severely limited.

It is assumed that most Canadians are aware that domestic heating in Ireland is generally by means of open fire-places, designed to burn soft coal but now using peat and a little wood, both very scarce. A few small slow-combustion heating stoves, designed to burn anthracite (now rarely obtainable) are in use. In the better-class houses there is often a jacket heater in the kitchen to provide hot water. This is locally termed a "domestic boiler". Another device, called a "boiler grate", has a built-in copper box at the back of an open fireplace, which utilizes the chimney heat to warm the water. The majority of the houses in Dublin and the larger towns are probably dependent on coal-gas heaters to obtain hot water for baths. Comparatively few electric water-heaters of the immersion type have been installed, and additional ones are seldom allowed because of the scarcity of electricity. Except for the gas heaters of the geyser type, all hot-water heating is at low pressure, the water being supplied by gravity from a tank in the roof connected to the city supply and controlled by a ball-cock.

There are practically no apartment houses in Ireland, but numerous old houses have been converted to self-contained flats, the occupants of each providing their own heat.

#### **Cook Stoves Adaptable for Conversion**

Domestic cooking in the cities is chiefly by means of gas and electric stoves, although some in better circumstances have coal ranges of the Aga type. Old houses, of which there are many dating from the Georgian period, usually have old-fashioned built-in coal ranges which also heat water, but few are now used because of the lack of fuel, and these old kitchens usually have a gas or electric range. Some of these types of equipment could be readily converted to use oil.

In considering the market possibilities, some oil-burning device, such as the pot type, designed for insertion in coal stove, domestic boiler or built-in range, would be in good demand. If the apparatus uses kerosene, it would be in accordance with the current Irish Government policy to supply the user with a ration for cooking purposes, but kerosene (called paraffin in Ireland) is currently in too short supply to be permitted use for space heating, either for commercial or domestic establishments.

### **Limited Demand for Furnace Equipment**

The demand for the domestic conversion furnace type of equipment for central heating is strictly limited, both from the fact that few houses or, indeed, commercial establishments have central heating and by the present reluctance of the financial authorities to provide dollar exchange for its purchase. Nor is it likely that kerosene would be available, although heavier specification oils might be. Nevertheless, a few such installations have been permitted.

There is apparently a market for this injector-type equipment, capable of being installed in cooking ranges, stoves, etc. The apparatus should be of low consumption and small enough to fit into a small fire-box. If for use in converting a central heating furnace, the capacity of the burner must again be small, as the range of outdoor temperature is about comparable with that in Vancouver and, by Canadian standards, Irish people apparently like their houses and offices cool.

### **New Industries Afford Market Possibilities**

Industrial enterprise offers a wide field for the installation of oil burners. Encouragement of industrial development is a definite government policy and, wherever there is a possibility of industrial expansion, it is probable that the necessary foreign exchange and oil supplies would be made available.

It has recently been announced that new industries are being established in Eire. These include the production of electrical transformers and other electrical equipment, asbestos-cement pressure pipes, drawn wire, hand-tools and implements, pharmaceutical goods, sanitary ware, agricultural machinery, canned shell-fish, link chains, hand-cut crystal glassware, tanned leather, plaster boards, abrasives, leather cloth, and radio components.

Plans for these new industries have been submitted to the Department of Industry and Commerce, and it is expected that construction of premises and the installation of plant will proceed without delay. Production will begin in about twelve months.

It is difficult to specify the particular kinds of oil-heating apparatus of greatest interest to this fairly wide range of industries, but it may be assumed that they would use equipment similar to that adopted in North America and the United Kingdom. Some of these new industries and other established concerns, from foundries to laundries, would be interested in fuel-oil installation.

### **Market for Space-heating Equipment Unfavourable**

Although domestic cabinet heaters (oil space heaters) would provide a considerable degree of comfort that is presently lacking for many homes in Eire, supplies of kerosene are so short that it has been reserved for lighting where no other means of lighting is available. The kerosene rationing scheme has recently been extended to include cooking apparatus, but the Eire authorities could not undertake to provide it for space heating for commercial and domestic establishments.

Consequently the possibilities of marketing space heaters in Eire cannot be regarded as favourable, even if the financial authorities were prepared to provide exchange for their purchase, unless these heaters use higher flash-point oils than kerosene.

Except in the older houses having basement kitchens, the basement of the average house in Eire is not suitable for installing a furnace or space heater. Walls, including interior walls, are usually heavily constructed

of solid stone, concrete block or brick, so that breaking through for the purpose of installing pipes for radiators or flues for heaters is a major operation. The average owner of rented premises will not consent to having walls pierced for flue pipes or any similar structural alteration, and has yet to be convinced that an oil burner is less hazardous than an open fire. A major difficulty facing the expansion of the use of oil-burning apparatus is the lack of experience in their use on the part of architects, engineers and tradesmen.

#### **Domestic Production Negligible**

Apart from the conversion program for railroad locomotives, carried out in the railway shops, there is no domestic competition of any consequence, although some experimental work is being carried on in connection with oil-burning units of various kinds, mainly apparatus for converting domestic hot-water heaters or built-in coal ranges, sometimes using sump oil from automobiles. The products are not on sale to the public but would be marketed privately, as total production is insignificant.

If Eire stove manufacturers, of whom there are several, were to arrange with a North American manufacturer or patentee to manufacture, under licence or otherwise, oil-burning equipment, it is probable that the industry would be protected both through customs duties and exchange control regulations. Canada is accorded Eire's lowest tariff rates—those applicable to the United Kingdom.

Except perhaps for products of the railway shops for their own locomotives, practically all the commercial and industrial oil equipment, as well as any of the injector-type used domestically, is imported. Great Britain's share of the industrial installations is a substantial one and would be greater if she could supply in larger volume. Other equipment in industrial plants is of United States origin, and there have also been sales of small injector-type equipment from that source for converting coal ranges in country houses, hotels, etc. No new stocks of oil-burning equipment are in merchants' hands in Dublin, and all imports of the larger and more expensive equipment would have been to supply firm orders from industrial users.

#### **Oil Supply Position Unsatisfactory**

Eire is not a producer of fuel oil, nor is any oil refining done in the country. All oils are imported in the condition in which they are to be used. Distribution is by companies which are subsidiaries of the better-known international oil companies. The difficult world supply position in respect of fuel oil, as well as Eire's international payments position, affects the ability of Eire to obtain her requirements. There is a lack of facilities for oil storage and for its transport by rail and road. Neither storage nor transport facilities can be extended to keep pace with the increased demand for heavy oils, so it may be necessary to establish priorities for users. It is reported that heavier fuel oils are made available to a moderate extent for domestic space heating and would be similarly allowed for oil-burning appliances adaptable to ordinary ranges for cooking, etc.

#### **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.**

## 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.  
Gananoque—Chamber of Commerce.  
Guelph—Board of Trade.  
Halifax—Board of Trade.  
Hamilton—Chamber of Commerce.  
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.

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.

### J. A. Langley

(Commercial Counsellor, Canadian Embassy, The Hague)

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)

Montreal—September 16-22.  
Kingston, Gananoque, Brockville and Oshawa—September 23-25.  
Hamilton—September 26-27.  
St. Catharines—September 29.  
Brantford—September 30.  
London—October 1.  
Windsor—October 2.  
Galt—October 3.

Guelph—October 4-6.  
Kitchener—October 7-8.  
Toronto—October 9-23.  
Winnipeg—October 25-27.  
Vancouver—November 3-8.  
Victoria—November 10.  
Ottawa—November 17-21.  
Montreal—November 24-29.

# Trade and Tariff Regulations

## Britain Restricts Imports of Books, Music and Advertising Material

London, September 15, 1947.—The Board of Trade have announced, with effect from September 12, the revocation of the Open General Licence for the importation of "books for reading purposes, other than fiction in English and children's books". Fiction in English and children's books were already subject to individual licences, and the effect of the new revocation is to subject all other books to individual licences.

(Since no reference is made to the Open General Licence covering printed books imported as a single copy through the post, presumably that licence remains in effect.)

The Board has also amended, as from September 12, the Open General Licence relating to the import from all sources of "music, catalogues, trade lists, advertising material, manuscripts, typescripts, and like products of duplicating machines", so as to exclude from its scope "music, catalogues, trade lists, and advertising material". Such music, etc., can henceforth be imported only under individual licence.

In cases, however, where the Customs are satisfied that any of these goods were shipped to the United Kingdom prior to September 12 and arrive before September 22, they will be admitted without the necessity for individual licences.

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## Ceylon Cancels Open General Licences

Bombay, September 13, 1947.—(FTS)—A notice in the Ceylon Government *Gazette* of August 22 announces the cancellation, as from that date, of Open General Licences Nos. 2 and 8. The effect of this cancellation is to make all imports into Ceylon from Canada subject to the requirement of individual licences.

No. 2 licence covered a wide range of goods which might be imported from any source without individual licence, and included, among other things, newsprint and other printing paper, patent medicines, malt liquors, agricultural machinery, and silk or artificial silk hosiery.

No. 8 licence permitted the importation, without individual licence, of various foodstuffs, the product of any country other than the United Kingdom. It included confectionery, preserved milks, infants' and invalids' foods, and tinned fish, fruits, vegetables, and soups.

The Ceylon *Gazette* of August 30 provides for the following exemptions to the cancellation of these two licences: (a) When satisfactory proof is produced that the goods were despatched from the country of origin direct to Ceylon on or before September 10, and (b) when goods not despatched by September 10 but for which irrevocable letters of credit were opened prior to August 22, licences will be granted up to the validity date of the letter of credit.

All goods not falling within (a) and (b) must be covered by individual licences, which will be issued only for most essential goods from dollar or other hard-currency countries.

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## Cuba Plans Quotas on Some Imports

Havana, September 6, 1947.—(FTS)—A Cuban resolution issued September 5 appoints a Commission to draw up import quotas on textiles, tires, tubes and other rubber products and rice. The amounts of the quotas have not yet been decided, but the commodities mentioned are not now being imported from Canada in any great volume.

## Market for Potted and Preserved Fish in New Zealand

The New Zealand Import Control Regulations for 1948, announced August 8, indicate that import licences for 1948 for "Fish, potted, and preserved, n.e.i.," will be granted for imports from the United Kingdom, Crown Colonies, and other British countries, including Canada, up to 150 per cent of the value of licences granted for imports from the same source in the year 1938.

As an indication of the value of this trade, New Zealand imports of canned fish for the year 1938 were as follows:

### New Zealand Imports of Potted and Preserved Fish, 1938

	Total imports		Imports from Canada	
	Quantity Lbs.	Value £	Quantity Lbs.	Value £
Herrings .....	931,602	31,691	98,960	2,630
Salmon .....	3,394,805	135,090	2,890,771	104,259
Sardines .....	845,166	52,293	255,345	10,585
Fish, preserved, etc., other kinds...	446,917	14,358	343,751	8,411

## Exchange and Import Control in Argentina

Buenos Aires, September 6, 1947.—As a direct development from the conditions described in the report on the Argentine exchange position (published in *Foreign Trade*, August 2, 1947), together with the mid-August suspension of the convertibility of pounds sterling to dollars by the United Kingdom, the Argentine authorities announced that, effective August 21, exchange permits would not be issued until further notice for the importation of any goods. The exchange position would be reviewed and relaxation of this complete prohibition would be announced for specific products when the Argentine authorities found it possible to do so. It is understood that prior exchange permits issued before August 21 will continue valid up to the time limit already set for each (usually nine months).

On September 2, an official statement was published indicating that, while the Banco Central is engaged in studying the situation as a whole, and each commodity group in particular, it has decided as a temporary measure to consider the granting of prior exchange permits for specified products. Applications must be submitted by importers to the Banco Central before the actual purchase is made and any permits will be subject to "prior study", which means that they will not be issued freely nor necessarily quickly. Prospective applicants are reminded, or warned, that any permit granted in accordance with this arrangement will be subject to payment of penalty at the rate of 20 per cent of the value of the permit, in the event that it is not used.

The list is limited in range of groups and includes only some medicinal drugs, chemicals and drugs for industrial use, petroleum and its derivatives, coal and coke, some insecticides, iron and lead in primary forms and a few others. The list of specified items for which exchange may be granted includes the following of interest to Canadian exporters: Cod oil, pure, mixed and emulsified; serums and vaccines; pellets and pills; calcium carbide; liquid bronze (but not powder); some resins and some cobalt, copper, zinc and lead derivatives; most forms of insecticides in liquid and powder form; pig and bar lead; scrap iron and steel; iron ingots for foundry and rolling; ferro-alloys for foundry purposes; asbestos in sheet and fibre; table, but not seed, potatoes; spare parts for industrial and agricultural machinery and motors; and material for public utility companies, when imported directly.

### Australia Prohibits Import of Canned Fish from Dollar Areas

Sydney, September 17, 1947.—(F.T.S.)—Further to the import restrictions published in *Foreign Trade*, September 13, the Australian Government has announced that licences will not be issued for the importation of canned fish from countries in the dollar area.

### Powers and Duties of Southern Rhodesia Tariff Advisory Committee

The Minister of Commerce and Industries of Southern Rhodesia has appointed a Tariff Advisory Committee, with effect from August 1, 1947, comprised of a chairman, six regular members with an alternative member in the case of two of these, and a secretary.

The Terms of Reference of the Committee are:

(a) To receive and investigate applications for assistance to secondary industry by such means as protective tariffs, subsidies, rebates of duties and by other relevant means, and to recommend to the Minister of Commerce and Industries the extent to which such assistance should be granted.

(b) To recommend to the Minister of Commerce and Industries those commodities in respect of which suspended duties should be embodied in the Customs Tariff of Southern Rhodesia for the protection of secondary industries.

(c) To indicate to the Minister of Commerce and Industries, when trade negotiations with any other country are contemplated, the extent to which the interests of the secondary industries of Southern Rhodesia must be safeguarded.

(d) To keep under constant review the trade relationships of Southern Rhodesia.

(e) To receive and investigate applications to modify the Customs Tariff of Southern Rhodesia by such means as the repeal or temporary suspension of duties, and to recommend to the Minister of Commerce and Industries the extent to which such modification should be granted.

### Imports into Madagascar Severely Restricted

Cape Town, September 5, 1947.—(F.T.S.)—Importations of merchandise into Madagascar are severely controlled and the authorities of that Colony are issuing foreign exchange only for products of the very greatest necessity, and only then on condition that France or the French Empire finds it impossible to supply the goods.

### Brazilian Exchange Restrictions Result of Adverse Trade Balance

Rio de Janeiro, September 3, 1947.—(F.T.S.)—Brazilian trade statistics just released give the following figures of total exports and imports for the first five months of 1946 and 1947:

	January-May	
	1946	1947
	Thousands of Cruzeiros	
Exports .....	6,845,481	8,497,750
Imports .....	4,552,322	9,500,693
Balance .....	+2,293,322	-1,002,943

As shown by the foregoing figures, there has been a decided change in the trend of Brazilian trade, which has resulted in the first adverse trade balance to be recorded for many years. The value of imports in the first five months of the current year were more than double that for the corresponding period last year. This, no doubt, is some justification for the drastic measures taken by the Brazilian authorities to reduce the use of foreign exchange in payment for unessential imports.

## Foreign Trade Enquiries

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

54. **United Kingdom**—H. & H. United Exporters, 2 Shaftesbury Mews, Stratford Road, Kensington W8, London, are prepared to undertake, on behalf of Canadian manufacturers, shipment of textiles, hosiery, knitting wool, ready-mades, etc., to India and Ceylon. File 31046.
55. **South Africa**—H. Brink (Pty) Ltd., P.O. Box 8149, Johannesburg, is seeking agencies for building materials, including sanitary ware (baths and basins), wall tiles and builders' hardware. They are particularly interested in flat rim sinks in the standard sizes 24 x 16 x 6, acid resisting, enamelled steel. Interested Canadian manufacturers should send full details, including catalogues and f.o.b. prices inclusive of an agent's commission of 10 per cent. File T.E. 251.
56. **Mexico**—Thomas M. Nevin y Cia., S.A., Dolores 16-603, Mexico, D.F., would like to obtain agency representation of Canadian manufacturers of industrial machinery, steel cable, pumps, valves, truck equipment, agricultural implements, mechanical power transmissions, machine tools. File C.E. 296.
57. **Belgian Congo**—Messrs. Soci t  Commerciale et Industrielle du Ruanda-Urundi (SOCORUDI), Usumbura, Ruanda-Urundi, wish to purchase the following commodities: Textiles for native trade; automobile batteries; soap; aluminum roofing sheets; canned meats for native trade; glass tumblers; cement, blast furnace quality (this is offered from England at 147s. 6d. per metric ton c.i.f. Dar-es-Salaam). File C.E. 291.
58. **Belgian Congo**—Agence Immobili re et Commerciale au Ruanda-Urundi (AGI-CORUDI), Usumbura, Ruanda-Urundi, are interested in importing from Canada the following commodities: Hand and motorized agricultural machinery (hoes, machettes, 2- and 3-pronged pitch forks, axes, hachettes, etc.); heavy and light tractors, with all accessories, diesel and petrol, up to 45/50 h.p.; ploughs (disc), harrows, etc.; mine equipment (tin and gold); complete equipment for the manufacture of cement blocks; fence stakes, floor tiles, tiles, fences (concrete only); machinery for manufacturing bottles; equipment for spinning and weaving factories (second-hand); machines for the manufacture of cotton pullovers and jumpers; all articles in plastic; current household articles; toys; transparent plastic coatings for bathrooms; toilet and sanitary articles; household lighting equipment; table lamp plugs, switches, etc.; fishing and hunting articles; flashlights and batteries; electric motors, 3-phase, 220-380 volts, 50 cycle, .6 to 30 h.p.; monophase motors, 220 and 110 volts; building articles, hardware; triplex for ceilings, .03 to .05 m/m; machines for the manufacture of tins (ordinary), .249-.250 m/m, .279-.280 m/m; motor batteries; paints, for spray-guns, acetone and ordinary; hoses and accessories, rubber tubing, all sizes; cotton thread for unbleached and coloured weaving; fishing line. File C.E. 294.

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### Beavercove Completes Maiden Trip

Completing her maiden voyage, the Canadian Pacific cargo liner *Beavercove* arrived in Montreal on September 11 from London with 1,421 tons of general cargo that included 200 cases of spirits and 2,709 bags of mail. Last of four "Beaver" class ships launched since the war, the *Beavercove* was christened on July 16, 1946, by Mrs. J. C. Patteson, wife of the European General Manager of the Canadian Pacific Steamships, who was for some years resident in 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
<b>Africa-East—</b>			
Lourenço Marques..	September 19-29	<i>Cabano</i>	Elder Dempster
Lourenço Marques..	October 7-17	<i>Bradburn</i>	Elder Dempster
Lourenço Marques..	October 19-29	<i>Cargill</i>	Elder Dempster
Lourenço Marques..	November 1-10	<i>Cottrell</i>	Elder Dempster
Lourenço Marques..	November 12-22	<i>Chandler</i>	Elder Dempster
Beira.....	October 8-15	<i>Empire Wallace</i>	Elder Dempster
Beira.....	November 12-22	<i>Chandler</i>	Elder Dempster
<b>Africa-South—</b>			
Cape Town.....	September 19-29	<i>Cabano</i>	Elder Dempster
Port Elizabeth.....	October 7-17	<i>Bradburn</i>	Elder Dempster
East London.....	October 19-29	<i>Cargill</i>	Elder Dempster
Durban.....	November 1-10	<i>Cottrell</i>	Elder Dempster
	November 12-22	<i>Chandler</i>	Elder Dempster
<b>Anglo-Egyptian</b>			
<b>Sudan—</b>			
Port Sudan.....	September 20-24	<i>Suncrest</i>	McLean Kennedy
<b>Argentina—</b>			
Buenos Aires.....	September 20-25	<i>Fort Columbia</i>	Furness Withy
Buenos Aires.....	October 17-22	<i>Royal Prince</i>	Furness Withy
<b>Australia—</b>			
Sydney.....	Sept. 23-Oct. 1	<i>City of Stafford</i>	Montreal Australia New Zealand Line
Melbourne.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	September 20-25	<i>Bilma</i>	Furness Withy
Antwerp.....	September 22-24	<i>Brant County</i>	Canada Steamships
Antwerp.....	September 23	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	October 1-6	<i>Beaconsfield</i>	Cunard Donaldson
Antwerp.....	October 3-7	<i>Mortain</i>	Furness Withy
Antwerp.....	October 4	<i>Hedel</i>	Shipping Limited
Antwerp.....	October 8	<i>Molengraaff</i>	Shipping Limited
Antwerp.....	October 9	<i>Marchcape</i>	March Shipping
Antwerp.....	October 10-15	<i>Grey County</i>	Canada Steamships
Antwerp.....	October 14	<i>Prins Willem van Orange</i>	Shipping Limited

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Belgium—Con.</b>			
Antwerp.....	October 15	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	October 22-27	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	October 28	<i>Willem IV</i>	Shipping Limited
<b>Brazil—</b>			
Rio de Janeiro.....	September 20-25 October 17-22	<i>Fort Columbia</i> <i>Royal Prince</i>	Furness Withy
Santos.....			Furness Withy
Santos.....	October 12-15	<i>A Ship</i>	Montreal Shipping
<b>British Honduras—</b>			
Belize.....	September 25-30	<i>Simcoe Park</i>	Saguenay Terminals
<b>Ceylon—</b>			
Colombo.....	September 20-27	<i>Bayside</i> <i>Gulfside</i>	March Shipping
Colombo.....	October 20-27		March Shipping
<b>China—</b>			
Shanghai.....	September 18-21	<i>City of Lucknow</i> <i>Bayside</i> <i>Gulfside</i>	McLean Kennedy
Shanghai.....	September 20-27		March Shipping
Shanghai.....	October 20-27		March Shipping
<b>Colombia—</b>			
Barranquilla.....	September 25-30	<i>Simcoe Park</i>	Saguenay Terminals
<b>Denmark—</b>			
Copenhagen.....	October 7-13	<i>Ragnhildsholm</i>	Swedish American Line
<b>Egypt—</b>			
Port Said.....	September 25-27	<i>Lawak</i>	Cunard Donaldson
Suez.....			
Port Said.....	September 20-24	<i>Suncrest</i>	McLean Kennedy
<b>Eire—</b>			
Dublin.....	September 24-28	<i>Torr Head</i> <i>Funad Head</i>	McLean Kennedy
Dublin.....	October 20-26		McLean Kennedy
Dublin.....	October 20	<i>Norbryn</i>	Shipping Limited
Cork.....			
<b>Finland—</b>			
Helsinki.....	October 7-13	<i>Ragnhildsholm</i>	Swedish American Line
<b>France—</b>			
Le Havre.....	September 20-25	<i>Bilma</i> <i>Brant County</i> <i>Tripport</i> <i>Mortain</i> <i>Marchcape</i> <i>Grey County</i>	Furness Withy
Le Havre.....	September 22-24		Canada Steamships
Le Havre.....	September 23		Montreal Shipping
Le Havre.....	October 3-7		Furness Withy
Le Havre.....	October 9		March Shipping
Le Havre.....	October 10-15		Canada Steamships
<b>Germany—</b>			
Hamburg.....	October 1-6	<i>Beaconsfield</i> <i>Twickenham</i>	Cunard Donaldson
Hamburg.....	October 22-27		Cunard Donaldson
<b>Gibraltar.....</b>			
	September 25	<i>Mont Gaspé</i> <i>Mont Rolland</i>	Montreal Shipping
	October 23		Montreal Shipping
<b>Hong Kong.....</b>			
	September 18-21	<i>City of Lucknow</i> <i>Bayside</i> <i>Gulfside</i>	McLean Kennedy
	September 20-27		March Shipping
	October 20-27		March Shipping
<b>India and Pakistan—</b>			
Bombay.....	September 20-27	<i>Bayside</i> <i>Gulfside</i>	March Shipping
Calcutta.....			March Shipping
Madras.....	October 20-27		
Karachi.....	September 20-24	<i>Suncrest</i>	McLean Kennedy
Bombay.....			
Aden.....			
Karachi.....	September 20-27	<i>Bayside</i>	March Shipping

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Italy—</b>			
West Coast Ports...	{September 23 September 25 October 23 October 29	<i>Mont Alta</i> <i>Mont Gaspé</i> <i>Mont Rolland</i> <i>Marchport</i>	Montreal Shipping Montreal Shipping Montreal Shipping March Shipping
<b>Mayalan Union—</b>			
Penang..... Port Swettenham..	September 25-27	<i>Lawak</i>	Cunard Donaldson
<b>Malta.....</b>			
	{September 23 October 29	<i>Mont Alta</i> <i>Marchport</i>	Montreal Shipping March Shipping
<b>Mediterranean—</b>			
Central and Western Areas....	{September 23 September 25 October 23 October 29	<i>Mont Alta</i> <i>Mont Gaspé</i> <i>Mont Rolland</i> <i>Marchport</i>	Montreal Shipping Montreal Shipping Montreal Shipping March Shipping
<b>Mexico—</b>			
Veracruz.....	October 27-31	<i>Federal Pioneer</i>	McLean Kennedy
<b>Morocco—</b>			
Casablanca.....	September 25	<i>Mont Gaspé</i>	Montreal Shipping
<b>Netherlands—</b>			
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 22-24 October 1-6	<i>Brant County</i> <i>Beaconsfield</i>	Canada Steamships Cunard Donaldson
Amsterdam.....	{October 10-15 October 22-27	<i>Grey County</i> <i>Twickenham</i>	Canada Steamships Cunard Donaldson
<b>Netherlands East Indies—</b>			
Batavia..... Samarang..... Soerabaya.....	September 25-27	<i>Lawak</i>	Cunard Donaldson
<b>Netherlands West Indies—</b>			
Curacao.....	September 25-30	<i>Simcoe Park</i>	Saguenay Terminals
<b>Newfoundland—</b>			
St. John's.....	September 22-24	<i>Elgin</i>	Furness Withy
St. John's.....	September 23-26	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	October 13-16	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	October 21	<i>Blue Peter II</i>	Montreal Shipping
<b>New Zealand—</b>			
Auckland..... Wellington..... Lyttelton..... Dunedin.....	Sept. 26-Oct. 4	<i>Armadale</i>	Montreal Australia New Zealand Line
<b>Northern Ireland—</b>			
Belfast.....	October 15-20	<i>Inishowen Head</i>	McLean Kennedy
<b>Norway—</b>			
Oslo..... Stavanger..... Bergen.....	October 7-13	<i>Ragnhildsholm</i>	Swedish American Line
<b>Panama—</b>			
Cristobal.....	September 25-30	<i>Simcoe Park</i>	Saguenay Terminals
<b>Philippines—</b>			
Manila.....	September 18-21	<i>City of Lucknow</i>	McLean Kennedy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Poland—</b> Gdansk.....	October 7-13	<i>Ragnhildsholm</i>	Swedish American Line
<b>Portugal—</b> Lisbon..... Lisbon.....	September 23 October 23	<i>Mont Alta</i> <i>Mont Rolland</i>	Montreal Shipping Montreal Shipping
<b>Siam—</b> Bangkok.....	September 25-27	<i>Lawak</i>	Cunard Donaldson
<b>Singapore.....</b>	September 20-27 September 25-27 October 20-27	<i>Bayside</i> <i>Lawak</i> <i>Gulfside</i>	March Shipping Cunard Donaldson March Shipping
<b>Sweden—</b> Stockholm.....	October 7-13	<i>Ragnhildsholm</i>	Swedish American Line
<b>United Kingdom—</b> Avonmouth..... Avonmouth..... Avonmouth.....  Glasgow..... Glasgow..... Glasgow.....  Hull..... Hull.....  Leith.....  Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool.....  London..... London..... London..... London..... London.....  Manchester..... Manchester..... Manchester.....  Newcastle.....  Swansea.....	September 17-23 October 1-6 October 17-23  September 23-29 October 10-15 October 23-29  September 18-23 October 9-14  October 2-7  September 18-24 September 21-24 September 24-28 October 5-11 October 15-20 October 18 October 18 October 18 October 20-26  September 18-24 Sept. 28-Oct. 4 October 5-9 October 5-11 October 24-30  September 22-27 Sept. 29-Oct. 4 October 6-11  October 2-6  October 1-6	<i>Delilian</i> <i>Salacia</i> <i>Gracia</i>  <i>Dorelian</i> <i>Carmia</i> <i>Norwegian</i>  <i>Marengo</i> <i>Consuelo</i>  <i>Cairnesk</i>  <i>Beaverburn</i> <i>Empress of Canada</i> <i>Torr Head</i> <i>Asia</i> <i>Inishowen Head</i> <i>Beaverford</i> <i>Empress of Canada</i> <i>Fanad Head</i>  <i>Beaverdell</i> <i>Beaverlake</i> <i>Hillcrest Park</i> <i>Vardulia</i> <i>Fort Spokane</i>  <i>Manchester Trader</i> <i>Manchester Port</i> <i>Manchester Shipper</i>  <i>Cairnesk</i>  <i>Salacia</i>	Cunard Donaldson Cunard Donaldson Cunard Donaldson  Cunard Donaldson Cunard Donaldson Cunard Donaldson  McLean Kennedy McLean Kennedy  Furness Withy  Canadian Pacific Canadian Pacific McLean Kennedy Cunard Donaldson McLean Kennedy Canadian Pacific Canadian Pacific McLean Kennedy  Canadian Pacific Canadian Pacific Cunard Donaldson Cunard Donaldson Cunard Donaldson  Furness Withy Furness Withy Furness Withy  Furness Withy  Cunard Donaldson
<b>Uruguay—</b> Montevideo..... Montevideo.....	September 20-25 October 17-22	<i>Fort Columbia</i> <i>Royal Prince</i>	Furness Withy Furness Withy
<b>Venezuela—</b> La Guaira..... Maracaibo.....	September 25-30	<i>Simcoc Park</i>	Saguenay Terminals
<b>West Indies—</b> Antigua..... Antigua..... Antigua..... Antigua.....  Bahamas..... Bahamas..... Bahamas..... Bahamas.....  Barbados..... Barbados.....	September 18-24 September 21-30 October 13-16 October 20-24  September 26 October 18 October 25 November 1  September 18-24 September 21-30	<i>Canadian Cruiser</i> * <i>Alcoa Planter</i> <i>Canadian Challenger</i> <i>Canadian Constructor</i>  * <i>Canadian Victor</i> * <i>Canadian Obscercer</i> * <i>Canadian Leader</i> <i>Canadian Conqueror</i>  <i>Canadian Cruiser</i> * <i>Alcoa Planter</i>	Canadian National Alcoa Steamships Canadian National Canadian National  Canadian National Canadian National Canadian National Canadian National

## Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
Barbados .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Barbados .....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Bermuda .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
Bermuda .....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
Bermuda .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Bermuda .....	October 20-24	<i>Canadian Constructor</i>	Canadian National
British Guiana .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
British Guiana .....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
British Guiana .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
British Guiana .....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Dominica .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
Dominica .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Dominica .....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Grenada .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
Grenada .....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
Grenada .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Grenada .....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Guadeloupe .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
Jamaica .....	September 26	* <i>Canadian Victor</i>	Canadian National
Jamaica .....	October 18	* <i>Canadian Observer</i>	Canadian National
Jamaica .....	October 25	* <i>Canadian Leader</i>	Canadian National
Jamaica .....	November 1	<i>Canadian Conqueror</i>	Canadian National
Montserrat .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
Montserrat .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Montserrat .....	October 20-24	<i>Canadian Constructor</i>	Canadian National
St. Kitts .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
St. Kitts .....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
St. Kitts .....	October 20-24	<i>Canadian Constructor</i>	Canadian National
St. Lucia .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
St. Lucia .....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
St. Lucia .....	October 20-24	<i>Canadian Constructor</i>	Canadian National
St. Vincent .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
St. Vincent .....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
St. Vincent .....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Trinidad .....	September 18-24	<i>Canadian Cruiser</i>	Canadian National
Trinidad .....	September 21-30	* <i>Alcoa Planter</i>	Alcoa Steamships
Trinidad .....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Trinidad .....	October 20-24	<i>Canadian Constructor</i>	Canadian National

## Departures from Halifax

\*Calls at Saint John about three days earlier.

Destination	Loading Date	Vessel	Operator or Agent
<b>Cuba—</b>			
Santiago .....	October 1-4	<i>Dufferin Bell</i>	Pickford and Black
Santiago .....	November 8-12	<i>Dufferin Bell</i>	Pickford and Black
<b>Newfoundland—</b>			
St. John's .....	September 22-25	<i>Mayhaven</i>	Shaw Steamships
St. John's .....	October 1-4	<i>Fort Amherst</i>	Furness Withy
<b>St. Pierre and Miquelon .....</b>	September 22-25	<i>Mayhaven</i>	Shaw Steamships
<b>United Kingdom—</b>			
Liverpool .....	October 4-7	<i>Fort Miami</i>	Cunard Donaldson
Liverpool .....	October 10-15	<i>Jessmore</i>	Furness Withy

## Departure from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Con. London.....	Sept. 29-Oct. 1	<i>Hillcrest Park</i>	Cunard Donaldson
Southampton.....	September 21	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	October 9	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	October 28	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	November 16	<i>Aquitania</i>	Cunard Donaldson
<b>West Indies—</b>			
Antigua.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
Antigua.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Barbados.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
Barbados.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Bermuda.....	September 18-22	<i>Fort Townshend</i>	Furness Withy
Bermuda.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
Bermuda.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
British Guiana.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
British Guiana.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Dominica.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
Dominica.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Grenada.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
Grenada.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Jamaica.....	October 1-4	<i>Dufferin Bell</i>	Pickford and Black
Jamaica.....	October 10-14	<i>Husvik</i>	Pickford and Black
Jamaica.....	November 8-12	<i>Dufferin Bell</i>	Pickford and Black
Montserrat.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
Montserrat.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
St. Kitts.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
St. Kitts.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
St. Lucia.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
St. Lucia.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
St. Vincent.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
St. Vincent.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Trinidad.....	Sept. 26-Oct. 1	* <i>Lady Nelson</i>	Canadian National
Trinidad.....	October 16-19	* <i>Lady Rodney</i>	Canadian National

## Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques.....	Sept. 16-Oct.	<i>Manoeran</i>	Dingwall Cotts
Lourenço Marques.....	October 5-9	<i>Silvertak</i>	Dingwall Cotts
<b>Africa-South—</b>			
Cape Town.....	Sept. 16-Oct. October 5-9	<i>Manoeran</i> <i>Silvertak</i>	Dingwall Cotts Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
<b>Argentina—</b>			
Buenos Aires.....	September 29	<i>Clearwater Victory</i>	Balfour Guthrie
Buenos Aires.....	October	<i>Siranger</i>	Empire Shipping

## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Australia—</b>			
Melbourne.....	September 25	<i>Waitomo</i>	Canadian Australasian
Sydney.....			
Sydney.....	October 22 November 18	<i>Boolongena</i> <i>Boogabilla</i>	Empire Shipping Empire Shipping
Melbourne.....			
Adelaide.....			
Sydney.....	September 20	<i>Ocean Valour</i>	Canadian Australasian
Hobart.....			
Melbourne.....			
<b>Belgium—</b>			
Antwerp.....	September 24	<i>Argentan</i>	Empire Shipping
<b>Brazil—</b>			
Santos.....	September 29	<i>Clearwater Victory</i>	Balfour Guthrie
<b>Burma—</b>			
Rangoon.....	Sept. 21–Oct. Oct. 30–Nov.	<i>Sarangan</i> <i>Silverguava</i>	Dingwall Cotts Dingwall Cotts
Rangoon.....			
<b>Chile—</b>			
Arica.....	September 25–26	<i>Santa Juana</i>	C. Gardner Johnson
Antofogasta.....			
Valparaiso.....			
Valparaiso.....	October	<i>Siranger</i>	Empire Shipping
<b>China—</b>			
Shanghai.....	October 6	<i>Vito</i>	Empire Shipping
Taku Bar.....			
Shanghai.....	October 28	<i>Vilja</i>	Empire Shipping
Taku Bar.....			
Keelung.....			
Shanghai.....	September 12–27	<i>Lake Nipigon</i> <i>Washington Mail</i> <i>China Mail</i> <i>Oregon Mail</i>	Empire Shipping
Shanghai.....	September 26–27		American Mail Line
Shanghai.....	October 10–11		American Mail Line
Shanghai.....	October 24–25		American Mail Line
<b>Colombia—</b>			
Buenaventura.....	September 25–26	<i>Santa Juana</i>	C. Gardner Johnson
<b>Ecuador—</b>			
Guayaquil.....	September 25–26	<i>Santa Juana</i>	C. Gardner Johnson
<b>France—</b>			
Le Havre.....	September 24	<i>Argentan</i>	Empire Shipping
<b>Greece—</b>			
Piraeus.....	September 25	<i>Triton</i>	Empire Shipping
<b>Guatemala—</b>			
San Jose.....	September 25–26	<i>Santa Juana</i>	C. Gardner Johnson
<b>Hong Kong</b> .....	(September 23 September 26–27 October 8 October 10–11 October 24–25 November 8	<i>Somerville</i> <i>Washington Mail</i> <i>Roseville</i> <i>China Mail</i> <i>Oregon Mail</i> <i>Castleville</i>	Balfour Guthrie American Mail Line Balfour Guthrie American Mail Line American Mail Line Balfour Guthrie
<b>India and Pakistan—</b>			
Bombay.....	Sept. 25–Oct.	<i>Manz Fisher</i>	Dingwall Cotts
Karachi.....			
Calcutta.....	Sept. 21–Oct. Oct. 30–Nov.	<i>Sarangan</i> <i>Silverguava</i>	Dingwall Cotts Dingwall Cotts
Calcutta.....			
Madras.....	October 11–15	<i>Lombok</i>	Dingwall Cotts
<b>Italy—</b>			
Genoa.....	September 25	<i>Triton</i>	Empire Shipping

**Departures from Vancouver—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>Japan—</b> Formosa.....	September 12-27	<i>Lake Nipigon</i>	Empire Shipping
<b>Malayan Union—</b> Penang..... Port Swettenham..	September 23 October 8 November 8	<i>Somerville</i> <i>Roseville</i> <i>Castleville</i>	Balfour Guthrie Balfour Guthrie Balfour Guthrie
<b>Mexico—</b> Manzanillo.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
<b>Morocco—</b> Casablanca.....	September 25	<i>Triton</i>	Empire Shipping
<b>Netherlands—</b> Rotterdam.....	September 24	<i>Argentan</i>	Empire Shipping
<b>Netherlands East Indies—</b>  Batavia..... Soerabaya.....	{ Sept. 21-Oct. September 23 Sept. 25-Oct. October 8 October 11-15 Oct. 30-Nov. November 8	<i>Sarangan</i> <i>Somerville</i> <i>Manz Fisher</i> <i>Roseville</i> <i>Lombok</i> <i>Silverguava</i> <i>Castleville</i>	Dingwall Cotts Balfour Guthrie Dingwall Cotts Balfour Guthrie Dingwall Cotts Dingwall Cotts Balfour Guthrie
<b>New Zealand—</b> Auckland..... Wellington.....	September 25	<i>Waitomo</i>	Canadian Australasian
<b>Palestine—</b> Jaffa.....	Sept. 22-Oct. 7	<i>Edward R. Squibb</i>	Anglo Canadian Shipping
Jaffa.....	October 11-25	<i>Lake Babine</i>	Anglo Canadian Shipping
<b>Panama—</b> Balboa.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
<b>Peru—</b> Callao..... Mollendo..... Talara..... Supe.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
<b>Philippines—</b> Manila..... Iloilo..... Cebu.....	{ September 23 October 8 October 10-11 November 8	<i>Somerville</i> <i>Roseville</i> <i>China Mail</i> <i>Castleville</i>	Balfour Guthrie Balfour Guthrie American Mail Line Balfour Guthrie
Manila.....	Sept. 21-Oct.	<i>Sarangan</i>	Dingwall Cotts
Manila.....	Sept. 25-Oct.	<i>Manz Fisher</i>	Dingwall Cotts
Manila.....	September 26-27	<i>Washington Mail</i>	American Mail Line
Manila.....	October 6	<i>Vito</i>	Empire Shipping
Manila.....	October 11-15	<i>Lombok</i>	Dingwall Cotts
Manila.....	October 24-25	<i>Oregon Mail</i>	American Mail Line
Manila.....	October 28	<i>Vilja</i>	Empire Shipping
Manila.....	Oct. 30-Nov.	<i>Silverguava</i>	Dingwall Cotts
<b>Salvador—</b> La Libertad.....	September 25-26	<i>Santa Juana</i>	C. Gardner Johnson
<b>Singapore.....</b>	{ September 23 Sept. 25-Oct. October 8 October 11-15 Oct. 30-Nov. November 8	<i>Somerville</i> <i>Manz Fisher</i> <i>Roseville</i> <i>Lombok</i> <i>Silverguava</i> <i>Castleville</i>	Balfour Guthrie Dingwall Cotts Balfour Guthrie Dingwall Cotts Dingwall Cotts Balfour Guthrie
<b>South Sea Islands—</b> Papeete..... Rarotonga.....	September 25	<i>Waitomo</i>	Canadian Australasian

## Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
<b>Syria—</b> Beyrouth.....	September 25	<i>Triton</i>	Empire Shipping
<b>Turkey—</b> Istanbul.....	September 25	<i>Triton</i>	Empire Shipping
<b>United Kingdom—</b> Liverpool..... London..... Manchester.....	} Late September	<i>Pacific Enterprise</i>	Furness Pacific
<b>Uruguay—</b> Montevideo.....	September 29	<i>Clearwater Victory</i>	Balfour Guthrie

### New Zealand Invites Tenders for Electrical Equipment

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

23 kv control and relay board, Otahuhu substation, Contract No. 44, Section 17, Auckland; 11 kv control and relay board, Bunnythorpe substation, Contract No. 45, Section 247, Palmerston North; E.H.T. control board, Bunnythorpe substation, Contract No. 46, Section 243, Palmerston North; E.H.T. control board, Otahuhu substation, Contract No. 47, Section 13, Auckland.

30,000 kva 100/50 transformer bank, Maungatapere substation, Contract No. 53, Section 41, Auckland; 10,000 kva 110/11 kv transformer bank, Maungatapere substation, Contract No. 54, Section 42, Auckland; 10,000 kva 110/11 kv transformer bank, Bombay substation, Contract No. 55, Section 369, Hamilton; 5,000 kva 50/11 kv transformer bank, Lichfield substation, Contract No. 56, Section 372, Hamilton.

Tenders for the relay and control equipment close with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, at 4 p.m. on January 20, 1948. Interested Canadian firms may obtain further particulars and specifications from J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Building, Montreal, or through the Department of Trade and Commerce, Ottawa, quoting File 29048.

Tenders for the transformer banks close with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, at 4 p.m. on January 27, 1948. Interested Canadian firms may obtain further particulars and specifications from J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Building, Montreal.

### "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: Boite Postale 373.

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

## Belgium

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

## Brazil

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

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

## Chile

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

Territory includes Bolivia.

## China

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

## Colombia

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

Territory includes Republic of Panama and the Canal Zone.

## Cuba

*Havana*—R. G. C. SMITH, Commercial Secretary, Canadian Legation, Avenida de las

Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

## Egypt

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

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

## France

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

Territory includes Switzerland, Algeria, Morocco and Tunisia.

## Greece

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

Territory includes Turkey.

## Guatemala

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

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

## Hong Kong

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

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

## India

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

Territory includes Burma and Ceylon.

## Ireland

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

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

## Italy

*Rome*—J. P. MANION, Canadian Commercial Representative, via Saverio Mercadante 15-17. 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 Neth. 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.

## Pakistan

*Karachi*—G. A. BROWNE, Acting Canadian Government Trade Commissioner. Address for letters: Post Office Box 531.

## Peru

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

Territory includes Ecuador.

## Portugal

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

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

## South Africa

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

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

*Cable address, Cantracom.*

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

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

*Cable address, Cantracom.*

## Sweden

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

Territory includes Finland.

## Trinidad

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

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

## United Kingdom

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

*Cable address, Sleighing, London.*

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

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

*Cable address, Sleighing, London.*

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

*Cable address, Canfrucum.*

*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. 8	Nominal Quotations Sept. 15
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2470	.2475
Australia.....	Pound		3-2240	3-2240
Belgium and Belgian Congo.....	Franc		.0228	.0228
Bolivia.....	Boliviano		.0238	.0238
British West Indies (except Jamaica).....	Dollar		.8396	.8396
Brazil.....	Cruzeiro		.0544	.0544
Chile.....	Peso	Off.	.0517	.0517
		Export	.0322	.0322
Colombia.....	Peso		.5714	.5714
Cuba.....	Peso		1-0000	1-0000
Czechoslovakia.....	Koruna		.0200	.0200
Denmark.....	Krone		.2083	.2083
Ecuador.....	Sucre		.0740	.0740
Egypt.....	Pound		4-1330	4-1330
Eire.....	Pound		4-0300	4-0300
Fiji.....	Pound		3-6306	3-6306
Finland.....	Markka		.0073	.0073
France and French North Africa.....	Franc		.0084	.0084
French Empire—African.....	Franc		.0142	.0142
French Pacific Possessions.....	Franc		.0201	.0201
Haiti.....	Gourde		.2000	.2000
Hong Kong.....	Dollar		.2518	.2518
Iceland.....	Krona		.1541	.1541
India.....	Rupee		.3022	.3022
Iraq.....	Dinar		4-0300	4-0300
Italy.....	Lira		.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