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COVER SUBJECT—Bus, manufactured in Montreal by the Canadian Car & Foundry Company, Limited, being unloaded from the *S.S. Cottrell* in Cape Town last August. This is the first of a shipment of thirteen delivered to the South African Railways and Harbours Administration, and part of an order for 113 buses placed by that organization with the Montreal firm. Mr. Victor M. Drury, President of the Canadian Car & Foundry Company, Limited, is presently in the Union as a member of the Canadian Trade Mission to South Africa, headed by the Hon. James A. MacKinnon, Minister of Trade and Commerce.

—Reunert & Lenz Photo

Efficiency of National Harbours Raised Over Ten-Year Period

Ratio of operating and maintenance expenses to operating revenues fifty per cent in 1945—Total port charges for ship of 7,150 tons gross estimated at \$41,900, or \$3.22 per ton of cargo, of which \$7,800 paid to National Harbours Board—Insurance and replacement reserves are approximately \$20,000,000.

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

(Editor's Note—This is the second in a series of three articles on Canada's national harbours, prepared for *Foreign Trade*. The first appeared in the August 9 issue.)

PORT efficiency and harbour charges are factors of vital importance to shipowners and, indirectly, to those concerned with the flow of foreign trade. Adequate harbour facilities, competent and industrious stevedores and longshoremen, and satisfactory transportation services contribute to the efficiency of any port. It may have the most modern facilities, but its overall efficiency may be extremely low if stevedoring or transportation is deficient. It was estimated in 1946, for example, that the owner of a typical ship would save \$2,000 a day by sending his vessel to a port in which a gang of sixteen stevedores could load twenty-four tons an hour, as compared with a loading efficiency of only sixteen tons an hour in another port. It would require thirteen days, therefore, to load a full cargo in the port with the lower standard of efficiency, as compared with only nine days in that with the higher standard. The additional costs involved would, therefore, amount to \$8,000.

The aggregate costs incurred at various ports are of vital importance, and may result in the diversion of business to other ports at which lower charges prevail. It was estimated by the National Harbours Board that, in 1946, combined vessel and cargo costs for a Canadian "Park" ship of 7,150 tons gross and 4,220 tons net register at Montreal were \$41,900, or \$3.22 per long ton of cargo. These figures were based on an inward general cargo of 6,000 long tons and an outward general cargo of 7,000 long tons. The charges for inward and outward pilotage, harbour dues, sick mariners' fees, towage in docking and undocking, running lines, dockage, shed rental, assessments by the Shipping Federation of Canada, and stevedoring were estimated at \$24,500, or \$1.88 per long ton of cargo. The charges for car loading, car unloading and top wharfage totalled \$17,400, or \$1.34 per long ton of cargo.

Of the \$41,900 payable, the National Harbours Board derived only \$7,800, or 60 cents per long ton of cargo—about 19 per cent of the combined vessel and cargo costs—for harbour dues, dockage, shed rental and top wharfage. (It should be noted that the vessel costs indicated in these estimates do not include normal operating expenses and overhead, such as insurance, interest on capital and depreciation during the period of the ship's stay in port.)

Ratio of Revenue to Expenses Improved

Some indication of the efficiency achieved by the National Harbours Board over a period of ten years is obtained by analysing the consolidated income statements for all ports under the jurisdiction of the Board, except

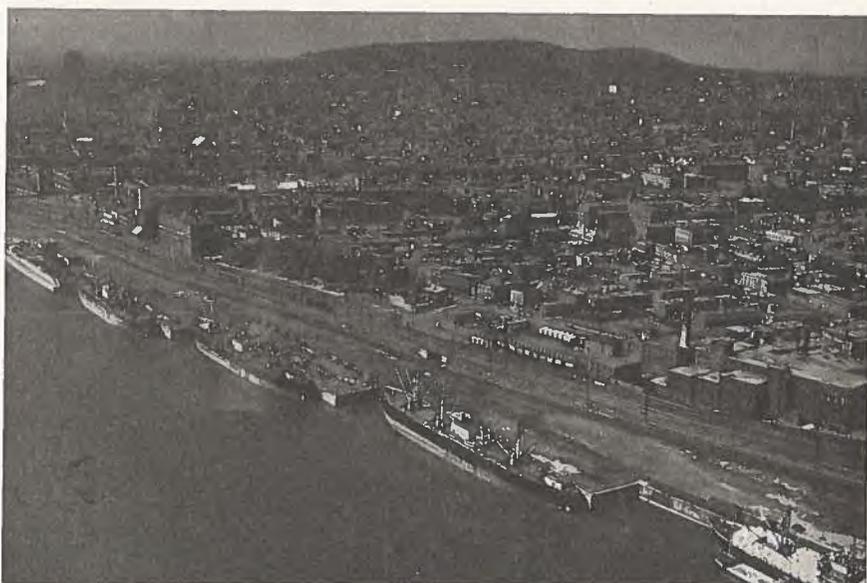
Churchill. Operating revenues were 18 per cent higher in 1938 than in 1935, the last year in which Canada's principal ports were administered by local harbour commissions, operating and maintenance expenses were 18 per cent lower, and operating income was 91 per cent greater. In 1945, operating revenues were 73 per cent higher than in 1935, and the highest in the Board's short history, while operating and maintenance expenses were only 29 per cent greater, and operating income was 161 per cent higher than ten years earlier.

At the end of the ten-year period, the Board had accumulated insurance and replacement reserves of about \$20,000,000, held in the form of Dominion Government bonds or cash. This accumulation was made at a rate of over \$1,900,000 per annum, as compared with only \$788,000 in 1935. During this same ten-year period, the Board paid from revenue to the Dominion Government some \$31,000,000, representing interest on borrowed capital. The ratio of operating expenses to operating revenues for all harbours, except Churchill, during the ten-year period is set forth as follows:

Ratio of Operating Expenses to Operating Revenues

Year	Per Cent	Year	Per Cent
1935	67	1941	43
1936	56	1942	50
1937	52	1943	47
1938	46	1944	47
1939	46	1945	50
1940	42	1946	56

The rise from a low of 42 per cent in 1940 to 56 per cent in 1946 is attributed mainly to increased costs of labour and materials during the period when harbour charges were subject to price control.



Montreal—Saw-tooth wharves, which provide full protection for ships unloading or loading cargo in that section of the harbour that fronts on St. Mary's Current, which would otherwise place an undue strain on mooring lines.

—Photo by Spartan Air Services, Limited

Tariff Schedules of Eastern Ports Revised

Revenue of the National Harbours Board is derived from charges established under a series of tariffs by the original local administrations and continued in effect when it was constituted. The Board revised three of the tariff schedules, applicable at harbours on the St. Lawrence and Atlantic seaboard, in 1938. These tariffs covered harbour dues on vessels entering or using its harbours, dockage (also known as side wharfage) on vessels berthing at its wharves, and top wharfage on goods unloaded from, loaded on or transhipped between vessels at Board terminals. These tariffs involved rates that varied widely and were often unjustly discriminatory, being a source of difficulty and complaint on that account. The revision provided for the establishment of uniform charges, and for a reasonable increase in revenue, made necessary by the large deficits at the eastern harbours. No change was made in rates prevailing at Vancouver, as the existing tariff schedule conformed generally to that at competitive United States North Pacific ports, and rates were relatively higher than those in Eastern Canadian ports. Revenues, during the 1936-45 period, were derived from the following sources:

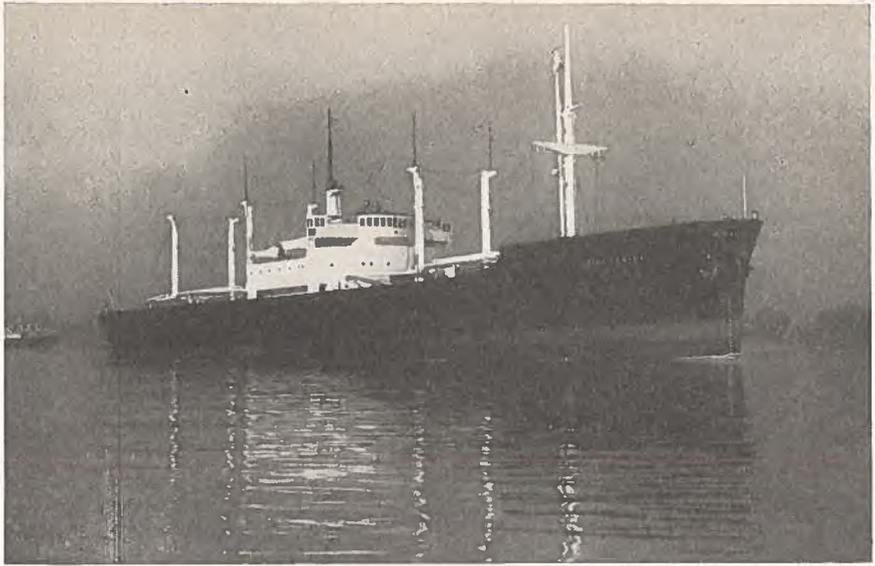
Division	Per Cent
Wharves and piers	37
Grain elevator operations	21
Harbour, general	10
Terminal railways	8
Permanent sheds	7
Traffic bridges	6
Cold storage warehouses	5
Miscellaneous services	6

While there still remains much to be done and many avenues to be explored, foundations for the efficient administration of the national harbours of Canada have been well and truly laid, so that these harbours may continue to assist in the promotion and preservation of sound international trade, which is a good basis on which international peace and prosperity may be developed.

Cargo Liner, Constructed in Montreal for Lloyd Brasileiro, is Delivered

Loide-Canada is first of six ships ordered by Brazilian operator in this country—Unusual funnel design is characteristic feature—High standard of accommodation for officers and crew—Speed 17 knots provided by geared turbine.

BRAZIL placed an order with Canadian Vickers, Limited, in Montreal, for six cargo liners, of which the *S.S. Loide-Canada* has been delivered to her owners, the Lloyd Brasileiro. She was constructed under the special survey of the American Bureau of Shipping, and complies with requirements of the United States Maritime Commission, the United States Coast Guard Merchant Marine Inspection and the United States Public Health Authority. She has a net register of 3,160 tons, a gross register of 5,400 tons, a length of 424 feet between perpendiculars, breadth of 59 feet and depth to her shelter deck of 38 feet 8 inches. Provision has been made for the accommodation of 470,000 cubic feet of dry cargo, while her refrigerated cargo capacity is 15,500 cubic feet.



Canada—S.S. Loide-Canada, built in Montreal by Canadian Vickers, Limited, which is the first of six cargo liners ordered by the Lloyd Brasileiro.

—Photo by Hayward Studio

Most characteristic feature of this vessel is the funnel, which has been moulded into a signal mast above the navigating bridge. Welded construction has been used extensively, though riveted practice has been retained when considered more satisfactory. No provision has been made for passengers, but the accommodation for officers and crew is of a high standard. That for the captain and chief engineer consists of a day room, bedroom and private bathroom, together with a built-in wardrobe and soiled linen locker. Similar facilities have been provided for the owner, in the event of his electing to sail on any particular voyage. Other deck and engineer officers have bedrooms, with a shower and toilet facilities between each pair of cabins. A separate lounge has been provided for deck and engineer officers, together with ample recreation space. In accordance with modern practice, the crew are accommodated amidships, and provided with separate messrooms and washrooms.

Double Reduction Geared Turbine Is Main Propelling Machinery

The main propelling machinery consists of a double reduction geared turbine, developing a maximum of 6,600 shaft horsepower, and providing a service speed of 17 knots. High-pressure, high-temperature steam is supplied from two watertube boilers. These are located on a boiler flat, aft of the machinery space and above the main propelling unit, which is made possible by the short space of fifty feet occupied by the machinery. Cargo-handling equipment consists of eight five-ton booms, two ten-ton booms and a heavy derrick capable of lifting 25 tons, all operated by electric winches.

Fire protection is provided by smoke detection equipment and a CO₂ extinguishing system. Aluminum alloy lifeboats, two with and two without motors, have also been supplied.

Trade Talks Held in Cape Town Durban and Port Elizabeth

Members of Canadian Mission to South Africa also visited diamond mines in Kimberley—Hon. James A. MacKinnon stresses importance of two-way trade and indicates that assistance obtainable by exporters in Union from Canadian Trade Commissioners.

MEMBERS of the Canadian Trade Mission to South Africa, headed by the Hon. James A. MacKinnon, Minister of Trade and Commerce, are due back in Johannesburg this afternoon, having completed during the week a series of discussions with government officials and talks with businessmen in Cape Town, Port Elizabeth and Durban. They made an unscheduled visit last week to Kimberley, where they had an opportunity of inspecting diamond mines that date back to 1871, as guests of the De Beers Corporation. The Minister studied the wine industry of South Africa last Saturday during his visit to Paarl, north of Cape Town, and was able to enjoy some of the scenic attractions of Cape Province the following day, when he followed the Marine Drive to Camps Bay and returned to Cape Town via Muizenburg, whose beaches are renowned, Constantia and Claremont.



South Africa—Docks at Durban, which is the principal port in the Union. The graving dock, having a length of 1,150 feet, is one of the largest in the world. This is the port of entry for Johannesburg and the gold mines of the Witwatersrand.

—South African Railways Photo



Map of South Africa, which illustrates the scheduled itinerary of the Canadian Trade Mission to that country, members of which are due back in Johannesburg this afternoon. Nelspruit, Salisbury, capital of Southern Rhodesia, and Bulawayo are on the itinerary.

At a joint meeting of the Cape Town Chamber of Industries and Cape Town Chamber of Commerce, the Minister pointed out that Canada had maintained an office in that city for more than forty years, indicating the long period during which an effort was made to develop commercial relations with South Africa. He made reference to the contribution of Cape Town to international trade, as a link in the chain of communications established by the Dutch East India Company 280 years ago. The activities of that organization were somewhat similar to those of the English and French trading companies in Canada during the same period.

South Africa Canada's Third Best Customer

The Hon. Mr. MacKinnon pointed out that Canada was third among trading nations of the world, and had exported goods to the value of \$1,565,000,000 to 121 different countries during the first seven months of this year. "South Africa is our third best customer," he continued, "and a particularly satisfactory one in view of the currency restrictions and government regulations, which so severely hamper normal trade relations in many parts of the world. You are particularly fortunate in your tremendous gold production, and it is small wonder that world traders are anxious for your business. Despite the fact that, in Canada, our exports and imports with the world are about in balance, we are faced

with formidable foreign exchange difficulties. A large proportion of our goods are exported on credit, to meet the really desperate needs existing in the so-called "soft-currency" countries, while we must purchase the majority of our foreign necessities for cash in the United States. For this reason, our own dollar reserves are being reduced and the free play of multilateral trade becomes important to our national economy.

"It is understandable, therefore, that Canada has a keen interest in the development of a better balanced two-way trade. We realize that, in order to sell, we must buy. In line with this idea, it is a matter of some concern to us that our exports to South Africa are so much in excess of our imports from your country. We are genuinely anxious to buy more from you. The Canadian Government is, I believe, the first among world trading countries to establish a division concerned exclusively with the development of imports. Our trade commissioners in Cape Town and Johannesburg will be very glad to assist your exporters in developing new markets for your products in Canada. Cape Town has a really substantial stake in the development of Canadian markets for South African products in order to promote this two-way trade."

Two Days Spent in Port Elizabeth

Members of the trade mission spent last Tuesday and Wednesday in Port Elizabeth, where the Minister spoke at a luncheon tendered by the Mayor and Council, held a press conference, visited several industrial plants and addressed members of the Midland Chamber of Industry and Port Elizabeth Chamber of Commerce at a joint meeting. He discussed close relationships between that city and Canada, and made reference to the location there of plants operated by the General Motors Corporation and the Ford Motor Company, the latter being affiliated with the Ford Motor Company of Canada. "It is only natural, perhaps, that our geographical location should appear to merge our industrial identity with that of the United States, rather than with the British Commonwealth of Nations, to which we both belong," he pointed out. "If that is so, it is indeed a pity, as Canada has never hesitated to place its resources of manpower and industrial production at the call of our united family of nations, up to all practical limits and more.

"This is surely not unusual, when you consider that much of our industrial development sprang directly from the United Kingdom. There are approximately 450 British subsidiary firms presently located in Canada, with a reported capital investment of \$600,000,000. We welcome the growing desire of more British firms to consider the establishment of branch plants in Canada. Arrangements have been made in some cases for a Canadian firm to manufacture products of British design under licence, or on a royalty basis, for distribution in Canada or abroad. This system enables an interested firm to test the market, to establish connections in Canada, to open up new export channels, and to accumulate the dollars which will be such a very great help to the United Kingdom under present conditions. To this extent, the external trade of Canada is a direct benefit to the United Kingdom."

Shipping Services Require Encouragement

Thursday and Friday were spent by the Minister and other members of the trade mission in Durban, where they attended a joint meeting of the Chamber of Commerce and Chamber of Industries. This was addressed by the Hon. Mr. MacKinnon and Mr. R. C. Berkinshaw, vice-president of the Goodyear Tire and Rubber Company of Canada, Limited, and president of the Canadian Manufacturers' Association. The Minister made

reference to the ties between Canada and Durban, to which this country sent its first trade representative some fifty years ago. He also indicated that Canada was much interested in the development of two-way trade, which would be an objective of such a great seaport as Durban. "It is unnecessary for me to point out the desirability of goods flowing in both directions, in order to encourage and expand direct shipping services between our two countries."

Fair Distribution of Production Considered

Following his outline of Canada's early economic development, which was devoted to the primary industries of farming, fishing, lumbering and mining, and to her efforts during the war to furnish a large volume of munitions and other manufactures, the Hon. Mr. MacKinnon said that Canada was deeply conscious of the requirements of her overseas customers. "We are doing our best to see that they get a fair share of our production. The needs of the United Kingdom are not forgotten, as is indicated by our contracts to supply wheat at prices that are substantially below those of the world market," he continued.

"This desire on the part of the Canadian people to help our friends and allies in every possible way was illustrated during the war by our program of mutual aid, under which we supplied them with almost \$2,500,000,000 worth of material, of which over two billion dollars went to Great Britain without charge or obligation. Your country like ours received no mutual aid from anybody. We have also provided Great Britain with



South Africa—Afrikaner cattle in Natal, where efforts are being made to improve the herds and in which the number of cattle has increased. The Canadian Trade Mission to South Africa passed through Natal this week.

—South African Railways Photo

dollar funds in gifts and credit, in almost equal proportions, to the extent of a further \$2,250,000,000. We have provided almost six hundred million dollars in export credit to help our friends and allies re-establish their normal trade. Under our obligation to UNRRA, we have supplied or committed Canadian products to the value of \$248,000,000, and appropriated a further \$20,000,000 to post-UNRRA relief, since the need in war-torn countries continues to be so great. These contributions represent the tangible efforts of our people, but we are attempting also to apply imagination and initiative to the problem of postwar reconstruction. One step in this direction is the Canadian International Trade Fair, which will be held from May 31 to June 12 next year, and should encourage the resumption of world trade.

"Although our two countries have a comparatively small population, we have an opportunity, and I think an obligation, to share the responsibility of encouraging by precept and example the resumption of that multi-lateral trade, which must be the foundation of future prosperity among all nations," the Minister concluded.

Canadian Exporters Subject to Rules Governing Financial Transactions

Notice issued by Foreign Exchange Control Board concerning procedure to be followed, and indicating the appropriate currencies in which payment shall be made by consignees in three designated areas.

CANADIAN exporters are subject to certain rules and regulations governing their financial transactions, which are set forth in a notice issued recently by the Foreign Exchange Control Board. In general, a resident of Canada, who sells goods which have been or are to be exported from Canada to a country other than Newfoundland, is required to obtain payment of the fair value within six months of shipment in an appropriate currency, as indicated below:

Exports to Sterling Area Countries, viz: United Kingdom, the British Commonwealth and Empire, except Canada and Newfoundland, British mandated territories, protectorates and protected states, Iraq, Transjordan, Iceland and the Faroe Islands—

- (a) In Sterling
- (b) In Canadian dollars, paid from a bank account in Canada of a resident of (including a bank in) a sterling area country or a special arrangement country
- (c) In United States dollars

Exports to Special Arrangement Countries, viz: Egypt, Anglo-Egyptian Sudan, Belgium, Luxembourg, Belgian Congo, Ruanda-Urundi, Czechoslovakia, France and the French Empire, the Netherlands, the Netherlands East Indies, the Netherlands West Indies and Norway—

- (a) In United States dollars
- (b) In Canadian dollars, paid from a bank account in Canada of (including a bank in) a special arrangement or sterling area country.

Exports to United States Dollar Area Countries, viz: All countries other than those in the sterling area and those classed as special arrangement countries—(a) In United States dollars.

Exporters should note that U.S. dollars may not ordinarily be obtained or used, or Canadian dollars transferred to a resident of a United States dollar area country to pay for goods which have been or are to be imported for re-export, without processing in Canada, to a sterling area or special arrangement country.

Export Procedure to be Followed

Except in those cases where a Customs Export Entry is not ordinarily required (e.g. gifts up to \$25 in value, other shipments up to \$5 in value, travellers' baggage and effects, etc.), a combined Customs Export Entry and F.E.C.B. Form B.13-B is to be delivered by an exporter to the Collector of Customs at the port of exit of the goods (or to the postmaster where the export is by mail). Three copies are required for exports to Newfoundland, and five copies in other cases. Where the terms of payment are in accordance with the Foreign Exchange Control Act and Regulations, the Collector approves the Form B.13-B on behalf of the board, and sends a copy of the form to the exporter's bank.

Supplies of Form B.13-B are available at Customs Offices.

Procedure Governing Proceeds of Exports

A resident of Canada who has or receives payment of any U.S. dollars, sterling or other foreign exchange is required to offer it for sale to his bank. F.E.C.B. Form C., copies of which are available at banks, is to be completed covering a sale to a bank of exchange arising from the sale of goods which have been or are to be exported, where the amount is more than \$100 or £25. This form is then "matched" by the bank with the copy of Form B.13-B covering the export, which the bank has received or will receive from the Customs. When an exporter receives payment for an export to a sterling area or special arrangement country in Canadian dollars, the exporter's bank is notified by the bank having the account from which the payment was made, and a similar "matching" procedure is followed.

Approval Required for "No Settlement" Exports

The prior approval of the Foreign Exchange Control Board, or an authorized dealer of the board, is required for exports to countries other than Newfoundland, for which no settlement has been made, except in the cases specified in Section 38 (5) of the regulations, which include:

- (a) Goods of no commercial value, including samples exported for test and samples re-exported after having been imported for test.
- (b) Goods exported temporarily for repairs, adjustments or to be tested, such that on return to Canada they will be eligible for entry on payment of duty on the value of the repairs, adjustments or tests only.
- (c) Properly identified empty containers or covers, which are to be returned to Canada for entry under item 709 of the Customs tariff.
- (d) Imported periodicals or covers of imported periodicals being re-exported from Canada.
- (e) Household furniture, personal effects, professional instruments and tools of trade, passenger automobiles, bicycles and motorcycles, exported by or for an individual on change of domicile, solely for the owner's or his immediate family's use and not for sale.
- (f) Gifts up to a value not exceeding \$100 in any one shipment.

The export procedure and that governing proceeds of exports, as outlined above, does not apply to exporters who carry out their transactions under BD or NS permits issued by the Foreign Exchange Control Board.

Great Britain Plans to Reduce Imports and Increase Exports

Value of imports will be lowered by £228,000,000 and exports increased by £372,000,000 per year, thereby eliminating the adverse balance of payments that now approximate £50,000,000 per month—Realistic export targets established for 1948—More detailed direction of exports of certain essential goods will be necessary.

By C. G. Venus, Office of the Commercial Counsellor for Canada

LONDON, September 15, 1947.—Great Britain plans to reduce the value of her imports by £228,000,000 and to increase her exports by £372,000,000 per annum, thereby eliminating the adverse balance of payments that now approximate £50,000,000 per month or £600,000,000 a year. The President of the Board of Trade has indicated that the average value of exports from the United Kingdom is £93,000,000 a month, and that an increase of one-third this figure is contemplated. The government has fixed the actual task to be performed, and has indicated that all necessary materials, labour, etc., will be provided. While it is difficult to determine what commodities will be saleable in foreign markets during the next twelve months, estimates have been prepared and the plan is sufficiently flexible to permit of one class of export being exchanged for another to meet changing conditions overseas.

The President of the Board of Trade declared that the increase in exports had to be achieved in order that enough food and raw materials could be obtained to maintain production. Otherwise the national effort would collapse. It is calculated that, with a moderate increase of ten per cent in production, provision will be made for the increase in exports and the maintenance of home consumption. The government is planning for a value of exports during the second stage of its program equal to 160 per cent of the 1938 figure, as compared with its present objective of 140 per cent.

Labour Adjustments Proposed to Furnish Sufficient Manpower

Additional cuts in the armed forces and reductions in the supply of labour for non-essential industries have been proposed to furnish sufficient manpower for those industries that will effect a saving of imports and for agriculture. The program involving capital expenditure is also being reviewed to adjust manpower requirements, and because a substantial part of the additional exports, estimated at between £50,000,000 and £60,000,000, must take the form of capital goods. It has been explained that many countries are today buying capital goods in preference to consumer goods, and will demand such supplies in any bilateral agreements to be concluded. Some part of these goods should come from additional output, but it must mean a substantial reduction in the flow of new machinery and equipment to home industries. Apart from this, there will be material cuts in building and civil engineering. Work on some of the new construction projects will virtually cease. In order to accomplish this task, it is believed that capital investments of all classes in the United Kingdom may have to be reduced by £200,000,000 per annum.

Export Targets

The Board of Trade have made extensive enquiries into all the main industries of the country to fix realistic export targets. The program is summarized in the following table which is based on the price level in the

fourth quarter of 1946. Prices are rising at rather more than 1 per cent a month so that the actual value of the exports required to meet the targets will be considerably higher than indicated by the figures, which should be regarded as an index of the relative volumes at prices prevailing in the fourth quarter of 1946:

United Kingdom Export Targets

Industry	Target (£ million)		Percentage of 1938	
	Mid 1948	End 1948	Mid 1948	End 1948
Food, drink, tobacco	6.95	7.75	117	130
Raw materials	4.15	5.0	41	50
<i>Metals and Metal Products</i>				
Iron, steel	6.55	7.0	104	111
Non-ferrous metals	3.2	3.2	196	196
Implements and instruments, etc.	2.99	3.09	202	212
Electrical apparatus	4.2	4.3	210	215
Machinery	19.5	22.03	224	254
Vehicles	18.32	22.4	258	316
Total	54.76	62.02	....	....
<i>Textiles and Clothing</i>				
Cotton	7.5	9.1	56	69
Woolens, worsteds	7.0	8.7	146	182
Rayon, silk	2.8	3.8	180	245
Other textiles	2.5	2.7	98	106
Apparel	3.1	3.8	167	205
Total	22.9	28.1	....	....
<i>Other Manufactures</i>				
Footwear	0.75	1.0	221	295
Chemicals, etc.	6.85	7.5	188	206
Oils, fats, resins	0.78	0.80	96	98
Pottery, glass, abrasives	3.19	3.67	194	223
Leather, leather goods	1.0	1.1	125	138
Paper, paper goods	1.45	1.75	116	140
Rubber manufactures	1.0	1.25	340	425
Woodwork	0.14	0.14	48	48
Coke, manufactured fuel	0.05	0.10	12	24
Miscellaneous	7.47	8.47	152	173
Total	22.68	25.78	....	....
Total Manufactures	100.34	115.9	163	188
Animals not for food	0.4	0.4	....	....
Parcel post	2.5	2.6	....	....
Total exports	114.34	131.65	143	164

The task entails every manufacturer becoming export minded. Many who have hitherto concentrated on the home market will be required to seek foreign markets energetically. Where firms or whole industries find themselves unable to sell abroad, their export quotas, their materials and labour will have to be withdrawn for use in more profitable forms of export production.

More Detailed Direction of Exports Necessary

On the question of the direction of exports the United Kingdom authorities recognize the necessity of making a large increase in exports to hard currency destinations. In the conclusion of negotiations with other countries, it will be necessary to introduce a more detailed direction of exports of certain essential goods. The government, however, desire to impose as little compulsion as possible and hesitate to re-embark on a complex system of licensing exports. They prefer to rely on general control by agreement.

On the quality question, the President of the Board of Trade referred to the way in which some careless exporters have jeopardized the national reputation for quality by sending inferior, shoddy and poorly finished

goods abroad. Through their trade organizations, industrialists are being urged to maintain a reasonably high standard in the future. As regards price, which is a cardinal factor in the achievement of the export targets, every device of efficiency to reduce costs must be used.

Export Committee Formed to Guide New Export Drive

A committee has been formed, headed by the Secretary of Overseas Trade, on which will be represented all the Production Departments, the Treasury, the Foreign Office and the Commonwealth Relations and Colonial Offices, as well as the Planning Secretariat. This will be the guiding committee for the new export drive.

The statement stressed the need for keeping sterling as strong and stable as possible as the main hope of the United Kingdom for any substantial degree of multilateral trading.

Heavy Capital Investment In Netherlands Stimulating Industrial Development

New fertilizer and plastic plants established, and prewar industry revived—Much of the looted factory equipment returned from Germany — Engineers develop new type of engine for transportation and power supply.

By V. L. Chapin, Assistant Commercial Secretary for Canada

THE HAGUE, September 4, 1947.—Seventy million guilders are to be invested in new subsidiaries of the Royal Dutch Shell in Holland, according to the director of the Batavian Petroleum Company. Three new subsidiaries will be constructed to produce artificial fertilizers, synthetic washing materials and plastic products. Two of the factories will be erected at Pernis near Rotterdam, where washing materials and plastics will be produced, while the third factory, for the manufacture of artificial fertilizers, will be at Ymuiden. It is anticipated that these industries will be in operation in 1948 and the yearly production is estimated as follows: Washing materials, 25,000 metric tons; plastic resins, 2,000 metric tons; and nitrogen fertilizers, 51,000 metric tons.

Looted Mill Returned to Netherlands

The rolling mill of the Royal Netherlands Blast Furnaces and Steel Works resumed production in May this year. The mill produces heavy steel sheets, especially for the shipbuilding industry, and has a capacity of 170,000 tons annually. For the time being the mill will operate only one shift and the estimated annual production is 60,000 tons. It is of interest to note that this equipment was looted by the Germans in 1943 and returned with the co-operation of the British Occupation Authorities at the end of 1946.

Philips Incandescent Lamp Works recently announced the purchase of a site at Hoensbroek in the southern province of Limburg, where a metalware factory will be erected.

New Type of Engine Developed

Philips laboratories announce that they have been successful in developing a new engine which may revolutionize modern means of transportation and power generation. The manufacturers claim that the new

engine can be built to any horsepower and can be used for motor transport, rail traction and generation of electricity, both in private homes and in industry. The engine is known as the "Philips Hot Air Motor" and, unlike petrol or diesel engines, which burn fuel inside the cylinders, it is stated to have external combustion.

According to information available, the following is the principle of the machine. With each turn of the shaft, a quantity of air or gas circulates in the cylinder and is divided into four different strokes—heating, expansion, cooling and compression. The power generated by compressed and heated air when it expands is greater than the power needed by the flywheel to aid the piston to compress the air before reheating. As a result, there is surplus energy with every revolution.

A new engine of approximately fifteen horsepower does not make any more noise than a sewing machine. Other claims for the engine are that petrol, oil, methyl-alcohol or gas can be used as fuel, and there is complete absence of smells or poisonous gases. Even when turning over slowly, the engine develops the fullest pulling power. The gearbox can be simplified and ultimately eliminated entirely, and the plugs and ignition are unnecessary, as a result of which the engines are less subject to technical difficulties.

Fibres and Textiles Still Require Export Permits

Fibres, textiles and textile products, listed in the September 27 issue of *Foreign Trade* as having been deleted from the schedule of commodities under export control, still require an export permit when consigned to any destination. This particular group, as set forth in the revised edition of the Export Permit Regulations and List of Commodities for which an Export Permit is required, has been amended by the regrouping of related items under specific headings, as set forth below:

Fibres, Textiles and Textile Products

Cotton—

- Cotton, raw and unmanufactured.
- Cotton yarn, including thread.
- Linters, cotton.
- Fabrics composed wholly or in part of cotton.
- Articles, including handkerchiefs, composed wholly or in part of cotton.
- Elastic thread (cotton-covered) and elastic yarn, fabrics and manufactures.
- Oilcloth, table, and pyroxylin-coated fabrics.
- Rags and waste of all kinds composed wholly or in part of cotton.
- Sails, awnings, tents and tarpaulins.

Fibres—

- Jute fibre, burlaps and bags, jute yarn, cordage, twine, and jute manufactures, n.o.p.
- Manila fibre, cordage and twine.
- Sisal or henequen, unmanufactured, and sisal or henequen yarn, twine, cord, cordage and manufactures, n.o.p.

Fishing nets and nettings, lines and twines.

Rayon—

- Fibres, yarns and fabrics, wholly or in part of rayon.
- Garments:
 - Men's, youths' and boys' suits, pants, underwear, pyjamas and nightwear, wholly or in part of rayon.
 - Women's, misses', girls', children's and infant's garments, wholly or in part of rayon.
 - Hosiery, wholly or in part of rayon, except when knit full-fashioned.

Wool—

- Wool on the skin, tops and yarns, wholly or in part of wool.
- Fabrics composed wholly or in part of wool or hair (except wool felt and wool felt manufactures).
- Garments:
 - Children's and infant's garments, wholly or in part of wool.
 - Men's, youths' and boys' suits, trousers, breeches, outer shorts, topcoats, raincoats and jackets, wholly or in chief part by weight of wool.
 - Women's, misses' and girls' suits, skirts, slacks, slack suit coats, raincoats, and jackets, wholly or in chief part by weight of wool.

China Curtails Imports of Non-Essential Products, Some of Interest to Canada

Commercial Counsellor for Canada in Shanghai received 356 enquiries for sale of goods that are banned from country—No immediate improvement expected—Flood of import items and desire of Chinese to enter manufacturing field largely responsible for restrictions.

By W. E. Jolliffe, Assistant Canadian Trade Commissioner

SHANGHAI, August 16, 1947.—Three hundred and fifty-six enquiries for assistance in the sale and distribution in China of the following Canadian products have been received by this office during the last seven months: Cosmetics, umbrellas, confectionery, costume jewellery, toilet articles, toys, shoes, novelties, furniture, canned foods, electric stoves, luxury items, table silverware and plastics, such as toys, sheeting, satchels, raincoats and women's handbags.

The Chinese Government will not consider issuing permits for the importation of these items under any circumstances. The importation of most of these commodities is prohibited, even when foreign exchange is supplied from abroad. In fact, this office has been informed that the ban on all luxury items will not be lifted in all probability for the next two or three years, and not even then if the financial state of China fails to show considerable improvement. On the other hand, there is a proposal to divide the import tariff into five parts, as follows:

- (a) Machinery for industrial use;
- (b) Raw materials for productive purposes;
- (c) Daily necessities not produced in China;
- (d) General commodities;
- (e) Luxury goods.

Under the new proposals, special treatment will be accorded goods under the first three classifications, while the last two will be subject to high duties. Should this revision be brought into force, it can be foreseen the rigid ban now enforced by the Temporary Import Licensing Department will be lifted to a considerable degree. This can be understood when it is realized that the Central Government of China derives from Customs its largest revenue. The banning of high dutiable goods drastically cut what had once been a secure and constant income.

Market Flooded with Foreign Goods

The cessation of hostilities saw the Chinese market flooded with department store goods. At that time, many individuals and firms had large holdings of Chinese funds which, due to the unstable conditions, both financial and political, they wished to convert either into U.S. funds or articles which would be easily re-salable. Consequently, large stocks of luxury and department store articles were accumulated up to the time of the restrictions, and are still purchasable in Shanghai and the other larger cities at vastly over-inflated prices. This is particularly noticeable in the field of plastic goods, canned foods, canned milk, and shoes, the prices of which are eight to twelve times those ruling in Canada.

Enquiries Indicate China Intends to Manufacture Own Consumer Products

Probably one of the major reasons contributing to the ban is the number of enquiries from Chinese firms wishing to purchase plastic manufacturing machines and similar equipment, indicating that China intends to manufacture her own consumer products. This cannot be carried out entirely, but the concensus of opinion at the present time is that her accumulated stocks can carry China over the period necessary to purchase equipment and erect plants. Should industrial centres like Shanghai return to the prewar days of cheap labour, their "manufacture our own" policy should prove extremely beneficial to the Chinese and possibly make it possible for them to compete favourably in world markets.

Foreign trade regulations were introduced by China to conserve her dwindling reserve of foreign exchange. These regulations were only partially adhered to, with the result that further and more stringent laws were promulgated in November, 1946. Still further action was required in December, when strict controls were enforced and the quota system was introduced. Since then, a large number of enquiries have been received from Canadian firms for the sale of their products in China.

Cotton Fabrics Feature Import Increases From United States

Purchases of fibres and textiles seven times figure recorded in first half of 1939, and more than twice the average for 1945—Aggregate imports from the United States during first six months of 1947 four times corresponding total for 1939, and sixty per cent higher than in first half of 1946.

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

CANADIAN imports from the United States during the first half of the current calendar year were four times the average for six months of 1939 and approximately sixty per cent greater than in the first six months of 1945 and the first half of 1946. Commodities purchased from the United States in the first six months of 1947 comprised 78 per cent of Canadian imports from all countries. Some indication of the goods brought into this country, and the total value of such imports, is given in the tables below. The items are divided into the nine groups basic to the system of trade classification. While some of these groups show an abnormally large increase, measured by percentage change and on a dollar basis, it will be seen that substantial increases have occurred in all groups, and in almost every single item listed.

The greatest increase is in the fibres and textile groups, imports of which are now running about seven times the 1939 level and two and one-half times the average for 1945. Much of this advance is accounted for by the very large increase in the imports of cotton fabrics, which reached the record level of \$53,700,000 in the first six months of 1947, compared with \$2,200,000 in the corresponding period of 1939. The price rise, which has taken place during the intervening period, is in part responsible, the price level in 1947 being approximately three times that of 1939. Other important items in the group are raw cotton, miscellaneous cotton manufactures and artificial silk manufactures, with value increases varying from 300 to 1,200 per cent.

Iron and Steel Group Register Largest Rise

The iron and steel group recorded the largest dollar value rise. Imports of iron and steel during the first half of this year were 35 per cent of the total, and over four times those for the average for six months of 1939. Chief among commodities in this group were automotive vehicles and parts, valued at \$84,600,000, compared with \$20,600,000 for six months of 1939; farm implements and machinery, at \$51,400,000, compared with \$10,000,000 in 1939; and industrial machinery, at \$92,500,000, compared with \$19,200,000 in 1939. It is not possible to indicate the relative price increase, but it is estimated that the group average is between 60 and 70 per cent higher than that in 1939.

Non-metallic minerals, most important of which are coal, petroleum and products, contribute substantially to the total import values. Coal imports during the first half of 1947 were approximately double those of 1939 in volume and three and one-half times higher in value. Imports of crude petroleum and products have nearly tripled in value since 1939, with the price increase ranging from 50 to 90 per cent.

Imports Indicate Advanced Living Standard

Advances in the Canadian standard of living are reflected in the agricultural and vegetable products group, although part of the increase in the value of imports is explained by price advances. Fruit imports increased from \$8,200,000 for an average six months of 1939 to \$35,200,000 in the last half of 1946. There was a material decline, however, during the first half of 1947 to \$23,500,000. Imports of vegetables and grains increased from \$5,200,000 for six months of 1939 to \$27,400,000 in the first six months of 1947, with peanuts and corn being the principal commodities involved.

Imports of wood and wood products, the group in which the bulk of Canada's exports to the United States is concentrated, have nearly tripled in value since 1939. The increase in non-ferrous metals is provided largely by electrical apparatus and machinery. The final group in the tables below—miscellaneous goods—comprises mainly manufactured consumer goods, not otherwise classifiable.

Canadian Imports from United States

	Half 1939 Total	Half 1945 Total	First Half 1946	Last Half 1946	First Half 1947
	(\$ millions)				
Total imports.....	248.4	601.2	618.4	786.9	980.9
Fruits.....	8.2	25.2	27.8	35.2	23.5
Nuts.....	0.4	3.0	4.6	5.6	6.8
Vegetables.....	2.8	9.8	18.6	5.4	13.3
Grains.....	2.4	6.2	6.4	10.0	14.1
Vegetable oils.....	1.8	2.2	3.2	3.3	4.3
Rubber and manufactures.....	2.4	7.0	5.3	9.5	8.1
Other agricultural and vegetable products..	4.6	7.8	9.7	10.9	14.0
Group total.....	22.6	61.2	75.6	79.9	84.1
Furs and manufactures.....	2.2	4.6	8.1	6.7	10.5
Leather.....	1.4	2.2	2.7	2.9	4.4
Animals and other animal products.....	4.8	3.6	5.9	7.6	16.4
Group total.....	8.4	10.4	16.7	17.2	31.3

Canadian Imports from the United States—*Concluded*

	Half 1939 Total	Half 1945 Total	First Half 1946	Last Half 1946	First Half 1947
	(\$ millions)				
Raw cotton	8.2	17.6	16.7	19.5	31.0
Cotton fabrics	2.2	16.0	21.2	30.7	53.7
Cotton manufactures, other	1.2	4.0	5.3	7.4	13.7
Raw silk	3.2	.....	.....	0.2	0.2
Artificial silk manufactures	1.0	6.0	4.4	7.0	12.7
Manufactures of mixed textiles	3.0	6.2	6.3	9.0	13.7
Other fibres and textile manufactures	2.0	4.8	3.9	8.6	15.4
Group total	20.8	54.6	57.8	82.4	140.4
Wood and manufactures	4.6	6.6	7.7	9.5	16.3
Paper	3.4	6.4	8.8	9.0	11.2
Books and printed matter	6.4	10.4	14.7	14.5	14.4
Group total	14.4	23.4	31.2	33.0	41.9
Iron ore	2.0	3.6	0.3	4.1	3.3
Rolling mill products	11.6	27.4	23.0	29.2	36.5
Engines	2.8	13.6	11.1	13.6	18.1
Farm implements and machinery	10.0	25.0	26.9	40.8	51.4
Machinery, other than farm	19.2	45.4	56.2	68.1	92.5
Tools	0.8	3.8	6.5	2.8	5.8
Automotive and other vehicles and parts	20.6	38.4	45.0	61.0	84.3
Other iron and steel products	12.0	30.2	32.6	45.8	54.9
Group total	79.0	187.4	201.6	265.4	346.8
Aluminum and products	1.2	2.4	2.9	3.3	4.8
Brass and copper products	1.6	2.8	3.4	5.6	4.9
Electrical apparatus	6.0	20.4	21.2	24.4	32.5
Other non-ferrous metals and products	5.8	7.4	10.8	12.5	17.7
Group total	14.6	33.0	38.3	45.8	59.9
Clay and products	2.0	4.0	4.8	5.3	6.6
Coal and products	18.8	57.4	53.0	79.1	65.6
Glass and glassware	2.4	7.2	9.0	10.7	12.3
Crude petroleum for refining	16.4	23.0	23.2	35.1	33.4
Gasoline	3.6	4.6	4.4	9.3	6.3
Petroleum products, other	3.8	5.8	7.1	9.0	18.7
Stone and stone products	3.4	4.0	4.3	7.1	6.9
Other non-metallic minerals and products	2.6	6.0	5.6	7.8	6.9
Group total	53.0	112.0	111.4	163.4	156.7
Drugs	1.2	4.0	4.3	3.5	6.0
Dyes	1.6	2.8	3.4	3.2	3.8
Paints	1.4	3.8	4.7	3.7	5.8
Other chemicals and allied products	11.2	25.0	30.0	30.8	36.0
Group total	15.4	35.6	42.4	41.2	51.6
Scientific and educational items	1.8	4.4	6.0	6.9	7.9
Aircraft and parts excluding engines	1.4	8.0	4.6	4.4	5.4
Canadian tourist purchases	4.6	1.0	3.2	5.9	6.3
Miscellaneous items	10.2	14.2	19.9	34.6	40.8
Settlers' effects	1.2	1.6	2.5	3.3	2.7
Canadian goods returned	0.8	3.2	3.0	2.2	2.7
Goods to remain property of British military forces	0.2	7.2	1.6	1.0	0.8
War material, Order in Council .....	.....	44.0	2.6	0.3	1.6
Group total	20.2	83.6	43.4	58.6	68.2

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.

Canadian Imports, by Main Groups

Main Groups	July			January-July		
	1938	1946	1947	1938	1946	1947
	(Millions of Dollars)					
Agricultural, Vegetable Products.....	10.3	23.9	31.5	73.2	175.4	205.1
Animals and Animal Products.....	1.9	5.3	5.9	15.2	36.2	53.1
Fibres, Textiles and Products.....	6.7	18.1	28.8	51.6	136.3	249.1
Wood, Wood Products and Paper.....	2.5	5.6	8.0	18.3	39.0	53.4
Iron and Products.....	12.3	43.7	69.8	99.6	253.5	432.2
Non-Ferrous Metals and Products.....	3.4	10.5	15.3	23.2	62.3	94.2
Non-Metallic Minerals, Products.....	12.3	28.0	44.7	66.3	165.4	236.4
Chemicals and Allied Products.....	2.7	7.7	9.0	18.5	54.5	67.0
Miscellaneous Commodities.....	3.8	18.9	13.9	26.7	118.5	93.1
TOTAL IMPORTS FOR CONSUMPTION..	55.8	161.6	226.8	392.5	1,041.5	1,483.6

Canadian Imports, by Commodities

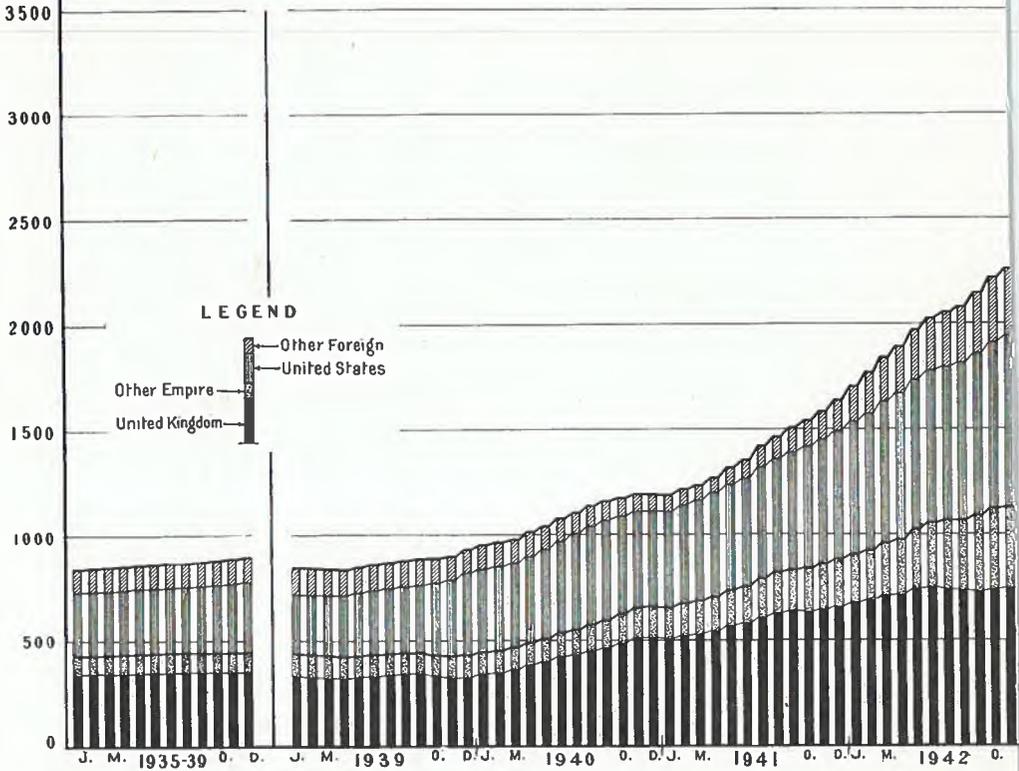
Commodity	July			January-July		
	1938	1946	1947	1938	1946	1947
	(Thousands of Dollars)					
Agricultural, Vegetable Products:						
Fruits.....	2,457	9,969	8,699	12,145	55,205	47,315
Nuts.....	224	938	2,522	1,718	12,865	15,509
Vegetables.....	259	1,706	2,386	4,925	23,196	18,749
Grains and products.....	1,366	886	1,571	11,313	7,744	16,111
Sugar and products.....	2,190	3,345	8,825	10,665	22,041	27,220
Cocoa and chocolate.....	200	613	89	1,109	2,948	6,625
Coffee and chicory.....	274	2,077	274	2,483	11,648	8,270
Tea.....	600		1,075	5,610	4,968	10,876
Beverages, alcoholic.....	458	1,013	885	3,078	6,514	6,566
Gums and resins.....	125	337	599	769	2,757	3,992
Oils, vegetable.....	665	606	1,736	7,509	6,941	13,560
Rubber and products.....	982	1,474	1,646	6,228	8,594	18,523
Tobacco.....	202	264	227	1,239	1,915	1,857
Vegetable products, other.....	319	686	950	4,439	8,016	9,880
Total.....	10,321	23,914	31,483	73,230	175,352	205,060
Animals and Animal Products:						
Fish and fishery products.....	293	729	554	1,305	2,570	2,837
Furs and products.....	235	1,540	877	4,055	16,829	12,444
Hides and skins, raw.....	144	235	900	1,313	1,321	7,911
Leather, unmanufactured.....	233	308	488	1,441	2,385	3,969
Leather, manufactured.....	133	382	536	1,326	2,688	4,324
Animal oils, fats, greases.....	100	884	1,228	505	2,749	8,154
Animals and products, other.....	715	1,191	1,327	5,247	7,690	13,479
Total.....	1,852	5,269	5,910	15,192	36,232	53,118
Fibres, Textiles and Products:						
Cotton, raw and linters.....	783	3,265	1,719	7,196	25,006	38,469
Cotton products.....	1,253	5,256	8,516	9,609	36,280	83,690
Flax, hemp, jute and products.....	649	1,155	3,941	4,779	13,266	21,406
Silk and products.....	580	282	462	3,817	1,638	5,013
Wool, raw and unmanufactured.....	700	2,071	2,251	6,043	14,011	17,599
Wool products.....	1,307	2,911	4,754	9,592	18,339	31,581
Artificial silk and products.....	216	1,548	2,661	1,954	11,190	23,241
Textile products, other.....	1,191	1,625	4,513	8,573	16,550	28,068
Total.....	6,680	18,114	28,816	51,562	136,279	249,068
Wood, Wood Products and Paper:						
Wood, unmanufactured.....	421	774	1,620	3,224	4,504	10,697
Wood, manufactured.....	328	876	1,717	2,475	6,015	10,928
Paper.....	597	1,456	1,942	4,322	10,615	13,712
Books and printed matter.....	1,193	2,480	2,755	8,309	17,827	18,040
Total.....	2,538	5,585	8,034	18,330	38,962	53,377

Canadian Imports, by Commodities—Concluded

Commodity	July			January-July 1947		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
Iron and its Products:						
Iron ore.....	493	1,047	2,185	1,064	1,657	5,534
Scrap.....	28	140	606	423	874	1,711
Castings and forgings.....	284	722	650	1,578	3,608	5,575
Rolling mill products.....	2,085	4,165	6,579	14,014	27,783	43,702
Pipes, tubes and fittings.....	134	680	1,177	1,305	4,632	6,940
Wire and chain.....	150	335	758	1,329	2,855	5,298
Farm implements and machinery.....	2,027	6,674	10,085	13,691	33,821	61,972
Hardware and cutlery.....	188	575	826	1,260	3,715	6,116
Household machinery.....	212	511	1,197	1,552	2,945	7,864
Mining, metallurgical machinery.....	474	651	1,432	3,186	4,112	6,209
Business, printing machinery.....	324	919	1,777	3,674	6,589	12,147
Other non-farm machinery.....	1,975	8,809	14,638	15,049	56,017	90,201
Tools.....	182	835	926	1,393	5,686	7,371
Autos, freight and passenger.....	702	2,660	7,843	8,853	10,828	39,876
Automobile parts.....	1,025	4,741	7,992	14,265	38,742	54,815
Other vehicles, chiefly iron.....	122	861	1,551	1,060	4,241	8,652
Engines and boilers.....	531	4,942	3,518	5,410	16,744	23,946
Cooking and heating apparatus.....	137	858	987	769	4,853	8,526
Iron products, other.....	1,198	3,540	5,031	9,695	23,708	35,698
Total.....	12,270	43,665	69,757	99,571	253,500	432,152
Non-Ferrous Metals and Products:						
Aluminium and products.....	493	1,595	2,233	2,743	5,708	8,926
Brass, copper and products.....	196	825	1,154	2,001	4,446	7,894
Tin.....	193	803	699	1,290	4,303	4,660
Precious metals (except gold).....	196	832	1,035	1,719	6,339	8,245
Clocks and watches.....	167	613	772	1,169	4,309	4,966
Electrical apparatus, n.o.p.....	1,154	4,044	6,440	7,761	26,128	40,665
Non-ferrous products, other.....	968	1,746	2,980	6,492	11,613	18,849
Total.....	3,367	10,458	15,313	23,175	62,846	94,205
Non-Metallic Minerals, Products:						
Clay and products.....	677	1,529	2,299	4,764	10,208	13,577
Coal.....	3,054	9,794	11,549	19,196	56,980	71,632
Coal products.....	252	1,026	1,458	1,866	7,009	7,097
Glass and glassware.....	426	1,861	2,282	3,598	12,028	18,217
Petroleum, crude.....	5,052	7,790	13,079	21,272	44,308	67,910
Petroleum products, n.o.p.....	1,843	2,907	9,979	8,624	16,399	37,612
Stone and products.....	549	1,413	2,061	3,949	7,253	9,636
Non-metallic products, other.....	428	1,724	1,957	2,992	11,180	10,739
Total.....	12,281	28,044	44,663	66,261	165,365	236,419
Chemicals and Allied Products:						
Acids.....	116	294	343	872	1,923	2,145
Cellulose products.....	106	599	321	998	3,887	3,366
Drugs and medicines.....	277	869	825	2,178	5,906	7,814
Dyeing and tanning materials.....	306	792	741	2,018	5,462	6,138
Fertilizers.....	103	252	291	1,245	2,574	3,449
Paints and varnishes.....	266	700	1,305	1,970	5,893	7,594
Inorganic chemicals, n.o.p.....	851	976	1,215	4,156	7,103	7,731
Synthetic resins and products.....	72	1,153	1,175	479	8,252	10,649
Chemical products, other.....	619	2,017	2,746	4,550	13,454	18,165
Total.....	2,716	7,652	8,962	18,465	54,454	67,050
Miscellaneous Commodities:						
Films.....	87	185	170	831	1,428	1,579
Toys and sporting goods.....	204	367	735	1,229	1,995	4,534
Refrigerators and parts.....	70	427	1,333	951	2,553	6,796
Musical instruments.....	85	259	361	691	1,331	2,950
Scientific equipment.....	431	1,131	1,491	2,476	7,576	9,784
Aircraft and parts.....	248	642	905	1,773	5,396	6,604
Works of art.....	47	99	131	748	1,122	1,084
Canadian tourists' purchases.....	702	656	1,461	3,977	3,819	7,792
Parcels of small value.....	335	1,419	2,436	2,605	3,730	10,412
Wax, mineral and vegetable.....	25	287	176	228	2,146	1,931
Miscellaneous consumer goods.....	365	1,205	1,058	2,840	7,561	8,155
Miscellaneous, other.....	722	1,113	1,626	5,116	9,760	13,833
Canadian goods returned.....	144	10,147	434	1,203	62,568	3,922
Non-commercial articles.....	334	977	1,558	2,062	7,513	7,726
Total.....	3,798	18,915	13,874	26,729	118,499	93,102

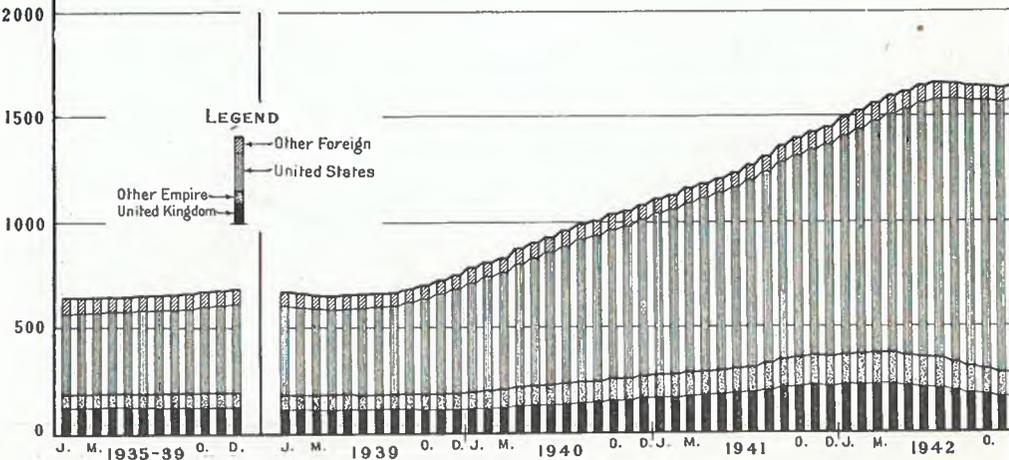
MILLION DOLLARS

EXPORT TRADE OF CANADA (EXCLUSIVE OF GOLD) 1939-47 RUNNING TWELVE MONTHS



MILLION DOLLARS

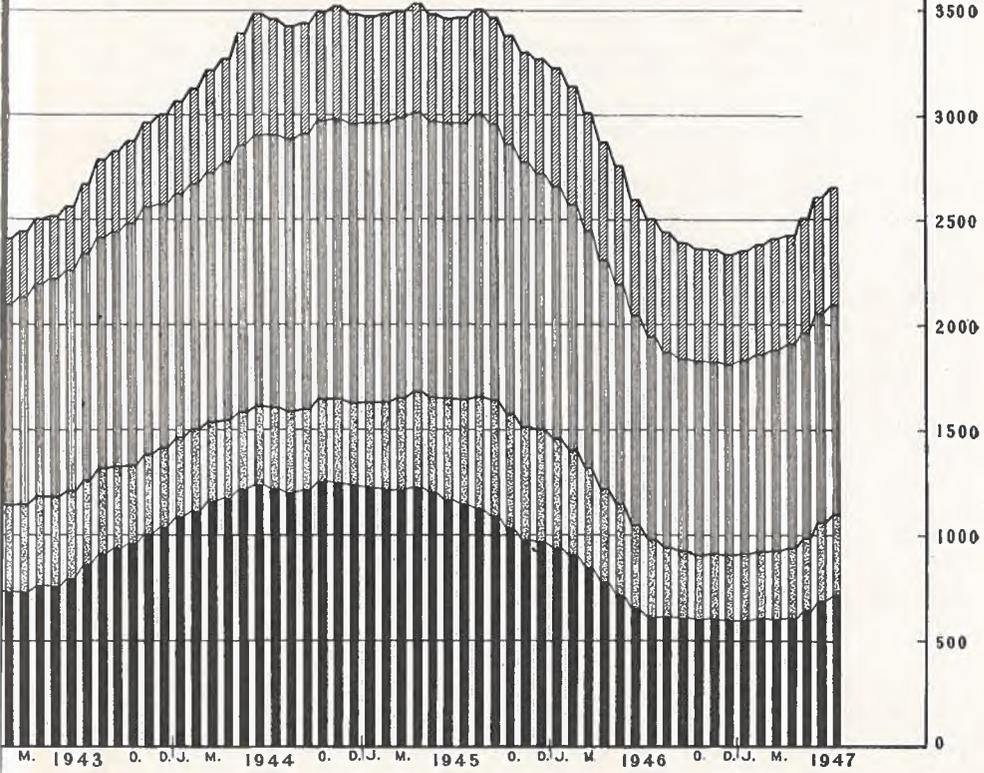
IMPORT TRADE OF CANADA, 1939-47 WITH RUNNING TWELVE MONTHS



MILLION DOLLARS

7 WITH AVERAGE FOR THE BASE PERIOD, 1935-39

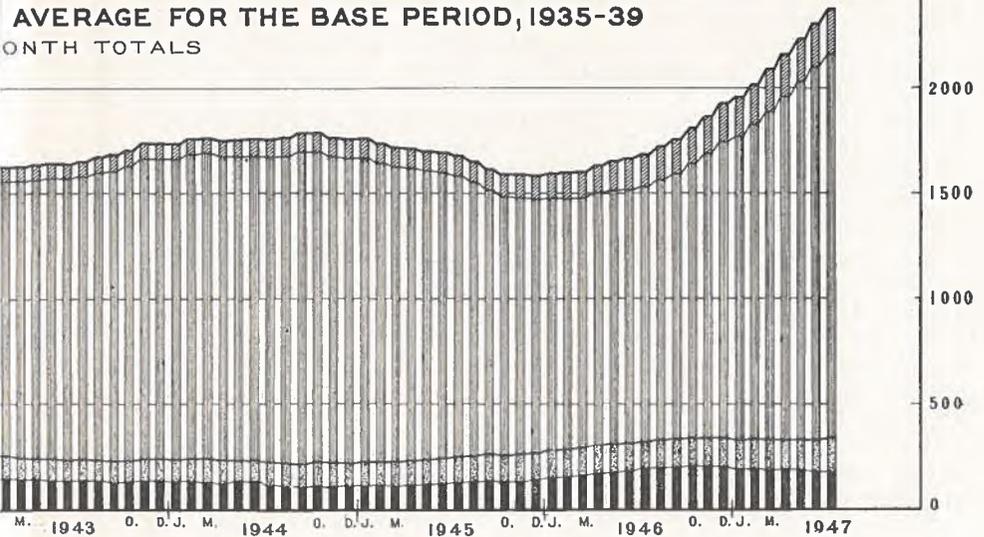
MONTH TOTALS



MILLION DOLLARS

AVERAGE FOR THE BASE PERIOD, 1935-39

MONTH TOTALS



U.K. Woollen Industry Report Submitted by Working Party

Principal changes in industry since 1907 indicated, and structure in 1935 reviewed—Recommend maintenance of price stability, improvement in labour conditions, and import of new machinery and equipment.

By M. J. Vechsler, Canadian Trade Commissioner

LIVERPOOL, September 2, 1947.—The Working Party Report on Wool, recently issued by the Board of Trade, contains much information concerning this vitally important industry in the United Kingdom and includes the reports submitted by the delegations which visited Sweden, Switzerland and France.

Part I of the Report is an historical and economic survey covering the industry's development and location. It is significant that during the past hundred years employment in the industry has been almost constant at some 250,000. Space does not permit of a detailed analysis of this report, but conclusions arrived at and recommendations made in many instances have been noted.

A table accompanying the report shows the main changes that have occurred in the industry since 1907, from which it will be noted that tops production has been fairly stable.

United Kingdom Production of Tops, Yarns and Tissues

Year	Output of Tops		Output of Yarn		Output of Tissues*	
	Million Lbs.	Index	Million Lbs.	Index	Million Sq. Yds.	Index
1907	243.5}	100	446.0}	100	454.7}	100
1912	304.5}		565.1}		481.0}	
1924	285.5	104	554.5	110	475.7	84
1930	224.5	82	385.9	76	343.9	61
1933	309.5	113	522.0	103	413.3	73
1934	274.8	100	519.2	103	420.8	74
1935	307.5	112	543.0	108	439.2	78
1937	278.5	102	565.8	112	474.6	84

*Figures for 1907 and 1912 are in linear yards but adjusted approximately to square yards in the index in the final column.

Structure of Industry in 1935 Reviewed

In dealing with the structure of the industry in 1935, excluding carpet and rug manufacturers, as well as firms employing less than ten persons, it is noteworthy that in the woollen section, worsted section and "other groups" there were a total of 1,420 establishments with a gross output of £118,397,000. The number of persons employed was 212,661. There were fifty firms, with an output of £1,606,000, engaged in the manufacture of recovered wool. Those engaged in woollen spinning totalled only 67, with an output of £3,926,000. Under the heading "woollen weaving", whether combined with spinning or not, were 50 producing blankets, shawls and coverlets valued at £2,364,000; twenty-five produced flannels and delaines worth £705,000; other woollen fabrics were produced in 385 establishments to the value of £23,586,000; and nineteen establishments produced other woollen goods worth £957,000.

In the worsted section there were eleven top-making combers with a production of £2,833,000, fifty-one commission combing firms whose

production was valued at £3,039,000, two hundred and sixty-four establishments engaged in worsted spinning only and whose production was valued at £31,201,000, ninety-six in worsted spinning and weaving with a gross output of £13,769,000, and one hundred and ninety-five in worsted weaving only with a gross output of £13,602,000.

Included in the "other groups" are sixty-three wool merchants with a gross output of £19,238,000 and one hundred and forty-four engaged on commission work (except combing and other output), whose gross output was valued at £1,571,000.

Conclusions and Recommendations Recorded

Following a review of the economic survey the Working Party report concludes that:

After the period of re-stocking, home demand for finished products may show an increase up to 10 per cent over the total in a good year such as 1937, but a further study should be made of the probable changes in demand over the next five years.

Though the industry should attempt a higher target, a 20 per cent expansion in exports of finished products over the 1937 level would be no mean achievement.

Taking into account intermediate products, a level of demand 10 to 15 per cent higher in total than in 1937 may be postulated.

The estimate for exports assumes that in forthcoming discussions the government will seek to secure such reductions and simplifications in trade barriers and limitations on unfair practices as will enable the industry to compete on fair terms. Protection should not be withdrawn in its entirety if the only result were to obtain relatively small concessions, when it would be in the national interest to maintain some protection for the industry.

Price Stability an Important Factor

Following a detailed review of the raw materials used in the industry, wherein information is supplied regarding the annual consumption of wool and hair in the United Kingdom, tops drawn for civil purposes, raw material used in woollen spinning, a description of the marketing of raw materials and intermediate products, the report continues with reference to the British clip, the growing use of merino wool and deals with the sources of supply and consumption of merino and cross-bred wool. References are also made to the United States demand, the disposal of surplus stocks and to the fuel and power used in the industry.

However, of chief interest are the conclusions and recommendations under this heading, which state that British manufacturers must consider how best to use wool offered from the surplus stock held by the Joint Organization, if an abnormal proportion of the current clip is bought by other countries. It is pointed out that past instability in the price of wool has exercised an unsettling influence over the industry, and that the most effective contribution to more stable wool prices would be continuous full employment in the world and the absence of inflationary and deflationary movements. It is further pointed out that improvements and additions to the machinery of marketing may make an important contribution and, when the operation of the plan for the Joint Organization is reviewed in four years' time, that that review should embrace the whole question of the practicability of measures to secure price stability whether by continuing that organization on a permanent basis or by other means. It is also suggested that the wool textile delegation should give consideration to the formation of a Fuel Efficiency Commission for the whole industry.

Labour in Short Supply

In reviewing the manpower situation, the shortage of women, juveniles, the retirement of older workers, and the shortages in each section and district of the industry are dealt with. It is indicated that plans should be based on the assumption of a continuing shortage of women workers as compared with the number employed in prewar years. The shortage of juveniles is likely to become still more acute, while the numbers in the older age groups are high. The southwest suffered most heavily through the withdrawal of labour during the war, and it is concluded that every district will have an uphill struggle to attract more labour before there is sufficient to meet even the minimum requirements of the industry.

Considerable space is devoted in the report to the recruitment of labour. It is pointed out that the labour force that can be hoped for within a measurable distance of time is some 200,000, 15 per cent lower than that attached to the industry in prewar days. Full and efficient employment of these under fair wages and conditions is regarded as the first necessity. Absenteeism is not only deprecated but the statement is made that the industry cannot afford it, if its objects are to be attained. The need for improved working conditions is pointed out under various headings, such as spacing of machinery, lighting, temperature, ventilation and humidity, noise, individual electric drive, washing and clothes drying facilities, rest rooms, canteens, dermatitis, weight lifting and carrying limitations, mechanical handling, day nurseries, etc.

Productive Efficiency Required

Faced with a short labour supply, productive efficiency becomes all the more important. Attention is drawn in the report to the high physical output per man-hour in the United States. The general level of efficiency in the industry is favourably noted, but attention is directed to the wide variation between different firms. It is recommended that the question of the replacement of standard by automatic looms should be looked into. Note is also made that some falling-off in the quality of utility goods has resulted from the inelasticity of the price ceilings, which is damaging to the industry.

Imports of Machinery and Re-equipment Should be Facilitated

The conclusions and recommendations into the question of machinery in use in the industry and re-equipment leads to the statement that the needs of other sections of the textile industry should not result in an encroachment on the limited production of wool textile machinery. It is recommended that a reasonable number of import licences should be granted for machinery for test purposes, as well as an increase in present imports as a whole. Savings that may arise from the use of larger packaging should be investigated. It is recommended that self-doffing machinery should be used as extensively as possible and that the development of cap-doffers should be given high priority. Automatic machinery could be used more extensively than it is, particularly in winding, warping and weaving.

It is noted that the industry does not appear to have taken full advantage of new technical developments, and the need for research and development, particularly in the next five years, so that it may profit before its program of postwar equipment is completed, is pointed out to the industry. It is pointed out, too, that the machinery supply problem would be eased by the increased use of standard parts and a reduction in the number of types, particularly in the manufacture of automatic looms.

Improvement of present buildings is encouraged, and a preference in the granting of building licences is recommended. In concluding this topic, it is indicated that modification of the present method of computation and assessment of surtax would be helpful.

Continuance of Marketing Control Recommended

The marketing of cloth is dealt with under the following headings: (1) distribution in the United Kingdom; (2) exports; (3) future marketing; and (4) United Kingdom and market research. The Working Party report concludes that, so long as a shortage of supply exists, margins for manufacturers, wholesalers and retailers, as in the case of the earlier processes, should continue to be controlled. Those permitted to merchants appear to compare favourably with those generally in force in other trades throughout the country. Though precluded from going into the question of retail margins, the report states that the vast difference between the manufacturer's price of cloth and the retailers' price of cloth and of garments suggests the need for close examination.

Manufacturers should guard against seasonal fluctuations by careful planning as between home and export demand. Continuous consultation between the wool textile industry and the British Rayon Federation is recommended. Following efforts that are now being made, it is recommended that over-measure should be abolished and terms of sale standardized. The latter is at present under examination by both the Wool Textile Delegation and the British Standards Institution. The report points out that there is room for consultation between hosiery-yarn producers and the hosiery industry, as well as between the wool textile industry generally and other consumers and merchant converters and wholesalers.

Expansion of the National Wool Textile Export Corporation is recommended. Exploration of the potentialities of export to China and the Dutch East Indies is also recommended. It also recommends that the Corporation fully review the marketing organization, bearing in mind experiments made during the war as well as considering whether a special marketing agency ought to be created in order to obtain a larger share of the American trade in medium-priced cloth. Protection of trade marks in foreign countries should be helped by the Board of Trade to the fullest extent.

Value of Research and Information Stressed

In reviewing the conclusions and recommendations on research and information in the industry, it is stated that funds so far available for research are inadequate, and the need for co-ordination along lines of co-operation and trust is pointed out. It is recommended that a Joint Advisory Wool Textile Research Council be set up to obtain necessary types of investigation by appropriate bodies and to find a solution to the problem of secrecy, encouraging co-operation. The level of textile education should be raised. In this connection it is stated that technical colleges should be better equipped, and Bradford College should have a status more in keeping with the industrial area it serves. Textile machinery research should be undertaken, and in this the suggestion is put forward that a Textile Machinery Research Association might be established to work in close association with existing Research Associations of the textile trades. It also recommends that a design centre might be set up for the wool textile industry, and concludes that "the time having come for the textile industries to pool their ideas on research, a National Textile Research Council should be set up for the whole of the textile industries".

The foregoing are the principal factors brought out in the report. A further section briefly reviews the industry in Scotland, pointing out that the stability of the industry depends upon the production of high-quality, distinctive and characteristic goods. Here, too, the recommendation is made for the establishment of a Scottish Advisory Committee for the wool textile industry.

Members of the Wool Working Party visited Sweden, Switzerland and France, submitting brief reports on their observations regarding the operation of the industry in the respective countries.

Australia Must Import Textiles But Dollar Sources Excluded

To conserve exchange, Australian Government bans import of cottons and rayons from dollar countries, but supplies from sterling sources inadequate — Heavy postwar buying from United States resulted in embargo.

By B. I. Rankin, Assistant Commercial Counsellor for Canada

SYDNEY, September 3, 1947.—The Australian import licensing authorities announced on May 26, 1947, that until further notice no licences would be approved for non-sterling textiles suitable for use as dress materials or as furnishing materials. On June 19, 1947, the embargo was extended to include any types of cotton piece-goods suitable for use as fashion shirtings or pyjama cloth. At the same time, it was announced that the Government would be importing 12,000,000 yards of unbleached cotton from Japan.

The embargo on the importation of non-sterling textiles was placed as a check on the large number of applications being received for import licences. It was to apply until such time as the authorities had the opportunity of "taking stock" and determining as nearly as possible Australia's requirements and co-ordinating these with the Commonwealth's policy to conserve hard currency exchange for essential purposes. The Australian Customs authorities have stated that when the "stock-taking" is completed, licences will again be issued for appropriate quantities of essential textiles.

Australia's imports of textiles before the war and in the last three years were as follows:

	fstg. (million)		fstg. (million)
1935-36	12.6	1944-45	29.7
1936-37	13.4	1945-46	21.0
1937-38	15.6	1946-47 (ten months)	24.2
1938-39	13.1		

Import Values Increase But Quantities Decline

Of these amounts, pre-war imports included a large quantity of cheaper Japanese textiles and a fair proportion of medium-priced British lines. The post-war importations are nearly all British or American. Due to post-war price rises, however, the quantity of textiles has not increased in proportion and, in fact, in the case of some items like rayon, Australia has paid double the price for half the quantity.

In assessing the future market possibilities the figures of quantity imported are of particular interest. The two largest categories of imported textiles are coloured cotton piece-goods and silk and artificial silk (rayon) piece-goods. The quantities and values of these imported goods are listed in the following table:

	1935-36	1936-37	1937-38	1938-39	1944-45	1945-46	Ten months 1946-47
<i>Coloured Cotton Piece-Goods</i>							
Quantity (sq. yds. mill.)..	96.7	79.2	97.3	85.8	127.7	59.0	40.3
Value (£stg. mill.)	2.4	2.2	3.0	2.5	9.8	4.7	4.0
<i>Silk and Artificial Silk (Rayon) Piece-Goods</i>							
Quantity (sq. yds. mill.)..	85.2	71.3	76.3	60.3	41.2	36.5	39.5
Value (£stg. mill.)	2.3	2.6	3.2	2.4	6.5	6.2	8.0

Demand Still Greater Than Supply

It will be noted that 80 to 100 million square yards of these cottons and 60 to 80 million square yards of rayon satisfied the Australian import demand before the war. Accepting this as a reasonable basis of requirements, it can be judged that from the quantity point of view present importations are not excessive, and, indeed, have been well below pre-war levels of consumption. Local production has not materially affected the position.

The full effect of heavy buying just prior to the embargo is not yet known. It will be seen from the table that in 1945-46 (twelve months ended June 30) adequate supplies were not forthcoming. United Kingdom sources were unable to meet Australia's demands and future prospects were uncertain. Also, non-sterling sources had export restrictions and import licences were issued sparingly because of the dollar shortage.

In December, 1946, however, American export restrictions were lifted and the Import Licensing authorities in Australia began issuing licences freely where availability of supply was proven and the f.o.b. price did not exceed seven shillings for cottons and ten shillings for rayons. Importers took advantage of this and ordered as much as possible, and in some cases indiscriminately. Prices in the United States began to fall and the public in Australia began to show more discrimination in buying, and it is considered that some importers who bought without regard to price or quality may find it difficult to sell at a profit.

As stated earlier, the full effect of this buying wave is not yet definitely established, but it has been expressed in some quarters of the trade that in many cases the same offer of textiles in America had resulted in several Australian importers applying for import licences.

Many Factors to be Considered

It is rather difficult at this point to estimate how the situation will work out in the next few months, and Canadian exporters of cottons and rayons who are interested will have to assess this market by taking the following points into consideration:

1. Although it is anticipated that the present import licensing embargo will be lifted in due course, some form of control can be expected in order to avoid a recurrence of the buying wave earlier this year, and because of the continued need to conserve dollar exchange.

2. The Australian Government has purchased 12,000,000 yards of unbleached cotton from Japan, and will no doubt be negotiating for additional amounts. The converting of this unbleached cotton will be a further problem, inasmuch as converting facilities in Australia are limited, and this will delay the date these Japanese purchases reach the public.

3. United Kingdom imports are uncertain, due to home needs and the desire to export as much as possible to hard currency countries.

4. Canadian cottons and rayons are popular in Australia both because of their price and quality.

5. It is doubtful if the large amounts purchased before the embargo will ease the demand for any length of time. Although rationing of clothing in Australia continues and prices are high, these features are offset by the margin of quantities of required imports between post-war years and prewar years; a 7 per cent increase in population; increased purchasing power; and accumulated demand for homes and furnishings.

Anglo-Belgian Monetary Accord Reached on Sterling Payments

Agreement follows Britain's convertibility limitations—Acceptance of sterling from third country by Belgian residents restricted to sources agreed on by two countries—Will likely set precedent for sterling arrangements with other countries.

By C. G. Venus, Office of the Commercial Counsellor for Canada

LONDON, September 10, 1947.—There has been a certain amount of speculation over the pattern of trade and financial arrangements between the United Kingdom and countries whose commerce is closely related to that of this country, now that current earnings of sterling are no longer automatically convertible. The terms of the first of these revised agreements (i.e. that between the United Kingdom and Belgium) have now been announced, and they are important because they will probably form the precedent for similar agreements with other countries.

The main structure of the existing Monetary Agreement between the two countries will be preserved. The two central banks will continue to sell their currencies against currency of the other country, within defined limits. To meet the needs of the situation, these limits have been increased from £5 millions to £12 millions, and the equivalent in Belgian francs, and such balances accruing will be covered by mutual exchange guarantees. The National Bank of Belgium will, if necessary, increase its holding of sterling by a further £15 millions to cover the settlement of certain debts falling due by the Belgian Government to the United Kingdom during the next two years.

It was also agreed that, while the two governments should encourage the use of sterling in international payments as much as possible, there would be advantage, for the time being, for settlements outside the sterling area to be controlled by the monetary authorities in each country. With this end in view, the Belgian authorities will announce forthwith that the acceptance by Belgian residents of sterling from third countries will be restricted to sources to be agreed between the two governments.

It will be seen that the essential features of the new agreement are that the Belgian authorities have agreed to hold up to £27 millions during the present difficult period and that transferability outside the sterling area will in future be limited and specific. Settlements outside the sterling area are to be controlled by the monetary authorities in each country.

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.

61. **India**—Killick, Nixon and Company, Bombay, India, one of the leading British trading houses in Bombay who have been established for almost a century, wish to secure the sole agency of a reputable Canadian manufacturer of concrete machinery. File: 22102.

Dominion-Provincial Statistical Conference Held

Federal and provincial officials assembled in Ottawa last week for the fourth Dominion-Provincial Conference on municipal statistics, which was convened under the authority of the Minister of Trade and Commerce. The welcoming address was delivered by the Hon. James J. McCann, Minister of National Revenue, who is Acting Minister of Trade and Commerce during the absence in South Africa of the Hon. James A. MacKinnon. Herbert Marshall, Dominion Statistician, was elected chairman of the conference, with B. C. Bracewell, Deputy Minister of Municipal Affairs for British Columbia, as vice-chairman, and James H. Lowther, chief of the Public Finance Branch, Dominion Bureau of Statistics, as secretary.

German Industrial Plants Made Available as Reparations

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

1088—Anschutz & Co. at Kiel-Neumuhlen/S.-Holstein: Before and during the war this firm manufactured navigational equipment for aircraft and ships. Machinery includes lathes of various kinds, milling and grinding machines. The war damage is heavy. (Oct. 24, Bid Date).

1158—Tonshoff G.M.B.H. at Horn in Lippe/N.-Rhein-Westf: This firm was established in 1940 for the manufacture of shells. The whole plant is available for disposal. Machinery includes presses, conveyors, lathes, boring machines, milling machines, single purpose boring machines, etc. War damage minor. (Oct. 24, Bid Date).

1243—Hamburger Metall-Walzwerke, Georg Dittman & Co. at Hamburg: This firm was engaged in sheet metalrolling (copper and other non-ferrous metals) prior to the war. Postwar production consists of building requisites and carbide and electric lamps. The whole plant is offered for disposal. Machinery includes automatic roughing lathes (manufactured by A. Roller and also Th. Kieserling & Albrecht), sliding and screw cutting lathes, hydraulic presses, thread milling machines and pumps. No war damage. (Oct. 24, Bid Date).

1476—Paul Surenbrock G.M.B.H. at Hamburg: Prior to the war this factory produced spares for motor vehicles; in addition to this the firm is now making mincing machines and lamp stands. The whole plant is offered for disposal. Machinery includes lathes, vertical drilling machines, drilling and boring machines, etc. Slight war damage. (Oct. 24, Bid Date).

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.
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.

Sarnia—October 14.
Windsor and Walkerville—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)

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

Ceylon Extends Validity of Import Licences

Bombay, September 27, 1947.—(FTS)—A notification in the Ceylon Government *Gazette* of September 19 contains a list of goods originating in all countries outside the sterling area for which import licences issued before August 22 will be cancelled. Licences will, however, be revalidated to permit shipment of such goods from the country of origin direct to Ceylon on or before October 31. Details are being sent by air mail and will be published when received.

Import Licences Required on Certain Parcel Post Shipments to India

Bombay, India, September 16, 1947.—(FTS)—Import licensing of postal parcels and packets containing goods normally subject to licence is announced in Public Notice No. 804 issued September 6, 1947, by the Deputy Chief Controller of Imports, Bombay. The text of the notice is as follows: As importers are aware, postal parcels or packets from sterling and other areas, containing articles requiring licences, have, subject to certain conditions, been allowed to be cleared without an import licence. Owing to the limited foreign exchange resources of the country, it has now been decided to withdraw this concession with effect from October 1, 1947. Parcels and packets containing goods requiring import licences despatched by post from abroad after September 30, 1947, should therefore be covered by import licences granted by the proper licensing authority in India. Importers are requested in their own interest to warn their suppliers abroad not to despatch any goods by post in contravention of the Import Trade Control Regulations. Goods imported by post for the private and personal use of an importer will, however, continue to be exempted from an import licence as hitherto.

Jamaica Provides Duty-free Entry of Petrol, Oil and Aircraft Parts

Kingston, September 12, 1947.—(FTS)—As from August 26, 1947, the Jamaica Customs Tariff was amended in order to provide for duty-free entry, from all countries, of petrol, oil and aircraft parts imported for use in any civil aircraft operating either between the Island and any place beyond its shores or between any places within it.

Peru Prohibits Imports With Free Exchange

Lima, September 25, 1947.—(FTS)—New regulations have been issued which prohibit importations into Peru with free dollar exchange unless the importer can prove actual possession of dollars. The Peruvian Consul will refuse to visa consular invoices after October 4 if possession of dollar exchange is not definitely established. In all doubtful cases it is recommended that Canadian exporters demand a letter of credit in advance.

Southern Rhodesia Reimposes Import Control

J. H. English, Canadian Commercial Counsellor at Johannesburg, cabling on September 24, advises that the Southern Rhodesia Government *Gazette* of September 19 contains the Import Control Regulations, 1947, which place under licence all imports from Canada which have not been

ordered prior to September 20 and which are not shipped within sixty days. They also set forth a long list of specified goods for which import licences will not be granted.

Details will be published as soon as available.

On September 14, 1945, Southern Rhodesia removed import licensing restrictions from all but a few commodities, notably grains and grain products and cotton piece-goods).

United Kingdom Furniture Imports Program Terminated

London, September 20, 1947.—(FTS)—The Board of Trade has decided to terminate the program of furniture imports, which began as an emergency measure early in 1946, and was described in the August 24, 1946, issue of *Foreign Trade*.

Deliveries under existing contracts and agreements will run on into the spring of 1948, by which time some 3,500,000 units of domestic utility furniture will have been purchased abroad at a cost of just over £3,500,000.

Future imports will be considered as part of the general pattern of trade relationships, and will be made by private importers. Any such imports will continue to be restricted to furniture comparable in quality and price to utility furniture, and the importers will in effect be subject to the same degree of control as manufacturers in the United Kingdom.

United Kingdom Requires Import Licences for Free Advertising Material

With reference to the notice in the September 20 issue of *Foreign Trade*, page 537, reporting, among other things, the exclusion of catalogues, trade lists and advertising material from the scope of a United Kingdom Open General Licence which up to September 12, 1947, had admitted them into the United Kingdom without individual licences, confirmation has now been obtained from the Canadian Commercial Counsellor in London that this amendment extends even to advertising material sent free of charge by overseas firms. In considering applications for individual licences for such advertising material, the Commercial Counsellor explains, the authorities will take the circumstances into account in deciding whether or not licences will be granted.

The Commercial Counsellor also confirms that printed books and other printed matter for reading purposes imported as a single copy through the post remain under Open General Licence, subscriptions for magazines (other than those of a technical or similar nature) being, however, subject to Treasury regulations governing release of exchange.

Controls on Export of Pink Salmon Relaxed

Effective September 25, 1947, permits for the exportation to any destination of pink salmon (fresh, frozen, salted or smoked) will be issued by the Export Permit Branch, Department of Trade and Commerce. The run of pink salmon this year ensures an adequate supply for domestic needs, which renders this relaxation in export controls possible. Permits will be issued by H. W. Brighton, representative in Vancouver of the Foreign Trade Service.

Exports of all salmon for the first seven months of the current calendar year are indicated in a monthly review of Canadian Fisheries Statistics, issued by the Dominion Bureau of Statistics, as follows:

	1947	1946	Average 1935-39
Fresh and Frozen:			
U.S.A. (lbs.)	6,031,000	3,461,000	2,916,000
Canned:			
U.K. (lbs.)	\$1,743,621	\$1,107,970	\$322,846
	16,356,000	30,124,000	6,236,000
	\$3,897,374	\$4,427,001	1,061,068



Ocean-Going Sailing Schedules

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

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

Departures from Montreal

*Calls at Halifax about five days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	October 7-18	<i>Bradburn</i>	Elder Dempster
Lourenço Marques..	October 18-27	<i>Cargill</i>	Elder Dempster
Lourenço Marques..	November 1-10	<i>Cottrell</i>	Elder Dempster
Lourenço Marques..	November 12-22	<i>A Ship</i>	Elder Dempster
Beira	October 15-22	<i>Empire Wallace</i>	Elder Dempster
Beira	November 10-20	<i>A Ship</i>	Elder Dempster
Africa-South—			
Cape Town	October 7-18	<i>Bradburn</i>	Elder Dempster
Port Elizabeth	October 18-27	<i>Cargill</i>	Elder Dempster
East London	November 1-10	<i>Cottrell</i>	Elder Dempster
Durban	November 10-20	<i>A Ship</i>	Elder Dempster
Argentina—			
Buenos Aires	October 12-15	<i>Bowgran</i>	Cunard-Donaldson
Buenos Aires	October 17-20	<i>Fort Columbia</i>	Furness Withy
Buenos Aires	October 18-19	<i>Robert Lansing</i>	Montreal Shipping
Buenos Aires	October 29-Nov. 2	<i>Royal Prince</i>	Furness Withy
Buenos Aires	November 8	<i>Clara Barton</i>	Montreal Shipping
Australia—			
Sydney	October 15	<i>Rookley</i>	Montreal Australia New Zealand Line
Melbourne			
Brisbane			
Newcastle			
Adelaide	October 25	<i>Cufic</i>	Montreal Australia New Zealand Line
Geelong			
Melbourne			
Sydney			
Belgium—			
Antwerp	October 7	<i>Mont Sandra</i>	Montreal Shipping
Antwerp	October 8	<i>Molengraaff</i>	Shipping Limited
Antwerp	October 9	<i>Mortain</i>	Furness Withy
Antwerp	October 12-17	<i>Grey County</i>	Canada Steamships
Antwerp	October 14	<i>Prins Willem van Oranje.</i>	Shipping Limited

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Antwerp.....	October 20	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	October 20	<i>Mont Rolland</i>	Montreal Shipping
Antwerp.....	October 25	<i>Trimont</i>	Montreal Shipping
Antwerp.....	Oct. 26–Nov. 2	<i>Twickenham</i>	Cunard Donaldson
Antwerp.....	October 27	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	October 28	<i>Kent County</i>	Canada Steamships
Antwerp.....	October 31	<i>Marchdale</i>	March Shipping
Antwerp.....	November 1–5	<i>Brant County</i>	Canada Steamships
Antwerp.....	November 8	<i>Marchcape</i>	March Shipping
Antwerp.....	November 15–22	<i>Kent County</i>	Canada Steamships
Antwerp.....	November 15–20	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	November 19	<i>Mont Sandra</i>	Montreal Shipping
Brazil—			
Rio de Janeiro.....	October 17–20	<i>Fort Columbia</i>	Furness Withy
Santos.....	Oct. 29–Nov. 2	<i>Royal Prince</i>	Furness Withy
Santos.....	October 18–19	<i>Robert Lansing</i>	Montreal Shipping
British Honduras—			
Belize.....	Oct. 27–31	<i>Benny</i>	Saguenay Terminals
Ceylon—			
Colombo.....	October 10–15	<i>Daghestan</i>	McLean Kennedy
Colombo.....	October 20–27	<i>Gulfside</i>	March Shipping
Colombo.....	November 20	<i>City of Agra</i>	McLean Kennedy
China—			
Shanghai.....	October 22–25	<i>City of Lille</i>	McLean Kennedy
Shanghai.....	October 20–27	<i>Gulfside</i>	March Shipping
Colombia—			
Barranquilla.....	October 27–31	<i>Benny</i>	Saguenay Terminals
Denmark—			
Copenhagen.....	October 7–13	<i>Ragnildsholm</i>	Swedish American Line
Copenhagen.....	October 21–28	<i>Scaneholm</i>	Swedish American Line
Egypt—			
Alexandria.....	October 27	<i>Gulfside</i>	March Shipping
Port Said.....	October 10–15	<i>Daghestan</i>	McLean Kennedy
Eire—			
Dublin.....	October 20–26	<i>Fanad Head</i>	McLean Kennedy
Dublin.....	October 12	<i>Norbryn</i>	Shipping Limited
Cork.....			
Finland—			
Helsinki.....	October 7–13	<i>Ragnildsholm</i>	Swedish American Line
Helsinki.....	October 21–28	<i>Scaneholm</i>	Swedish American Line
France—			
Le Havre.....	October 7	<i>Mont Sandra</i>	Montreal Shipping
Le Havre.....	October 12–17	<i>Grey County</i>	Canada Steamships
Le Havre.....	October 20	<i>Mont Rolland</i>	Montreal Shipping
Le Havre.....	October 25	<i>Trimont</i>	Montreal Shipping
Le Havre.....	October 28	<i>Kent County</i>	Canada Steamships
Le Havre.....	October 31	<i>Marchdale</i>	March Shipping
Le Havre.....	November 1–5	<i>Brant County</i>	Canada Steamships
Le Havre.....	November 8	<i>Marchcape</i>	March Shipping
Le Havre.....	November 15–22	<i>Kent County</i>	Canada Steamships
Le Havre.....	November 19	<i>Mont Sandra</i>	Montreal Shipping
Germany—			
Hamburg.....	October 20	<i>Mont Rolland</i>	Montreal Shipping
Hamburg.....	October 25	<i>Trimont</i>	Montreal Shipping
Hamburg.....	Oct. 26–Nov. 2	<i>Twickenham</i>	Cunard Donaldson
Hamburg.....	October 31	<i>Marchdale</i>	March Shipping
Hamburg.....	November 8	<i>Marchcape</i>	March Shipping
Hamburg.....	November 15–20	<i>Beckenham</i>	Cunard Donaldson
Hamburg.....	November 19	<i>Mont Sandra</i>	Montreal Shipping
Gibraltar.....	October 29	<i>Marchport</i>	March Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Hong Kong	October 6 October 22-25 October 20-27	<i>Oceanside</i> <i>City of Lille</i> <i>Gulfside</i>	March Shipping McLean Kennedy March Shipping
India and Pakistan—			
Bombay.....	October 20-27	<i>Gulfside</i>	March Shipping
Calcutta.....			
Madras.....			
Karachi.....	October 10-15 November 20	<i>Daghestan</i> <i>City of Agra</i>	McLean Kennedy McLean Kennedy
Bombay.....			
Calcutta.....			
Madras.....			
Karachi.....	October 8	<i>Skipsea</i>	McLean Kennedy
Bombay.....			
Italy—			
West Coast Ports...	October 25 October 29	<i>Mont Clair</i> <i>Marchport</i>	Montreal Shipping March Shipping
Malayan Union—			
Penang.....	Oct. 30-Nov. 1	<i>A Ship</i>	Cunard Donaldson
Port Swettenham...			
Malta	October 29	<i>Marchport</i>	March Shipping
Mediterranean—			
Central and Western Areas....	October 23 October 27 November 5 November 22 November 23	<i>Mont Rolland</i> <i>Mont Clair</i> <i>Marchport</i> <i>Mont Alta</i> <i>Mont Gaspe</i>	Montreal Shipping Montreal Shipping March Shipping Montreal Shipping Montreal Shipping
Mexico—			
Veracruz.....	October 27-31	<i>Federal Pioneer</i>	McLean Kennedy
Netherlands—			
Rotterdam.....	October 8	<i>Molengraaff</i>	Shipping Limited
Rotterdam.....	October 14	<i>Prins Willem van Oranje</i>	Shipping Limited
Rotterdam.....	October 20	<i>Prins Alexander</i>	Shipping Limited
Rotterdam.....	October 20	<i>Mont Rolland</i>	Montreal Shipping
Rotterdam.....	October 27	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	October 28	<i>Kent County</i>	Canada Steamships
Rotterdam.....	October 31	<i>Marchdale</i>	March Shipping
Rotterdam.....	November 8	<i>Marchcape</i>	March Shipping
Rotterdam.....	November 19	<i>Mont Sandra</i>	Montreal Shipping
Rotterdam.....	October 12-17	<i>Grey County</i>	Canada Steamships
Amsterdam.....	Oct. 26-Nov. 2	<i>Twickenham</i>	Cunard Donaldson
	November 1-5	<i>Brant County</i>	Canada Steamships
	November 15-22	<i>Kent County</i>	Canada Steamships
Netherlands East Indies—			
Batavia.....	Oct. 30-Nov. 1	<i>A Ship</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Netherlands West Indies—			
Curacao.....	October 27-31	<i>Benny</i>	Saguenay Terminals
Newfoundland—			
Corner Brook.....	October 11-13	<i>Gulfport</i>	Clarke Steamships
St. John's.....	October 10	<i>Fort Townshend</i>	Furness Withy
St. John's.....	Oct. 13-16	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	October 13	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	November 7	<i>Blue Peter II</i>	Montreal Shipping
New Zealand—			
Auckland.....	November 1	<i>Tyndareus</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Timaru.....			
Dunedin.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Northern Ireland— Belfast	Oct. 15-20	<i>Inishowen Head</i>	McLean Kennedy
Norway— Oslo	October 7-13	<i>Ragnhildsholm</i>	Swedish American Line
Stavanger	October 21-28	<i>Seaneholm</i>	Swedish American Line
Bergen			
Philippines— Manila	October 22-25	<i>City of Lille</i>	McLean Kennedy
Poland— Gdansk	October 7-13	<i>Ragnhildsholm</i>	Swedish American Line
Gdansk	October 21-28	<i>Seaneholm</i>	Swedish American Line
Portugal— Lisbon	October 23	<i>Mont Rolland</i>	Montreal Shipping
Lisbon	October 29	<i>Marchport</i>	March Shipping
Singapore	October 20-27 Oct. 30-Nov. 1	<i>Gulfside</i> <i>A Ship</i>	March Shipping Cunard Donaldson
Sweden— Stockholm	October 7-13	<i>Ragnhildsholm</i>	Swedish American Line
Stockholm	October 21-28	<i>Seaneholm</i>	Swedish American Line
United Kingdom— Avonmouth	October 17-23	<i>Gracia</i>	Cunard Donaldson
Avonmouth	October 25	<i>New York City</i>	Furness Withy
Avonmouth	Oct. 30-Nov. 7	<i>Delilian</i>	Cunard Donaldson
Bristol	October 25	<i>New York City</i>	Furness Withy
Cardiff	October 25	<i>New York City</i>	Furness Withy
Glasgow	October 14-19	<i>Carmia</i>	Cunard Donaldson
Glasgow	October 23-29	<i>Norwegian</i>	Cunard Donaldson
Hull	October 9-14	<i>Consuelo</i>	McLean Kennedy
Leith	October 2-9	<i>Cairnesk</i>	Furness Withy
Leith	October 18-22	<i>Cairnavon</i>	Furness Withy
Liverpool	October 5-11	<i>Asia</i>	Cunard Donaldson
Liverpool	October 10-16	<i>Beaverford</i>	Canadian Pacific
Liverpool	October 12-15	<i>Empress of Canada</i>	Canadian Pacific
Liverpool	October 15-20	<i>Inishowen Head</i>	McLean Kennedy
Liverpool	October 20-26	<i>Fanad Head</i>	McLean Kennedy
Liverpool	October 20-27	<i>Port Melbourne</i>	Cunard Donaldson
Liverpool	October 21-27	<i>Beaverburn</i>	Canadian Pacific
Liverpool	October 25	<i>Jessmore</i>	Furness Withy
Liverpool	October 28	<i>Nova Scotia</i>	Furness Withy
Liverpool	November 15	<i>Empress of Canada</i>	Canadian Pacific
Liverpool	November 29	<i>Beaverford</i>	Canadian Pacific
London	October 5-9	<i>Hillcrest Park</i>	Cunard Donaldson
London	October 5-11	<i>Vardulia</i>	Cunard Donaldson
London	October 11-17	<i>Beaverglen</i>	Canadian Pacific
London	October 20-25	<i>Fort Cadotte</i>	Cunard Donaldson
London	October 18-24	<i>Beavercove</i>	Canadian Pacific
London	October 24-30	<i>Fort Spokane</i>	Cunard Donaldson
London	November 14	<i>Beaverdell</i>	Canadian Pacific
London	November 21	<i>Beaverlake</i>	Canadian Pacific
Manchester	October 14	<i>Manchester Shipper</i>	Furness Withy
Manchester	October 23	<i>Manchester Progress</i>	Furness Withy
Manchester	October 30	<i>Manchester City</i>	Furness Withy
Newcastle	October 9	<i>Cairnesk</i>	Furness Withy
Newcastle	October 18-22	<i>Cairnavon</i>	Furness Withy
Swansea	October 25	<i>New York City</i>	Furness Withy
Uruguay— Montevideo	October 17-20	<i>Fort Columbia</i>	Furness Withy
Montevideo	October 23	<i>Robert Lansing</i>	Montreal Shipping
Montevideo	Oct. 29-Nov. 2	<i>Royal Prince</i>	Furness Withy

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Venezuela— La Guaira..... Maracaibo.....	October 27-31	<i>Benny</i>	Saguenay Terminals
West Indies			
Antigua.....	October 12-21	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Antigua.....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Antigua.....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Antigua.....	October 22-31	* <i>Alcoa Puritan</i>	Alcoa Steamships
Bahamas.....	October 18	* <i>Canadian Observer</i>	Canadian National
Bahamas.....	October 25	* <i>Canadian Leader</i>	Canadian National
Bahamas.....	November 1	<i>Canadian Conqueror</i>	Canadian National
Barbados.....	October 12-21	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Barbados.....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Barbados.....	October 22-31	* <i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	October 12-21	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Bermuda.....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Bermuda.....	October 22-31	* <i>Alcoa Puritan</i>	Alcoa Steamships
British Guiana.....	October 12-21	* <i>Alcoa Pegasus</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
British Guiana.....	October 22-31	* <i>Alcoa Puritan</i>	Alcoa Steamships
Dominica.....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Dominica.....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Grenada.....	October 12-21	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Grenada.....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Grenada.....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Grenada.....	October 22-31	* <i>Alcoa Puritan</i>	Alcoa Steamships
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.....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Montserrat.....	October 20-24	<i>Canadian Constructor</i>	Canadian National
St. Kitts.....	October 12-21	* <i>Alcoa Pegasus</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. Kitts.....	October 22-31	* <i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	October 12-21	* <i>Alcoa Pegasus</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. Lucia.....	October 22-31	* <i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	October 12-21	* <i>Alcoa Pegasus</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
St. Vincent.....	October 22-31	* <i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	October 12-21	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	October 13-16	<i>Canadian Challenger</i>	Canadian National
Trinidad.....	October 20-24	<i>Canadian Constructor</i>	Canadian National
Trinidad.....	October 22-31	* <i>Alcoa Puritan</i>	Alcoa Steamships

Departures from Halifax

*Calls at Saint John about three days earlier.

Destination	Loading Date	Vessel	Operator or Agent
Cuba— Santiago.....	November 8-12	<i>Dufferin Bell</i>	Pickford and Black

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland— St. John's.....	October 10-15	<i>Jessmore</i>	Furness Withy
United Kingdom— Liverpool.....	October 8-11	<i>Fort Miami</i>	Cunard Donaldson
Liverpool.....	October 10-15	<i>Jessmore</i>	Furness Withy
Southampton.....	October 9	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	October 28	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	November 16	<i>Aquitania</i>	Cunard Donaldson
West Indies— Antigua.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Barbados.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Bermuda.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
British Guiana.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Dominica.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Grenada.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
Jamaica.....	October 10-14	<i>Husvik</i>	Pickford and Black
Jamaica.....	November 8-12	<i>Dufferin Bell</i>	Pickford and Black
Montserrat.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
St. Kitts.....	October 16-19	* <i>Lady Rodney</i>	Canadian National
St. Lucia.....	October 16-19'	* <i>Lady Rodney</i>	Canadian National
St. Vincent.....	October 16-19	* <i>Lady Rodney</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
Africa East— Lourenço Marques..	November	<i>Manoeran</i>	Dingwall Cotts
Africa-South— Cape Town.....	November	<i>Manoeran</i>	Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Argentina— Buenos Aires.....	October 19	<i>Siranger</i>	Empire Shipping
Australia— Sydney.....	October 29	<i>Boolongena</i>	Empire Shipping
Melbourne.....	November 18	<i>Boogabilla</i>	Empire Shipping
Adelaide.....			
Belgium— Antwerp.....	Mid-October	<i>Brest</i>	Empire Shipping
Burma— Rangoon.....	{ October 15 November	<i>Lombok</i> <i>Silverguava</i>	Dingwall Cotts Dingwall Cotts

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent			
Chile— Valparaiso.....	October 19	<i>Siranger</i>	Empire Shipping			
China— Shanghai..... Taku Bar..... Keelung.....	November	<i>Vilja</i>	Empire Shipping			
Shanghai.....				October 10-11	<i>China Mail</i>	American Mail Line
Shanghai.....				October 24-25	<i>Oregon Mail</i>	American Mail Line
Egypt— Alexandria.....	October 8	<i>Arthur P. Fairfield</i>	Empire Shipping			
Greece— Piraeus.....	October 8	<i>Arthur P. Fairfield</i>	Empire Shipping			
Hong Kong	October 8	<i>Roseville</i>	Balfour Guthrie			
	October 10-11	<i>China Mail</i>	American Mail Line			
	October 24-25	<i>Oregon Mail</i>	American Mail Line			
	November 8	<i>Castleville</i>	Balfour Guthrie			
India and Pakistan— Bombay..... Karachi.....	October 11-15 December	<i>Lombok</i> <i>Hoegh Silverlight</i>	Dingwall Cotts Dingwall Cotts			
Calcutta.....	November	<i>Silverguava</i>	Dingwall Cotts			
Italy— Genoa.....	October 8	<i>Arthur P. Fairfield</i>	Empire Shipping			
Malayan Union— Penang..... Port Swettenham..	October 8 November 8	<i>Roseville</i> <i>Castleville</i>	Balfour Guthrie Balfour Guthrie			
Netherlands— Rotterdam.....	Mid-October	<i>Brest</i>	Empire Shipping			
Netherlands East Indies— Batavia..... Soerabaya.....	October 8 October 11-15 November 8 November December	<i>Roseville</i> <i>Lombok</i> <i>Castleville</i> <i>Silverguava</i> <i>Hoegh Silverlight</i>	Balfour Guthrie Dingwall Cutts Balfour Guthrie Dingwall Cotts Dingwall Cotts			
Palestine— Jaffa..... Jaffa.....	October 10 October 11-25	<i>Edward R. Squibb</i> <i>Lake Babine</i>	Anglo Canadian Anglo Canadian			
Philippines— Manila..... Hiloilo..... Cebu.....	October 8 October 10-11 November 8 December	<i>Roseville</i> <i>China Mail</i> <i>Castleville</i> <i>Hoegh Silverlight</i>	Balfour Guthrie American Mail Line Balfour Guthrie Dingwall Cotts			
Manila.....	October 11-15	<i>Lombok</i>	Dingwall Cotts			
Manila.....	October 24-25	<i>Oregon Mail</i>	American Mail Line			
Manila.....	November	<i>Vilja</i>	Empire Shipping			
Manila.....	November	<i>Silverguava</i>	Dingwall Cotts			
Manila.....	December	<i>Hoegh Silverlight</i>	Dingwall Cotts			
Singapore	October 8	<i>Roseville</i>	Balfour Guthrie			
	October 11-15	<i>Lombok</i>	Dingwall Cotts			
	November	<i>Silverguava</i>	Dingwall Cotts			
	November 8 December	<i>Castleville</i> <i>Hoegh Silverlight</i>	Balfour Guthrie Dingwall Cotts			
Syria— Beyrouth.....	October 8	<i>Arthur P. Fairfield</i>	Empire Shipping			
United Kingdom— Liverpool..... Mondon..... Lanchester.....	October 8 Oct. 24-Nov. 8 Oct. 30-Nov. 15 Early November	<i>Lake Talla</i> <i>Lake Sicamous</i> <i>Lake Chilco</i> <i>Pacific Exporter</i>	Northern Pacific Anglo Canadian Anglo Canadian Furness Pacific			

Foreign Trade Service Abroad

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

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

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Palace Hotel. Address for letters: Boîte Postale 373.
Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

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

Brazil

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

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

Chile

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

China

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

Colombia

Bogotá—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edifício Colombiana de Seguros. Address for letters: Apartado 1613. 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, French 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, Sleighting, 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, Sleighting, London.

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

Territory includes the Midlands, North of England and Wales.

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

Territory covers Scotland and Iceland.

Cable address, Cantracom.

United States

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

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

Territory includes Bermuda.

Cable address, Cantracom.

Chicago—Acting Canadian Government Trade Commissioner, Suite 1607, 183 West Randolph Street.

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

Venezuela

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

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

Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations Sept. 22	Nominal Quotations Sept. 29
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2480	.2480
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