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COVER SUBJECT—Grain elevator, operated by the National Harbours Board at Prescott, Ont., 118 miles upstream from Montreal and 60 miles downstream from Kingston, which has a capacity of 5,500,000 bushels. This is the most easterly elevator at which large lake vessels may transfer cargoes from Port Arthur-Fort William and other grain-shipping ports on Lake Superior. Grain receipts by water in 1946 were 7,457,193 bushels, compared with 14,432,839 bushels in 1945. Shipments by water, in small "lakers", were 5,659,845 bushels in 1946 and 13,095,924 bushels in 1945. Upwards of two and four million bushels respectively were shipped out by rail in 1946 and 1945. The third in a series of articles on Canada's national harbours is contained in this issue of *Foreign Trade*.

Photo by Spartan Air Services, Limited

Eight National Harbours Provide Extensive Shipping Facilities

More than 160,000,000 tons of cargo handled during six war years—Sailing distances from Canadian ports to other countries often shorter than from competitive ports—Wharves, transit sheds, grain elevators, terminal railways, cold storage warehouses and floating cranes assist flow of foreign trade.

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

(Editor's Note—This is the last in a series of three articles prepared for publication in *Foreign Trade*. The first two appeared in the August 9 and October 4 issues.)

CANADA'S national harbours contributed in no small measure to the war effort, in that over 160,000,000 tons weight (2,000 pounds) or measurement (40 cubic feet) of cargo were handled during the period of hostilities. While munitions and other war material were shipped in large volume, relatively few commodities account for the considerable tonnage of water-borne cargo handled through the principal ports of this country. These include grain, petroleum, coal, lumber and other forest products, wheat flour, newsprint, motor vehicles and parts, sugar, sand and gravel, woodpulp, meat, cement, fish and fertilizers. Records maintained by the National Harbours Board indicate that the largest amount of cargo passing through Montreal, Three Rivers and Vancouver was handled in peacetime. The following table shows the most active year in the history of each port:

Cargo Tonnage Handled

| Harbour | Year | Tons |
|-------------------|------|------------|
| Chicoutimi..... | 1940 | 205,459 |
| Churchill..... | 1936 | 131,129 |
| Halifax..... | 1944 | 6,258,290 |
| Montreal..... | 1938 | 16,700,384 |
| Quebec..... | 1940 | 1,923,940 |
| Saint John..... | 1943 | 4,211,607 |
| Three Rivers..... | 1938 | 2,861,545 |
| Vancouver..... | 1946 | 8,090,451 |

Slightly more than 250,000 vessels, other than naval craft, representing nearly 200,000,000 net registered tons of shipping, entered the national harbours of Canada during the six years of World War Two. Halifax recorded the highest total, amounting to 15,821,069 tons, though this includes vessels arriving there to join Atlantic convoys. The following table indicates the record years of each harbour, together with the amount of ocean-going and coastal tonnage arriving:

Shipping Tonnage Handled

| Harbour | Year | Tons |
|-------------------|------|---------------------------------|
| Chicoutimi..... | 1941 | 127,146 |
| Churchill..... | 1943 | 46,403 |
| Halifax..... | 1941 | (a) 4,500,000 (b) 15,821,069 |
| Montreal..... | 1936 | 9,570,825 |
| Quebec..... | 1938 | 5,013,390 |
| Saint John..... | 1940 | 2,624,068 |
| Three Rivers..... | 1937 | 2,365,051 |
| Vancouver..... | 1939 | 11,993,815 |

(a) Excludes arrivals for convoy assembly

(b) Includes arrivals for convoy assembly



West Saint John, New Brunswick, where the National Harbours Board maintains nine main wharves with twenty berths for ocean ships, and eighteen transit sheds. The 63 miles of harbour trackage are operated under a reciprocal arrangement by the Canadian Pacific and Canadian National Railways.

Royal Canadian Air Force Photo

The national harbours of Canada have attained their present importance due in large measure to their strategic location and relative proximity to the principal markets of the world. Sailing distances from Halifax to

European ports are between 550 and 650 miles shorter than from New York. They are between 300 and 400 miles shorter from Saint John, between 150 and 400 miles shorter from Quebec, and up to nearly 300 miles shorter from Montreal than from New York. The distance from Halifax to Cape Town is 372 miles shorter and from Saint John it is 198 miles less than from New York. Atlantic ports of South America are closer by 137 miles to Halifax, while the principal ports of India are closer by 535 miles.

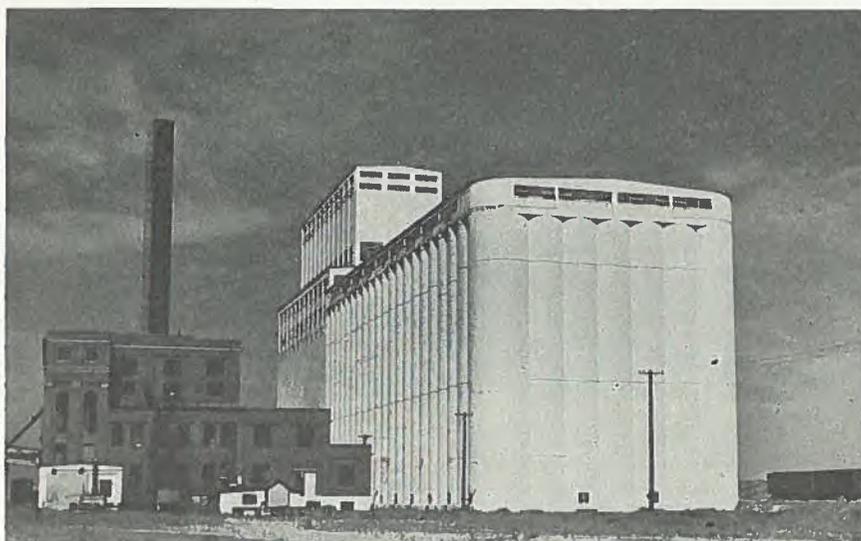
Sailing Distances Between Ports

| | Halifax | Saint John | Quebec | Montreal | New York |
|--------------------|---------|------------|--------|----------|----------|
| Antwerp | 2,759 | 3,010 | 3,146 | 3,281 | 3,310 |
| Bombay | 7,618 | 7,866 | 8,006 | 8,141 | 8,153 |
| Bordeaux | 2,647 | 2,898 | 3,034 | 3,169 | 3,279 |
| Bristol | 2,462 | 2,712 | 2,842 | 2,977 | 3,013 |
| Buenos Aires | 5,701 | 5,849 | 6,286 | 6,421 | 5,838 |
| Calcutta | 9,260 | 9,508 | 9,648 | 9,783 | 9,795 |
| Cape Town | 6,423 | 6,597 | 6,973 | 7,108 | 6,795 |
| Colombo | 8,060 | 8,308 | 8,448 | 8,583 | 8,595 |
| Hong Kong | 11,046 | 11,294 | 11,434 | 11,569 | 11,336 |
| Liverpool | 2,492 | 2,735 | 2,625 | 2,760 | 3,043 |
| London | 2,719 | 2,969 | 3,106 | 3,241 | 3,270 |
| Montevideo | 5,586 | 5,734 | 6,171 | 6,306 | 5,723 |
| Pernambuco | 3,541 | 3,689 | 4,126 | 4,261 | 3,678 |
| Rio de Janeiro ... | 4,611 | 4,759 | 5,196 | 5,331 | 4,748 |
| Singapore | 9,606 | 9,855 | 9,994 | 10,129 | 10,141 |

The distance from points in Western Canada to Liverpool is from 500 to 1,200 miles shorter via Churchill and Hudson Strait than by way of the Great Lakes and River St. Lawrence. Sailing distances from Vancouver compare favourably with those from United States Pacific Coast ports.

Chicoutimi is Smallest Harbour of Board

Chicoutimi, the smallest harbour administered by the Board serves the highly industrialized Saguenay and Lake St. John area, noted for its production of aluminum, pulp and paper, lumber and agricultural products. It is 75 miles from the mouth of the Saguenay, and the navigation season extends from the middle of April to the beginning of December. Facilities



Grain elevator at Churchill, with a capacity of 2,500,000 bushels, was designed to provide for the shipment of 20,000,000 bushels during a ten-week season.

National Film Board Photo



Halifax—Baggage awaiting inspection on the quay wall, following the arrival of a liner with returning Canadians.

National Film Board Photo

include a wharf with seven berths for ocean, lake and river vessels, and two transit sheds with 30,000 square feet of floor space.

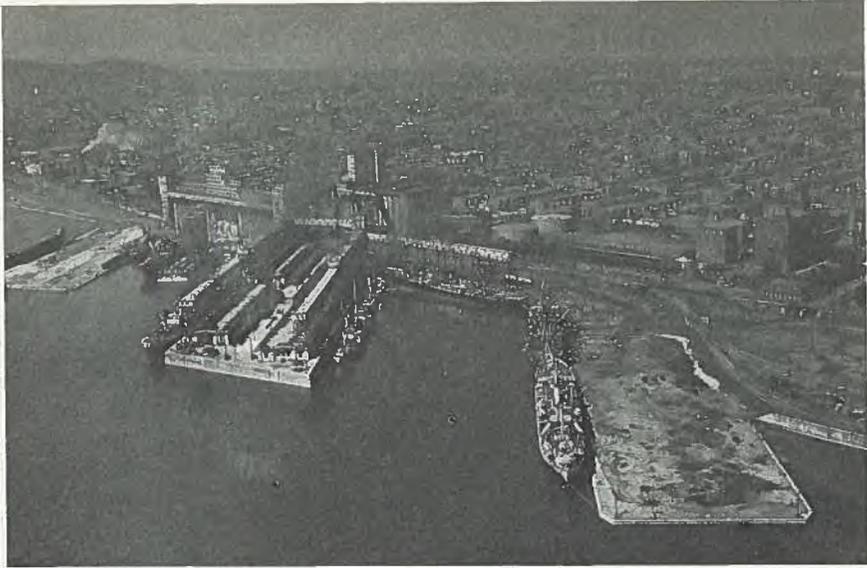
Churchill is Oldest and Newest Port

Churchill is both the oldest and newest of Western Canada's seaports. Although it was discovered in 1619 by Jens Munck, son of a Danish nobleman, it was not until September, 1931, that the harbour facilities were sufficiently developed to permit of shipments being made in large volume. With an increasing agricultural production in the Prairie Provinces, and a growing population in Western Canada, there arose a need for larger markets in which to dispose of the greater surplus of wheat in competition with other countries having surpluses. It was natural that efforts should be made to develop the shortest route to Europe, and to create an outlet on Hudson Bay for produce of the prairies. Churchill is located on the estuary of the Churchill River, and is open to navigation from early in August to the middle of October.

Facilities of the National Harbour Board at Churchill include a wharf with berthing space for four ocean vessels, one transit shed with over 82,000 square feet of floor space, and a grain elevator with a storage capacity for 2,500,000 bushels. Three ships can be loaded simultaneously, and the existing facilities are designed to handle shipments of 20,000,000 bushels of grain each season.

Halifax has Contributed to Maritime History

From the time of its founding by Cornwallis in 1749, Halifax has played an important part in maritime history. To Samuel Cunard, a merchant of that city, belongs the honour of being the first man to bridge the



Montreal—Shipping activity in the middle section of the harbour, where general cargo, grain and other bulk cargo is handled.

Photo by Spartan Air Services

Atlantic with a line of steamers. The *S.S. Britannia*, about 200 feet long and 1,154 tons gross, inaugurated the service of the British and North American Royal Mail Steam Packet Company, by which name the Cunard White Star Line of today was first known. She sailed from Liverpool on July 4, 1840, and arrived at Halifax thirteen days later.

Halifax is one of the world's finest harbours, and has an area of ten square miles that include Bedford Basin, wide turning space and virtually no currents. It is land-locked, well sheltered and is always free of ice. Facilities of the Board include wharves with 29 ocean berths, thirteen transit sheds with an aggregate floor space of 1,100,000 square feet, a 2,200,000-bushel grain elevator, a cold storage warehouse with an area of 1,655,000 cubic feet, a cattle shed with a capacity for 1,000 head, and ample heavy-lift equipment.

The ocean terminals include a quay wall with two thousand feet of berthing space and a minimum depth of water of from 43 to 46 feet and three modern sheds. Many famous ships have docked at the quay wall, including the *Queen Elizabeth*, *Queen Mary*, *Mawretania*, *Aquitania*, *Andes*, *Ile de France*, *Monarch of Bermuda*, *Pasteur* and, in November, 1941, three well-known American passenger liners, newly converted as troopships and renamed the *America*, *Manhattan* and *Washington*. Immigration quarters, with every modern convenience for the comfort and welfare of new arrivals in this country, are located on the quay wall.

Montreal Among World's Greatest Ports

From a lowly beginning in the middle of the seventeenth century, when King Louis XIV of France, in granting Montreal to his "Company of New France", reserved to the public for all time the shore of the St. Lawrence River, the Harbour of Montreal has grown from a tow path along the water front to the largest inland seaport in the world, and one of its most important ocean terminals. It is one thousand miles inland from the Atlantic Coast, and eighty miles above tidal influence. The navigation season extends from the middle of April to the beginning of December.

Ships from the sea reach Montreal through the River St. Lawrence Ship Channel, which extends 210 miles from Montreal to the South Traverse, some fifty miles below Quebec. The channel has a minimum depth of thirty feet at low water below Quebec, and $32\frac{1}{2}$ feet at low water above Quebec. When completed, it will have a minimum depth throughout of 35 feet. The minimum width is 450 feet, and between 550 and 750 feet at the bends. Vessels from the Great Lakes and Upper St. Lawrence enter the Harbour of Montreal through the Lachine Canal, the locks of which limit their size to 256 feet in length, 43.6 feet beam and 14 feet draft.

Facilities of the National Harbours Board include ten miles of wharves, with 105 berths for ocean, lake and river steamers; twenty-six transit



Montreal—Grain unloader, which tilts a box car back and forth until it is empty. The grain falls on conveyor belts that carry it to elevator bins.

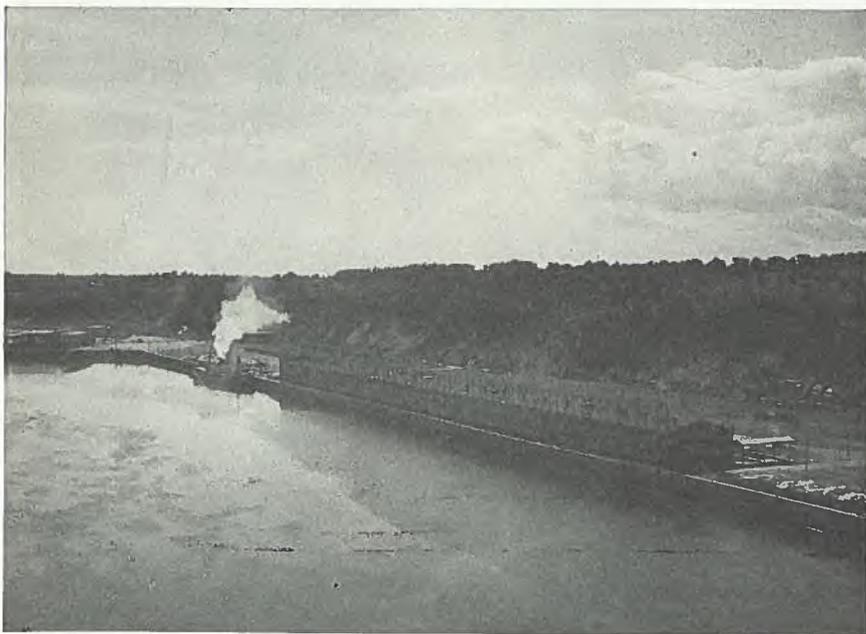
Photo by Canadian Pacific Railway

sheds, with an aggregate floor space of 2,000,000 square feet; four grain elevators, with a storage capacity of over 15,000,000 bushels and conveyor galleries connected to 27 ocean berths; a cold storage warehouse with a capacity of nearly 3,000,000 cubic feet; a floating crane capable of lifting 75 tons, and a terminal railway with sixty miles of trackage that serves every shed and berth in the harbour.

Quebec Has Proud and Historic Record

Few ports have such a proud and historic record as Quebec, to which European civilization was carried in 1535 with the arrival of three ships bearing the flag of France. Since then, the former Indian village of Stadacona has played an important part in the development of Canada. The harbour is situated at the confluence of the St. Charles and St. Lawrence Rivers, about 160 miles below Montreal. It is wide and deep, and was the western terminus of the 42,500-ton *Empress of Britain* before the war, when that liner was well known in the Atlantic passenger trade and carried the Canadian Pacific house flag into many ports around the world.

Facilities of the National Harbours Board include wharves with twenty-four berths for ocean, lake and river steamers; ten transit sheds with an aggregate floor area of 740,000 square feet; a grain elevator with a storage for 4,000,000 bushels; a cold storage warehouse with a capacity of 500,000 cubic feet and a fish house with a capacity of 1,000,000 pounds. Berths are served by a terminal railway with twenty-two miles of trackage, and there is heavy-lift equipment capable of handling 75-ton loads. The passenger and freight terminal at Wolfe's Cove has a berthing length of 4,320 feet, and a double-deck shed of 1,380 feet.



Quebec—Wolfe's Cove terminal, which has a berthing length of 4,320 feet and a double-deck shed of 1,380 feet. Their Majesties the King and Queen disembarked here on May 15, 1939, from the 42,500-ton liner *Empress of Britain*.

Photo by Spartan Air Services



Vancouver—Air view of Vancouver Harbour, fronting on Burrard Inlet. The National Harbours Board maintains three piers, a wharf and two jetties, six transit sheds, four grain elevators, storage tanks, as well as many other facilities in this port.

Photo by Royal Canadian Air Force

Saint John Among Oldest Canadian Ports

Saint John is among the oldest ports in Canada, history having recorded the arrival there in 1783 of twenty ships with nearly three thousand United Empire Loyalists. It was constituted a port of entry in 1872. The harbour

is situated at the mouth of the Saint John River, sixty miles from the Atlantic Ocean. It has an area of $5\frac{1}{2}$ square miles, is well sheltered, and is open to navigation the year round.

Facilities of the National Harbours Board include wharves with twenty ocean berths; eighteen transit sheds with an aggregate floor area of 812,000 square feet; a 1,500,000-bushel grain elevator with conveyor galleries serving nine ocean berths, and heavy-lift equipment with a capacity of 65 tons. The Canadian Pacific Railway operates a 1,000,000-bushel grain elevator, and the Canadian National Railways one of 500,000 bushels capacity. The 63 miles of harbour trackage are operated with reciprocal arrangements between the Canadian Pacific Railway on the west side and the Canadian National Railways on the east side of the harbour.

Three Rivers at Head of Tide Water

Three Rivers is situated at the confluence of the St. Maurice and St. Lawrence Rivers, midway between Quebec and Montreal and at the head of tide water. Its name was taken from the St. Maurice River, which was formerly called the "River of Trois-Rivières" because of the three large channels created by two narrow islands in its mouth. Board facilities include wharves with sixteen berths for ocean, lake and river steamers, and nine transit sheds with a floor area of 190,000 square feet. The 2,000,000-bushel elevator is owned and operated by private interests.

Vancouver One of World's Largest Natural Harbours

Vancouver is linked with the historic and romantic era of Captain George Vancouver, an English naval officer who discovered in 1792 the inlet that comprises the greater part of the harbour. The first recorded commercial use of the harbour was in 1865. The completion by the Canadian Pacific Railway of its transcontinental line from Montreal in 1886, and that of the Panama Canal in 1914 were largely responsible for the development of this port. Vancouver is one of the largest natural harbours in the world, having an area of 49 square miles, while the main section is nearly eight square miles in area. It is land-locked, free of heavy winds and ice, and open to navigation the year round.

Facilities of the National Harbours Board include wharves with eleven ocean berths; six transit sheds with a floor area of 567,000 square feet; four grain elevators with a total storage capacity of nearly 9,800,000 bushels; storage tanks with a capacity of 470,000 imperial gallons for fish and vegetable oils; open wharves, booming grounds and scow pools for the storage and shipment of lumber; a special dock with a small ice plant and freezing equipment for processing fish, and thirty-five miles of terminal railway. Other interests operate facilities that include wharves with 45 ocean berths; three grain elevators with a combined storage capacity of over 8,900,000 bushels, and 40 miles of terminal railway.

Board Has Elevators at Prescott and Port Colborne

The National Harbours Board is also responsible for the operation of grain elevators at Port Colborne and Prescott, Ontario, which are important links in the chain through which grain from the Prairie Provinces flows to the eastern seaboard. The 5,500,000-bushel elevator at Prescott is the most easterly at which large upper lake vessels may transfer their cargoes to smaller "lakers" capable of negotiating the St. Lawrence canal system. Grain is also transferred to railway cars. The 3,000,000-bushel elevator at Port Colborne, situated at the southern or Lake Erie entrance to the Welland Ship Canal, is used for the transfer of grain from upper lake vessels to smaller "lakers" and railway cars.

Stimulation of Exports to United States Concern of Canadians

Market transcends all others, in opinion of Deputy Minister M. W. Mackenzie—Investments of United States in this country, of \$2,300 millions, create live interest among Americans in Canadian economy—Hydropower development portrays progress.

STIMULATION of Canada's export trade with the United States was stressed by M. W. Mackenzie, Deputy Minister of Trade and Commerce, during an address to members of the Electrical Manufacturers' Association, meeting in Niagara Falls, Ont., on October 9. "There is much that we, as a government department, can do of service to Canadian industry," he said. "There is one market for our exports, the importance of which transcends all others, and in which trade promotion plays a lesser role. I mean, of course, the market immediately to the south of us, the United States.

"Whenever the subject of increasing our exports of manufactured products to the United States is raised, the standard bogies are thrown up of the American tariff and administration of their customs laws, which undoubtedly are the rocks on which a number of plans have foundered. I have yet to be convinced, however, that it is not possible to make substantial increases in our exports to that country. After all, United States businessmen have invested \$2,300 millions in two thousand branch plants, subsidiaries and controlled companies in this country, more than half of which are in manufacturing industries. Even in these days, when one becomes hardened to astronomical figures, that is still a substantial investment. Furthermore, during this year, although perhaps not typical, Canada will buy goods in the United States to the approximate value of \$1,800,000,000, which places us away out in front as their best cash customer. Under these circumstances, there can surely be no dispute about the real interest of American businessmen in Canada's welfare. Given that real interest and the will to see a solution developed, it does seem to me that there must be ways and means by which, particularly in the branch plant and associated company field, it should be possible so to integrate the operations of Canadian and American companies that there could be a mutually advantageous exchange of products. After all, Canada has some real advantages in the manufacturing field, not the least of which are our resources of waterpower.

Mutual Exchange Vital to Each Country

"There is practically no limit to the extent to which the Canadian people, given good times, will buy products of the United States", continued Mr. Mackenzie. "But, unless some ways can be found by which the United States will buy more of our products, it is difficult to see how we can continue to be such a valuable customer of the United States. To make progress in this direction it is obvious that there must be a real determination to make it work from both sides, but it surely is not beyond our ability, given a joint will to do it. After all, there are today industries in the two countries between which an exchange of fully manufactured products does take place—farm implements to cite an outstanding example. Then there are other cases of Canadian industries which are making substantial exports to the United States market—some in custom-built

products, but at least a few in mass-production items. These arrangements may have been made possible in part by the special circumstances of the moment, but I suggest that in large measure they are due to the fact that the management of the companies on each side of the border had the will to make a mutual exchange of products work.

"This is a subject that I suggest is worthy of most serious consideration. It is to be hoped that the I.T.O. Conference, in Geneva, will result in some real improvement in such barriers as undoubtedly do exist at the present time. I would like to repeat, however, what I have said on other occasions, that in the difficult years that lie immediately ahead of us, it is, more than ever before, our own resourcefulness that is going to count."

Claims Canada Has Amazing Future

"Given freedom from war and, equally important, freedom from the serious threat of war, there must be few people in the world who can look forward to the next ten or twenty years with as much enthusiasm and optimism as we in Canada," declared the Deputy Minister. "Viewed from any country in the world, it must seem that Canada has amazing prospects for the future. From all we hear, Canada ranks high among countries to which the unfortunate displaced persons of Europe want to come to make a new start. And, of more consequence, as a critical appraisal of our prospects, one cannot help but be impressed with the number of businessmen throughout Europe who, had they the freedom to move capital, would come here to establish themselves.

"It is quite natural, I think, that the Canadian people should be exceptionally concerned with growth, because all through our lives, and this is true even of the oldest Canadians, we have had the experience and great good fortune of living in a country that has grown even during the periods of deepest depression. The expansive force of the Canadian economy has never been completely bottled up. Though general growth may have been brought almost to a standstill, there have always been one or more directions in which a vigorous advance has continued to be made.

"When one comes to think of it, it is a marvellous thing to live in a land where one can feel that, no matter how difficult our immediate problems and outlook may be, we still have great growth ahead of us, not only for our own time but for that of our children and our children's children. That, I think, is the common conviction of the great majority of Canadians, notwithstanding the fact that, during this present period, none of us can be certain of what lies ahead in the years that will have to be traversed before we solve and overcome, or even know the full nature and magnitude of, the problems that have been left on our doorstep as a result of war.

Hydropower Development Portrays Progress

"There is probably no phase of Canada's industrial progress that presents such an amazing growth curve as that which depicts the increase in the last forty years in the total capacity of our waterpower installations. From 1900 onwards, the total installed horsepower of our waterpower developments has been climbing with a rise that is both sharp and phenomenally consistent. I know of no other industry which shows such a continuous and, at the same time, such a well-sustained record of expansion.

"If anything else were needed to give to anyone who is not familiar with the field a vivid impression of the basic development that has already taken place, and of the potential resources available for further develop-

ment, it is to be found in graphic and fascinating form in the maps issued by our waterpower authorities, showing the location of the main water sites in Canada, both developed and undeveloped. Looking at a map of this kind, the layman is not able to form any very useful opinions, but he certainly carries away the impression that we are still a long way from having reached the stage where we have to resign ourselves to a flattening out in the rate of new waterpower installations.

"The growth of the electrical manufacturing industry has, as a consequence, been similarly impressive, having increased threefold in the last twenty years its production and the employment that it provides. To me, one of the most interesting phases of this growth, having regard to my own special interest in foreign trade, is that the industry is still primarily one which serves domestic requirements. Up until 1941 the percentage of the industry's production that was exported was of the order of four to six per cent. Special wartime shipments inflated the statistics for the years 1941 through 1946, but today the comparable percentage is only between six and ten per cent. Here then is an industry which has been built up in Canada, which has come to be one of our key industries, and which, unlike many others, has not developed on an export demand. It has, however, in its development brought a substantial increase in its import demands, almost entirely from the United States, which is one of the contributing factors to the difficult problems that face us today.

"It has been well and truly said that in most cases a prosperous export trade in manufactured goods can only be built as an addition to a substantial domestic business. Exceptions to this general rule there are, of course, more particularly in some of our semi-processed materials, such as base metals, abrasives and the like. But in the field of manufactured goods generally there are few industries that can prosper in the export business unless they are at the same time carrying on an important volume of domestic business. Yet very often it is that added volume of production resulting from an export demand which makes possible the greater savings and efficiency in production for the domestic market. Canada has in the electrical manufacturing industry a proven industrial machine and proven engineering skill which is a match for that of any other country.

Canada Can Assist in Development Abroad

"Furthermore, we find today in nearly every country in the world a determination to press forward with the development of hydro-electric resources. One hears the story from Latin America, from Europe, from the Middle East and the Far East. In fact, in almost every country of the world, except those which are notably deficient in water, there is a determined effort being made towards the development of hydro-electric resources. Canada, I suggest, can and must find ways of participating in these developments. It will be to our own interest, not only because of the potential supply from Canada of engineering skill, materials and equipment, but because we, with our specialized resources and inevitable dependence on international trade, are vitally concerned with the welfare of the rest of the world.

Extensive Financial Assistance Necessary

"That brings me to the obvious question that must be in the minds of most of you that, while there can be little doubt of the demand for Canadian engineering skill, materials and equipment in various countries of the world, what good is the demand unless there can be found a means of payment for the goods and services supplied? Many of the biggest

potential power developments are in countries which can only proceed with their plans if they can obtain extensive financial assistance. Unfortunately, that is true of most of them, and they are all looking to the North American continent not only for the actual materials, but for the necessary credits. How far can we go in that direction? I, for one, don't know. It would be a brave man who would forecast the extent to which the North American continent could finance such projects. I am talking now not of the next two or three years, but of a longer period—albeit a short period in the history of our development. Certainly, the forecasts that were made early in the war of production capabilities look very small in relation to what was actually accomplished, and we are probably capable of much greater production than we have yet dreamed of. You will note, however, that I have referred to the contribution that could be made by the North American continent, because it is, I believe, crystal clear that there are severe limitations on how far Canada, proceeding alone, could go along such a course. These limitations arise not from the country's inability to balance overall exports and imports, and to provide a surplus for foreign capital investment, but because of the badly unbalanced position of our trade. Furthermore, I am not speaking particularly of credits or foreign investments made by the Government. From the point of view of the balance of payments of the country as a whole, it does not matter whether a credit is extended or a foreign investment made from public or private resources.

“Our problem arises from the fact that we are today dependent upon the United States for some 75 per cent of all the goods that we import, and for which we must pay in cash, while our exports are in large measure to countries which today are only able to buy from us because of the credits that we have extended; credits that were granted more on broad policy grounds than on commercial considerations. That extension of credit was a very necessary step in the aftermath of war, but it obviously cannot continue for any protracted period. And, until the war-torn countries are once again in production, and through the operation of convertible currencies enabled to pay for their purchases from us—or before we reach that situation, which I must say at the present time sounds like the millenium—at least until we have achieved a better balance in our trade with the United States, we will be severely hampered in the contribution that we can make towards the development of the potential hydro-electric developments in the world.

Unbalanced Position of External Trade Important

“This unbalanced position in our external trade is a matter of profound importance on Canada's whole economic position and upon our outlook for the future. The historic pattern of our trade shows a tremendous and increasing dependence on the United States for imports, and yet only a fairly steady, or if anything a falling off in the proportion of our total exports that that country takes from us. On the other side we have a serious diminution in our imports from the United Kingdom, and yet a reliance on the United Kingdom for a fairly constant proportion of an increasing volume of total exports.

“Our commodity exports to the United States have never been as great as our imports from that country, and even in prewar years the difference used to be of the order of one or two hundred millions. In the year 1929 it reached a prewar peak of \$400,000,000. It was possible for this situation to develop because there was a lengthy period in which a well-working system of multilateral payments made it unnecessary for Canada, or for any other country, to be greatly concerned with its bilateral trade

balances. The free convertibility of currencies provided us with a ready means of squaring our accounts with all countries, regardless of the size of the balance in any one direction. Now that the multilateral system of payments has suffered a serious breakdown for the second time, or perhaps one should say for the third time in the last generation, Canada and all other countries that are engaged heavily in international trade are facing a difficult stage in their affairs. The balance of trade between pairs of countries—that is, the bilateral balance—has become a matter of first importance and will remain so until the mechanism of the multilateral system has once more been placed in good order. That in itself is a tremendous and complex task, requiring measures of many different kinds. It is a job that will require time, even under the best of circumstances.

Canada's Trade Should be More Widely Diffused

"But while that job is progressing, it is, I believe, highly desirable that Canada's trade should be more widely diffused throughout the world, that our exporters should seek out new markets, and our importers new sources of supply," Mr. Mackenzie declared. "The Department of Trade and Commerce is doing what it can towards this end by such measures as the trade mission, headed by the Hon. Mr. MacKinnon, that is now in South Africa, by the strengthening of our Trade Commissioner offices throughout the world, and of our head office organization in Ottawa, and by such undertakings as the International Trade Fair, which we are sponsoring next year in Toronto. These and other activities are all part of our endeavour to strengthen Canada's foreign trading relationships, not only by stimulating exports but also by seeking out new sources of supply for materials that we must have in order to achieve a more desirable pattern in our foreign trade."

Canadian Trade Mission Due In Athens for Brief Discussions

Hon. James A. MacKinnon stressed importance of two-way trade during address to businessmen in Cairo—Egypt has products available for shipment to Canada in exchange for goods now being exported from this country.

MEMBERS of the Canadian Trade Mission to South Africa, which left Johannesburg last Tuesday, are due today in Athens, having spent half a day in Nairobi, Kenya, and two days in Cairo, Egypt, where the Hon. James A. MacKinnon held a press conference, discussed the subject of commercial relations between Canada and Egypt with government authorities and leading businessmen, and inspected the office in Cairo of the Canadian Trade Commissioner, J. M. Boyer. Three members of the party, R. C. Berkinshaw, President, Canadian Manufacturers' Association and Vice-President, Goodyear Tire & Rubber Company of Canada, Limited; James S. Duncan, President, Massey-Harris Company, Limited; and George R. Heasman, Director, Canadian Trade Commissioner Service, rejoined the Minister of Trade and Commerce in Cairo after inspecting the British Government's groundnut project in Kenya and Tanganyika. Victor M. Drury, President, Canadian Car and Foundry Company, Limited, and Arthur K. Tate, General Sales and Export Manager of that company, remained on in South Africa on business connected with that firm.

In addressing businessmen of Cairo, the Hon. Mr. MacKinnon declared that he had anticipated with pleasure the opportunity of conveying the respects of a comparatively young country to one whose ancient civilization extended beyond the annals of recorded history. He explained that the Department of Trade and Commerce had opened an office in Cairo in 1931, though one of Canada's trade commissioners, Yves Lamontagne, was seconded to the Egyptian Government from 1927 to 1930 to assist in drawing up the new Egyptian Customs Tariff, which came into operation in 1930. Since that time, trade between Canada and Egypt had increased thirteenfold, and it was believed that Canada ranked eighth among the countries supplying the needs of Egypt.

Importance of Two-Way Trade Stressed

"This increase is most gratifying," continued the Hon. Mr. MacKinnon, "but I feel that it has been too one-sided. Canadians are keenly aware that it is necessary and desirable to buy more from you. This belief in the advantages of two-way trade is a firm conviction of the Canadian Government and people. Within my own department there has been established an Import Division, whose business it is to seek out foreign sources of supply and help in establishing markets in Canada for the products of other countries.

"These are difficult days in which to carry on international trade, but the supplementary nature of our economies makes it possible to foresee an increase in the exchange of goods between us to our mutual advantage. Within a few months, Canadian locomotives should be in operation on the Egyptian State Railways, and Canadian fertilizers will be used by your farmers. I am told that Canada supplied Egypt with over 35 per cent of all the newsprint imported by your country last year, and we were able to ship you substantial quantities of foodstuffs, lumber, chemicals and machinery. We, in turn, would like to see more of Egypt's products in our shops and in our homes. Your cottons, fruits, carpets, spices, drugs and dates are products for which you might logically expect to expand your markets in Canada."

Following a reference to the Canadian International Trade Fair, to be held in Toronto next June, the Minister pointed out that it was by such positive measures that Canada was expressing its faith in the ultimate resumption of normal world trade, which is so necessary if people in all lands are to maintain and improve their standard of living. "None of us is completely self-sufficient," he said, "and it is exchanging the goods we produce for those we need that we may hope to prosper. It is my earnest hope that Egypt and Canada, together with all other nations of the world, may once again enjoy an unhampered exchange of products, so that the whole human family may progress in partnership, prosperity and peace."

Members of the Canadian Trade Mission will continue next week to Rome, Madrid and Lisbon, where the official program will end next Saturday. The Hon. Mr. MacKinnon, accompanied by Mr. Heasman and by D. W. Thomson, his private secretary, will continue to London.

"Market Place of Modern Times" Will be Discussed

Glen Bannerman, Director of the Canadian Government Exhibition Commission, will be guest speaker at a meeting of the Canadian Importers and Traders Association, which will be held in Toronto on November 6, 1947. The subject of Mr. Bannerman's address will be: "The Market Place of Modern Times".

British Foreign Trade Program Provides Some Concessions

Payment for fifty per cent of imports from Canada to be made in United States dollars and fifty per cent from credits—Price enters into consideration in making purchases and directing flow of exports—Token import plan unaffected to date.

By R. P. Bower, Commercial Secretary for Canada

LONDON, September 27, 1947.—Raw materials required for the manufacture of goods for export will have priority in the British import program over raw materials required for the manufacture of goods for domestic consumption. Reductions in the importation of newsprint and lumber may therefore be anticipated. Certain foodstuffs, such as canned salmon, apples and poultry, will be eliminated from the list of imports ahead of certain raw materials. The general inconvertibility of currencies and the shortage of dollars introduce a measure of selection, whereby imports from hard currency countries, such as Canada, will be curtailed before the importation of similar items from other countries. It is also certain that goods which come predominantly from dollar areas will be singled out for sacrifice.

These basic considerations are modified so far as Canada is concerned by the current understanding that only fifty per cent of imports from Canada need be paid for with United States dollars, the balance coming from Canadian credits. In the case of non-ferrous metals, for example, the Treasury has issued a directive to the effect that, where raw materials are obtained from hard currency countries, including Canada, other sources are to be eliminated entirely before cuts are made in supplies from Canada. This means that any savings that are to be made by reducing imports of copper will be at the expense of Chile and Mexico ahead of Canada. Price considerations, however, could alter this basic policy. The same considerations will affect the purchases of lead, zinc and aluminum.

Metal Requirements May be Maintained

This does not mean that imports of these items from Canada will not be curtailed. It is certain that the austerity program calls for a reduction in the volume of articles containing these metals for domestic consumption. On the other hand, the enlarged export program will require increased supplies of metals. In some cases, one may cancel out the other. The highly competitive position of Canadian aluminum and its role in light industry suggests that imports may be well maintained.

It may also be assumed that imports of such vital items as wheat and essential oils, bacon and cheese, which are in world-wide short supply, and are being obtained from Canada under favourable terms, will continue to the extent of available supplies. Indications are that it will be some time before the feedstuff position in other supplying countries and the agricultural development schemes of the United Kingdom materially affect the demand for these basic Canadian agricultural exports. Canadian tobacco will likely continue in good demand. As long as it remains necessary to draw on hard currency areas for requirements, indications are that the United Kingdom will absorb all that Canada can offer. The prospects are that imports of fresh apples and canned fruits from hard currency areas will not be sanctioned for between eighteen months and two

years, unless there is an almost complete crop failure next season in the United Kingdom, coupled with inability to secure requirements from soft currency sources.

Token imports have so far been unaffected, except that no further items can be added to the eligible list. The very luxury nature of token imports suggests that they present a fertile field for savings, and it would not be a surprise, especially if the situation deteriorated, if the percentage were reduced, say, from 20 per cent to 10 per cent of base period performances.

To sum up, it may be assumed that, aside from token imports, no purchases will be made from hard currency countries that can possibly be avoided, and that where purchases must be made, a preference will be shown for Canadian offerings wherever possible.

Annual Savings of \$1,032 Millions Projected

Before discussing the export program, it is helpful to review the basic task confronting the United Kingdom. Before the recent import cuts were made, the total adverse balance of payments was running at the rate of \$2,400,000,000 a year (the disequilibrium with dollar countries was \$3,200,000,000 a year). Import cuts of \$832,000,000 a year and a reduction of \$80,000,000 in expenditure abroad have reduced that figure by \$912,000,000. It is hoped to increase the savings on government expenditure abroad by \$400,000,000. If this is achieved, the total saving will be about \$1,032,000,000 a year, or slightly more than half the total adverse balance of \$2,400,000,000. This leaves a gap of \$1,168,000,000 to be bridged by increased exports and the expansion of home agricultural production.

New export targets for industry are planned to increase exports to 140 per cent of the 1938 figure by mid-1948, and by a further 20 per cent by the end of next year. The immediate objective is to increase exports by \$124,000,000 a month or by \$1,488,000,000 a year. If this target is achieved, the gap should be closed by the middle of 1948. This presupposes "an austerity existence", however. Further increases in exports during the second half of 1948 are aimed at earning \$800,000,000 to secure a total increase over the current average of approximately \$2,280,000,000. In other words, by mid-1948 exports should be running at the rate of \$6,000,000,000 a year, and by the end of the year at a rate of \$6,800,000,000. Gold and other resources of the country will have to be spun out until this equilibrium is established in 1948.

The third step in the government's plan is to increase exports still further to 175 per cent of the 1938 level, in order that the austerity program may be modified by re-introduction of many items, which of necessity must now be done without.

The emphasis in the program is upon highly manufactured goods and not upon semi-manufactured and raw materials. For example, in the textile field, planned increases in yarns are infinitesimal, whereas planned increases in fabric shipments are so large that they can only be made by a substantial increase in overall production or the robbing of the home market. Specifically cotton yarn exports, which were valued at \$1,400,000 a month in the last quarter of 1946, are to be increased to \$1,600,000 a month by the end of 1948, an increase of approximately 14 per cent. At the same time, exports of piece-goods and other manufactures of cotton, valued at \$18,400,000 per month in the last quarter of 1946, are expected to be \$31,600,000 by the end of 1948, an increase of 72 per cent. This means that Canadian industries that rely upon this country for semi-manufactured goods may expect little improvement over the next eighteen months. This must neces-

sarily be so because, if the export targets for highly finished goods are to be realized, all the raw material and semi-manufactured goods will be needed in the domestic program.

Canada Concerned in Direction of Exports

Of equal concern to Canada is the problem of directing these exports to hard currency markets and the effect this direction is likely to have on Canadian procurement. The authorities have not announced the measures they propose taking to direct exports to the countries where they must have foreign exchange. It would appear that no uniform pattern will be followed. In the case of cotton yarns, applications for export are approved where 75 per cent is destined for hard currency and Empire countries. This overriding provision does not apply to individual applications, and one firm might conceivably get an export licence for 100 per cent soft currency markets, provided that the total of all the export applications received was 75 per cent for Empire and hard currency countries.

Indications are that Canada is still falling far short of her requirements of cotton piece-goods. The implication is, therefore, that the bulk of exports is going to other destinations where higher prices prevail. It may be necessary for the authorities to discriminate against selling to Empire countries in the sterling area in favour of truly hard currency countries. The fact that statistics of export applications are kept for both Empire and hard currency destinations suggests that the authorities are watching developments with this idea in mind.

Exporters Largely Influenced by High Prices

It is too early to tell how helpful exhortations and directions will be to Canada. Exporters are attracted more by high prices than by any sincere desire to send their merchandise to areas where it will do the most good in the national interest. Furthermore, the authorities appear less energetic than they might be in routing business to Canada.

Under the import heading above, reference was made to the general inclination to buy from Canada where purchases in hard currency must be made because such purchases require to be paid for in United States dollars only up to 50 per cent of their value. If this is sound policy on imports, the converse must be true of exports where the United Kingdom derives only half the benefit in hard currency sales to Canada that she would from sales in, say, the United States. There is no evidence that such considerations have influenced the authorities here in any way, but it might account for the apathy shown to any suggestions that more vigorous efforts be made to increase the volume of merchandise shipments to Canada. Being so close to recent developments, they cannot be seen in their proper perspective. Doubtless, performances over the next few months will reveal the pattern of future trade more clearly than have events to date.

Shortage of Hotel Accommodation in London Now

London, October 14, 1947.—(FTS)—Canadian businessmen are warned that difficulty may be experienced in obtaining hotel accommodation in London during November, due to the forthcoming wedding of Her Royal Highness Princess Elizabeth and Lieut. Philip Mountbatten. Even now, it may be necessary for visitors to secure accommodation in suburban hotels and guest houses.

Canadian Trade Mission Considers Economic Conditions in Egypt

Country largely agricultural, but less than five per cent under cultivation—Population nineteen millions—Official language Arabic, but English and French used in commerce—Sales potential high in low-priced consumer goods.

By Trade Commissioner Service, Foreign Trade Service

(Editor's Note—Members of Canada's Trade Mission to South Africa arrived in Cairo on Wednesday to discuss commercial relations between Egypt and Canada. This general review of Egypt was prepared by the Trade Commissioner Service to assist prospective exporters and importers.)

EGYPT, with an area of 386,000 square miles, and equal in size to New Brunswick and British Columbia combined, is bounded on the north by the Mediterranean Sea and Palestine; on the west by Libya, on the east by the Red Sea and on the south by the Anglo-Egyptian Sudan.

The total cultivable area is 8,600 square miles, about four times the area of Prince Edward Island. The cultivable and inhabited area consists of the narrow irrigated strip along some 800 miles of the Nile, between the southern boundary and Cairo, and the Nile delta, a triangular-shaped region, having Cairo as its apex and the coast line between Alexandria and Port Said as its base. The remainder of the country consists of the Libyan Desert, the Arabian Desert, and the Sinai Peninsula, largely desert; a few thousand nomads are the only inhabitants of these waste areas. West of the Nile there are five inhabited oases. In the southwestern and eastern parts of the desert regions there are plateaux of 1,500 feet, while some peaks along the arid Red Sea coast rise to 6,000 feet. In the Sinai Peninsula there are peaks more than 8,000 feet above sea-level.

The Nile Valley, south of Cairo, is often referred to as Upper Egypt, and the delta region as Lower Egypt. Agricultural data refer often to three divisions: Lower, Middle and Upper Egypt, the Middle division consisting of the region between Cairo and Assint.

Annual Rainfall Between One and Seven Inches

The climate is very dry in the Nile Valley. In Cairo, the precipitation is normally just over one inch per annum, and the average rainfall at Alexandria is 7.5 inches. Average maximum temperatures range between 89°F. and 67°F. for September and July respectively. From May to August, temperatures as high as 109°F. in the north and 113°F. in the south are reached. The lowest temperature in the north, in February, is about 36°F., and in the south (Assint) 33°F.

Most of Nineteen Millions are Farmers

Egypt's population, according to the census of March, 1947, was 19,040,448. Of the population about 99 per cent is concentrated in the cultivable area and the towns, and about 80 per cent is engaged in agriculture. The 1937 census recorded 15,734,179 Egyptian subjects, of which 15,538,708 were stated to be Egyptians and the remainder Arabs, Armenians, Greeks, Nubians, Sudanese, Syrians, Palestinians, Turks and others with Egyptian citizenship. In addition, there were 31,523 British, 18,821 French, 47,706 Italian, 3,201 Turkish, 68,559 Greek, and 16,700 other nationals, including about 10,000 other western Europeans and 709 United States citizens. In

religion, 14,552,695 of the inhabitants were Mohammedans, 1,085,281 Coptic and Greek Orthodox Christians, 218,689 other Christians, 62,953 Jews, and 1,076 of other faiths.

The principal cities and their population (census of 1947) are: Cairo, 2,100,486; Alexandria, 928,237 and Port Said, 246,770.

Official Language Arabic

Arabic is the official language of Egypt and, legally, correspondence with the Egyptian Government should be in that language. English and French are freely used in commerce, while Greek and Italian are also in common use. Business reading matter should normally be in Arabic and English. In advertising goods for popular consumption, the high degree of illiteracy necessitates methods of publicity other than the written word.

Egypt Independent, with a Constitutional Monarchy

Egypt is a constitutional monarchy, and has functioned as an independent state since 1922. It has a hereditary monarch (Farouk I). Parliament consists of a Senate of 100 members, of whom three-fifths are nominated by the King, the remainder being elected for a period of ten years, on the basis of one senator for every 180,000 inhabitants; and a Chamber of 150 Deputies, elected for five years on the basis of one for every 60,000 inhabitants.

Bank deposits of the eight principal banks totalled £E.236,900,000 at the end of 1944, while postal savings deposits and other savings accounts totalled £E.31,704,658. Egypt's foreign trade, because of the country's position in the sterling area, is subject to controls that favour the United Kingdom and other sterling area countries. The Ministry of Finance estimated the total income of farmers for crops in 1943 at £E.185,000,000. Industrial production of finished goods was estimated at the same amount, but it overlaps the agricultural figure, as many industrial finished goods are made from farm products.

The demand for luxury goods among upper-class Egyptians and foreign residents is much the same as in Canada. However, the market for such goods is found only among a few hundred thousand people in the larger cities and towns. Egypt is primarily a price market, because the wealthy class constitutes such a small percentage of the population. The flowing long garments, shawls and wrappings, worn by many Egyptians are manufactured locally from cotton, woollen and other fabrics. European dress is worn by the upper and middle classes. Men's suits are made up by local tailors, although some retail stores deal in men's and women's ready-made clothes.

The apartment house is becoming increasingly popular among upper class Egyptians and foreign residents, although many live in modern detached houses. Central heating is at a minimum, and there has been a shortage of gas cooking and heating stoves and appliances.

Cairo and Alexandria Provide Trade Facilities

Most head offices of banks, import and export houses, manufacturing establishments and other important business enterprises are at Cairo. Alexandria is the principal port, the distribution centre for imports for a large part of the delta region, and the wholesale and exchange market for important export commodities, such as cotton, onions and eggs. There are adequate bonded and other warehousing facilities for normal trade. A free zone for facilitating transshipment, repacking and reshipping of goods to other Middle East countries is maintained under Egyptian Customs laws at Port Said.

The executive power is exercised by the King, through his Ministers, within the limits of the Constitution, the Ministry being held jointly responsible to the Chamber of Deputies. The King has the power to dissolve the lower house, and all legislation must receive his sanction.

Egypt Primarily an Agricultural Country

Of the 5,511,224 acres of land cultivated in 1944, virtually all are irrigated, about 55 per cent of the total being in the delta region. Two or more crops are produced annually in most areas, which necessitates the use of large quantities of fertilizer. Strong efforts are made to retain as much of the rich silt as possible from the waters of the Nile at flood seasons. In normal times, Egypt was thus able to fill her own needs of such food-stuffs as wheat, maize, rice and sugar, and in addition to produce the high grade cotton which is the mainstay of her economy. Before the war one-third of the area produced cotton. In 1945 the acreage planted to cotton was reduced in an effort to augment the production of food crops. The 1944 cotton crop approximated 889,200 bales of five hundred pounds which, with the seed, were valued at about \$162,000,000 (U.S.). Production of the principal crops in 1944 was as follows:

Agricultural Production in 1944

| Crop | Metric Tons | Crop | Metric Tons |
|--------------------|-------------|-----------------------|-------------|
| Sugar Cane | 2,400,000 | Beans | 322,400 |
| Maize | 1,544,060 | Citrus fruits | 255,000 |
| Wheat | 946,050 | Barley | 226,800 |
| Rice (rough) | 810,810 | Cotton (ginned) | 201,735 |
| Millet | 763,180 | Onions | 110,970 |
| Cottonseed | 354,060 | | |

Primarily an agricultural country, wartime scarcities gave considerable impetus to industrial activity in Egypt. About 40 per cent of the industrial establishments are located in or near Cairo, and most of the remainder in the delta region, principally at Alexandria.

The textile industries employ 85,000 workers in 284 establishments, capitalized at about £E.19,000,000. The cotton goods industry is the most important of the group, operating 347,000 spindles, 11,300 power looms, 1,850 knitwear and knit fabric machines. They produce annually about 30,000 tons of cotton goods and articles, with an additional 7,500 tons being made on hand looms. The woollen industry produces an estimated 1,646 tons of yarn, 1,330 tons of fabrics on 267 power looms and 2,000 tons by hand. Other textile products include rayon fabrics, made with imported yarns, 1,882 tons; rayon knit products, 617 tons; flax products 5,038 tons; linen, 2,668 tons; tow-rope, 120 tons; and gunny sacks, 3,000 tons.

The food, drink and tobacco industries have 424 establishments with 48,000 employees, and an estimated capitalization of £E.19,000,000. Included are flour mills, rice mills, sugar refineries, distilleries, breweries, wineries, confectionery enterprises, and factories producing biscuits and alimentary pastes, tobacco and cigarettes. The latest figures available for annual production are as follows: Flour, 750,000 metric tons; rice, 1,250,000 tons, refined sugar, 167,835 tons; beer, 9,360,000 hectolitres; wine and spirits, 1,000,000 litres; canned goods, 8,000 tons; dehydrated foods, 1,000 tons; biscuits, 1,440 tons; alimentary pastes, 700 tons; and tobacco and cigarettes, 9,000 tons. The miscellaneous mines and industrial companies number 443, employ about 52,000 and have an aggregate capital of £E.10,000,000.

Adequate Transportation Available

The Egyptian State Railways, by April, 1944, had 3,818 miles of main line, standard-gauge track. There are three private railways, with an aggregate of 861 miles of track. The state railways own 698 locomotives, of which 500 have been converted from coal to oil. State railways also operate 29 steam rail motor cars and 18 diesel cars, 1,464 passenger cars, 14,995 freight cars and 1,381 miscellaneous trucks.

There are more than 7,900 miles of highways in Egypt, of which at least 10 per cent are hard surfaced. Many require considerable repair due to the heavy traffic they had to bear during the war.

Misr Airwork, S.A.E., and Egyptian Air Transport Company maintains frequent services between Cairo, Assint, Alexandria, and Port Said, to Lydda Airport (Palestine), Damascus, Beirut and to the Island of Cyprus. The company's air routes are about 1,600 miles in extent. A total of 1,023,430 miles were flown in 1944, and 33,600 passengers were carried. British, American, Dutch and French airlines operate schedules from points in their respective countries and North Africa through Egypt to points in the Middle East, India, Australasia, and the Far East. British services also operate between the United Kingdom and South Africa via Egypt.

The Ministry of Communications, under a law promulgated on May 12, 1941, controls transportation on the Nile. In normal times there are six to eight passenger river steamers plying the Nile between Cairo and Aswan, a distance of about 800 miles. There is considerable freight haulage on the river and canals, especially of wheat and cotton.

Alexandria, Port Said and Suez are the principal ports. Apart from these, Egypt has but few harbours and anchorages adapted for large craft; the principal are those of Sollum and Matrich, on the Mediterranean, Tor, Abre Zenima, Zeitia, Jemsa and Hurgade, in the Gulf of Suez, and Safaga. Osier and Haliab on the Red Sea. Egyptian ports, being on important world trade routes, are visited by large numbers of vessels. Port facilities are adequate for the handling of normal peacetime traffic. Because of the dry climate, some kinds of cargo can be stored outdoors without particular damage, other than that occasioned by the heat of the sun and by pilferage.

Government Provides Communication Services

Domestic telegraph, telephone and radio communications are conducted by the Service Des Telegraphes and Telephones, under the Administration Des Chemins de Fer, Telegraphes et Telephones de l'Etat Egyptian. Telegrams to Palestine, Syria and the Sudan are also handled by this organization. Telecommunications between Egypt and other foreign countries are handled by the Marconi Radio Telegraph Company of Egypt S.A.E., associated with the Eastern Telegraph Company, Limited, a British Corporation. There were 12,000 miles of state telegraph and 445,000 of state telephone wire in 1941, and 77,099 telephones.

At Cairo there is a main government radio station of 20 kw. Programs are mainly in Arabic and are designed to reach all Egypt, as well as nearby Arabic-speaking countries. There is a much smaller station in Cairo, broadcasting mostly in English, with some programs in French or other languages for the benefit of foreign residents. There are also two small stations in Alexandria and one in Assint for local broadcasting and re-broadcasting from the main Cairo station. No advertising is broadcast. There are estimated to be 125,000 radios, of which 105,000 are officially licensed.

Import Licences are Required

Import licences are required for all goods imported into Egypt, including those from the sterling areas. Foreign exchange is automatically allocated when an import licence is granted.

Canada has no trade treaties with Egypt, specific and ad valorem rates of duty being levied without benefit of any preferential rates. In turn, Egyptian goods imported into Canada are subject to the general tariff.

Sales Potential High in Low Priced Goods

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The advertising of foreign products is handled chiefly by one large advertising agency. Most of the commercial credit business is dealt with by the banks. For information on market conditions or the names of prospective agents, Canadian firms are advised to communicate with the Foreign Trade Service, Ottawa, or the Canadian Government Trade Commissioner in Cairo.

Trade Practises Vary Slightly

During the war, all business was done on a cash basis. Before the war, importers opened credits abroad under approximately the same conditions and terms as conducted in other countries. Bills were commonly

drawn at from 30 to 120 days sight, documents against payment or against acceptance at delivery point in Egypt, depending upon the credit status of consignees and other factors.

Business hours in Cairo and other centres from October 15 to April 30 are normally from 8.30 a.m. to 1 p.m. and from 3.30 or 4.00 p.m. to 7.00 or 7.30 p.m. Egyptian Government offices are open from 8 a.m. to 2 p.m. Hours of work during the hot weather are 8 a.m. to 2 p.m. for most business establishments. Government offices in summer are open from 7.30 a.m. to 1.30 p.m. whereas retail establishments usually maintain the same hours as in the cooler months. Banks are open from 9 a.m. to 12 noon on business days throughout the year.

English or French is used for almost all correspondence having to do with foreign trade. A recent law stipulates that all communications to the Egyptian Government, except those submitted by diplomatic missions, must be in Arabic, and that books of business establishments and banks must be kept in Arabic. All commercial establishments should be registered with the Egyptian Ministry of Commerce and Industry, and the register number assigned should appear on letter heads and envelopes.

Articles, which would suffer damage from intense heat and humidity, should be adequately protected. Except for heavy lifts, most cargo at Egyptian ports is carried by longshoremen and porters. Goods receive rough handling and should be packed securely against breakage. Some commodities at specific tariff rates are charged import duty on the basis of gross weight and some on the basis of net weight.

Egypt in Sterling Area, but Uses Metric System

The monetary unit is the Egyptian pound (£E) equivalent to 100 piastres or 1,000 milliemes, and at present exchange rates equals \$4.1330 Canadian.

Egypt is in the sterling area, and exchange control follows the United Kingdom pattern, modified to suit local conditions. The Ministry of Finance, with the National Bank of Egypt acting under its authority, maintains control. The leading banks are: The National Bank of Egypt, Barclay's Bank, Banque d'Athens, Ottoman Bank, Comptoir National d'Escompto de Paris, and Crédit Lyonnais, all of which have offices in Cairo, Alexandria and Port Said. The Banque Belge et Internationale has offices in Cairo and Alexandria. Commercial loan rates range from 3½ per cent to 6 per cent per annum.

The metric system of weights and measures is the legal system in Egypt, but English weights and measures are commonly used in trade, as are many Egyptian units, which are used particularly in compiling statistics.

Chief Export is Raw Cotton

Egypt in prewar days was normally an exporter of agricultural products and an importer of industrial products, foods, fuels and fertilizers. The prewar values of her foreign trade are set forth in the following table:

Foreign Commodity Trade

(Values in £E.000's)

| | Imports | Exports |
|---------------------------|---------|---------|
| 1935 | 32,213 | 34,424 |
| 1936 | 31,486 | 32,971 |
| 1937 | 38,017 | 38,665 |
| 1938 | 36,804 | 28,587 |
| 1939 | 34,023 | 32,704 |
| Average for 5 years | 34,509 | 33,470 |

The percentage of total import and export values by articles and commodities in 1938 was as follows: Imports—textiles 19 per cent; chemicals and manufactures thereof, fertilizers, drugs and pharmaceutical products 13 per cent; foods and beverage items 12·4 per cent; fuels including coal, coke, charcoal and various petroleum products (not lubricating oil) 11·3 per cent; ordinary metals and manufactures thereof 10·3 per cent; machinery and apparatus, including electrical equipment and electrical goods 7·25 per cent and transport equipment 5·4 per cent.

Exports—Raw cotton and its by-products (cotton seed, cotton seed oil, and cotton seed cake) 84 per cent. These items were followed in order of importance by rice and other grains, onions, certain petroleum products, including benzine; phosphate of lime, bran, tobacco and cigarettes, refined cane sugar, which is largely produced from imported raw sugar; hides, salt and wool.

Geographical distribution (1938): Imports—United Kingdom, 23 per cent; Germany, 10 per cent; Italy, 8 per cent; U.S.A., 7 per cent; Belgium, 5·6 per cent; France 5·3 per cent; Netherlands East Indies, 4·7 per cent; Roumania, 3·8 per cent; Chile, 2·7 per cent; and Japan, 2·6 per cent. Exports—United Kingdom, 33 per cent, Germany, 11·7 per cent; France, 8·1 per cent; Japan 6·4 per cent; Italy, 6·1 per cent; British India, 5·4 per cent; Czechoslovakia, 3·4 per cent; Switzerland, 3·3 per cent; U.S.A., 2·5 per cent; Roumania, 2·5 per cent; and Poland, 2·2 per cent.

Principal Canadian Exports to Egypt, 1946

| | Quantity | Value \$ |
|---|-----------|--------------|
| Total, Canadian exports ..... | ..... | \$15,085,913 |
| Wheat, bus. | 5,719,818 | 8,690,352 |
| Oatmeal and rolled oats, cwt. | 7,131 | 65,375 |
| Flour of wheat, brl. | 527,728 | 4,199,082 |
| Motor vehicle casings, no. | 2,200 | 21,555 |
| Sardines, little fish in oil, cwt. | 450 | 21,000 |
| Milk prep. n.o.p., cwt. | 893 | 43,014 |
| Logs, hardwood, n.o.p., M ft. | 250 | 21,961 |
| Planks, boards douglas fir, M. ft. | 8,724 | 381,675 |
| Planks, boards, pine, M ft. | 3,419 | 270,182 |
| Planks, boards, spruce, M. ft. | 897 | 64,582 |
| Book paper, cwt. | 12,557 | 91,637 |
| Newsprint paper, cwt. | 60,056 | 221,885 |
| Books, bound or unbound ..... | ..... | 39,568 |
| Shoe machinery and parts ..... | ..... | 52,530 |
| Automobile parts ..... | ..... | 446,278 |
| Medicinal preparation ..... | ..... | 26,644 |
| Ammonium sulphate, cwt. | 16,880 | 29,118 |
| Films, motion picture, ft. | 3,356,064 | 30,989 |
| Films, n.o.p. .... | ..... | 21,581 |
| Aircraft and parts ..... | ..... | 24,054 |

Principal Canadian Imports from Egypt, 1946

| | Quantity | Value \$ |
|--|----------|-----------|
| Total, Canadian imports ..... | ..... | \$251,578 |
| Gums, amber and arabic, lb. | 600 | 124 |
| Cigarettes, lb. | 67 | 344 |
| Charcoal, animal for sugar, cwt. | 2,569 | 16,655 |
| Raw cotton, lb. | 401,531 | 170,792 |
| Carpets, oriental, sq. ft. | 899 | 1,279 |
| Waste for further preparation, cwt. .. | 517 | 2,001 |
| Waste for wiping rags, n.o.p., cwt. | 9,333 | 34,693 |
| Packages, cont. goods n.o.p. .... | ..... | 68 |
| Jewellery, n.o.p. .... | ..... | 78 |
| Articles for Consuls ..... | ..... | 25,075 |
| Canadian goods returned ..... | ..... | 200 |
| Drugs, crude, barks, flowers ..... | ..... | 269 |

Business Conditions in Newfoundland Continue Favourable Postwar Trend

Retail sales stable and wholesale trading volume increased—Revenue returns at all-time high—Sales of frozen cod fillets and salt codfish reduced—Strong demand for fish oils—Steamship services to United Kingdom and British West Indies improved—Most commodities in good supply—Living cost and standard higher.

By J. C. Britton, Commercial Secretary for Canada

ST. JOHN'S September 30, 1947.—Economic and trading conditions in Newfoundland throughout the first nine months of 1947 have been most satisfactory, having continued at the same high level of the past few years. Commercial trading has been brisk, and there has been a steady demand for the increased quantities of goods that are available, although stocks are still heavy. The volume of retail sales has been about the same as in 1946, while wholesale trading has increased.

Revenue returns for the first five months of the fiscal year 1947-48 reached the highest figure (\$20,386,652) in the country's history, being above the \$18,501,394 recorded for the same five months of the preceding year. There has been little or no unemployment in any part of the Island, and in the northern and central areas, where the two paper companies have expanded their woods operations, average earnings of workers are higher than they have ever been.

Sales of Salt Codfish Temporarily Reduced

It is expected that the cod fishery catch for 1947 will be above that of the previous year despite discouraging results from fishery operations in Labrador and northern Newfoundland. Production of frozen fillets has fallen off sharply in 1947 by comparison with that in the previous year, as there have been no shipments to the United Kingdom, and demand from the United States the principal market, has been greatly reduced. Prospects in the latter market have improved somewhat in the past few weeks as a result of the rise in meat prices.

The demand for salt codfish from established markets has been heavy and, prior to the suspension of sterling convertibility by the United Kingdom Government, quantities offered were sold at favourable prices. The bulk of Newfoundland's salt codfish is shipped to markets in the sterling area, and when the proceeds of sales to these markets were no longer convertible into dollars all trading in salted cod was brought to a standstill. The temporary suspension of sales of salted cod adversely affected general trading in all parts of the Island. The Newfoundland Government's decision to make dollars available for the remainder of 1947 to exporters of salted cod from Newfoundland to sterling markets solved the problem for the immediate future and, after a delay of three weeks, trading was resumed.

Strong Demand for Fish Oils

Final returns covering the cod fishery are not yet available, but reliable estimates indicate that the total catch of all types in 1947 will exceed 1,000,000 quintals (of 112 pounds) as against 900,000 quintals for 1946. The shore fishery, which still provides the bulk of the catch, is expected to yield 800,000 quintals, an increase as compared with 649,231 quintals in

1946. Returns for the bank fishery for 1947 are expected to approximate 150,000 quintals, up from 136,666 quintals in the preceding year. The Labrador fishery has been disappointing, and the total catch of this branch of the fishery, which consists mainly of salt bulk cod, is expected to be only 120,000 quintals as compared with 200,000 quintals in 1946.

Fish oils continue to be in strong demand and, as the production of common cod oil, whale oil and herring oil is all allocated by the International Emergency Food Council, producers have encountered no problems in disposing of the entire output at high prices. The UNRRA herring contract was concluded in July, and the total amount shipped reached 69,548 barrels (of 225 pounds), the gross value being \$938,905.50. This contract was below that of 1946, when 300,000 barrels went forward. There has been no announcement of further UNRRA or relief herring contracts, and it is likely that herring production in the forthcoming fall and winter season may be less than in recent years. Production of frozen fish fillets, principally cod, for the first eight months of 1947 was approximately 8,000,000 pounds as compared with more than 20,000,000 pounds for the same period in 1946.

Steamship Services Improved

The arrival of the new Furness-Withy liner *Nova Scotia* in St. John's on September 7 marked the reopening of the regular Liverpool—St. John's—Halifax—Boston service, discontinued during the war. The 7,500-ton vessel, carrying a cargo of 500 tons of merchandise for Newfoundland, completed the voyage from Liverpool to the port of St. John's in five days. It is expected that her sister ship, the new *Newfoundland*, will be in operation next winter, and the two vessels will maintain a fortnightly service between Liverpool and St. John's.

The Newfoundland Railway's fleet of wooden motorships, nine in all, which were constructed during the war at the government shipyards at Clarenville, have been active in recent months plying between the Caribbean and Newfoundland. At present six vessels of this fleet are at or on route to West Indies ports with fish cargoes. On their return trips the 300-ton motor vessels carry molasses, fruit, salt and general cargo for Newfoundland. The shipyard is no longer operated by the Newfoundland Government, having been sold to private interests, and vessels of this type, which proved rather expensive to construct, are no longer being built by the government. The vessels were invaluable for moving cargo to and from the country at a time when shipping space was at a premium.

Two shipments of sea-fresh Newfoundland cod fillets were transported from St. John's to the New York market by cargo plane early in September. The quality of the fish on arrival at its destination is reported to have been very satisfactory, and it is intended to move further quantities of cod fillets in this manner.

Most Commodities in Good Supply

Although the Newfoundland market has been well supplied with the most essential lines, shortages have developed in flour, barrelled beef and pork, and oils and fats for the manufacture of butterine. These are important basic items in the daily diet of the people, particularly those in the remote sections of northern Newfoundland and Labrador. The movement of supplies for the winter months to these outports places a heavy burden on existing transportation facilities, as they must be moved prior to the close of navigation, usually early in December. Accordingly they must arrive in St. John's, the chief centre of distribution, well in advance of that date.

Cost of Living Continues to Advance

The cost-of-living index for St. John's has risen steadily from 165.6 in January, 1947 (October, 1938=100) to 174.4 at the beginning of August.

The Cost-of-Living Commission, which has been investigating the position during the summer months, has completed its work, and its report is now being considered by the Newfoundland Commission of Government.

The commission, in summarizing its findings, attributes the high cost of living principally to the high prices prevailing in supplying countries, from which the bulk of the consumer goods are forthcoming; to heavy transportation charges on inward cargoes, and to the high cost of distributing supplies to a thinly scattered population. The Commission's recommendations include the maintenance and extension of present price controls, the possible lowering of freight charges on goods handled by the Newfoundland Railway, a further modification of the basis of taxation—away from import duties to direct taxation, and the bulk purchase of flour and possibly other essential foodstuffs at flat rates below present prices.

Standard of Living Higher

There has been a noteworthy improvement over the past seven years in the general standard of living in practically all sections of Newfoundland by comparison with the prewar period. The organization of the fisheries has been considerably strengthened since 1940. The output of this important industry is much more diversified, and Newfoundland is now an important world producer of frozen fillets. The activities of the two paper mills have been expanded, and the production of newsprint has increased. Advantage has, therefore, been taken of the wartime prosperity to increase productive capacity. Consumer buying habits have undergone a gradual change as increased earnings became available, and sales of better-class articles have risen.

The value of Newfoundland's foreign trade, which amounted to \$128,457,205 in 1945-46, is more than double the 1938-39 total of \$56,447,962. Since Newfoundland is vitally dependent on foreign trading and is highly vulnerable to fluctuations in supplying countries, it is difficult to forecast future trading trends with any degree of accuracy. While it is expected that there will be a reduction in the present trade volume, it is unlikely that the level for the next few years will be higher than that which prevailed prior to the war.

Trade of British Malaya Chiefly through Singapore

Singapore, August 11, 1947.—(FTS)—An interesting feature of the foreign trade of British Malaya (Singapore and the Malayan Union) is provided by a recent analysis of the value of imports and exports into and from the principal ports in the two colonies. (In the colony of Singapore the port is of the same name; in the Malayan Union the principal ports are Penang and Port Swettenham and the smaller ports are Malacca, Port Dickson, Teluk Anson, Port Weld, and Prai).

For March, 1947, imports into Singapore were valued at S\$92,327,146. In the same month direct imports into ports of the Malayan Union were S\$31,197,017. A similar, if slightly less obvious, position applies in the case of exports. Direct exports from Singapore in March reached a value of S\$76,885,463 as compared with a combined total for the Malayan Union ports of S\$49,098,108.

The foregoing figures show the dominant position of Singapore in relation to the total foreign trade of the Malay Peninsula and, in fact, of the British Colonies of North Borneo, Sarawak and Brunei, not to mention many areas in the Netherlands East Indies.

Canadian Imports, by Groups

| Main Groups | August | | | January—August | | |
|--|-------------|--------------|--------------|----------------|----------------|----------------|
| | 1938 | 1946 | 1947 | 1938 | 1946 | 1947 |
| (Millions of Dollars) | | | | | | |
| Agricultural, Vegetable Products..... | 9.7 | 24.5 | 24.2 | 82.9 | 199.8 | 229.3 |
| Animals and Animal Products..... | 2.0 | 5.1 | 6.0 | 17.2 | 41.3 | 59.1 |
| Fibres, Textiles and Products..... | 7.0 | 20.5 | 24.5 | 58.6 | 156.7 | 273.5 |
| Wood, Wood Products and Paper..... | 2.7 | 5.5 | 7.4 | 21.1 | 44.4 | 60.8 |
| Iron and Products..... | 13.8 | 43.9 | 63.7 | 113.4 | 297.4 | 495.8 |
| Non-Ferrous Metals and Products..... | 2.8 | 9.6 | 13.4 | 26.0 | 72.5 | 107.6 |
| Non-Metallic Minerals, Products..... | 11.5 | 33.6 | 42.1 | 77.7 | 199.0 | 278.6 |
| Chemicals and Allied Products..... | 2.9 | 7.1 | 8.5 | 21.4 | 61.5 | 75.6 |
| Miscellaneous Commodities..... | 4.6 | 13.4 | 14.7 | 31.3 | 131.9 | 107.8 |
| TOTAL IMPORTS FOR CONSUMPTION.. | 57.0 | 163.2 | 204.6 | 449.5 | 1,204.7 | 1,688.1 |

Canadian Imports, by Commodities

| Commodity | August | | | January—August | | |
|--|--------------|---------------|---------------|----------------|----------------|----------------|
| | 1938 | 1946 | 1947 | 1938 | 1946 | 1947 |
| (Thousands of Dollars) | | | | | | |
| Agricultural, Vegetable Products: | | | | | | |
| Fruits..... | 1,803 | 8,629 | 6,730 | 13,948 | 63,833 | 54,044 |
| Nuts..... | 152 | 908 | 664 | 1,870 | 13,772 | 16,173 |
| Vegetables..... | 106 | 264 | 453 | 5,031 | 23,460 | 19,202 |
| Grains and products..... | 1,066 | 2,061 | 2,741 | 12,379 | 9,805 | 18,853 |
| Sugar and products..... | 2,315 | 3,868 | 5,480 | 12,980 | 25,909 | 32,700 |
| Cocoa and chocolate..... | 220 | 880 | 82 | 1,329 | 3,828 | 6,707 |
| Coffee and chicory..... | 269 | 917 | 104 | 2,753 | 12,565 | 8,374 |
| Tea..... | 657 | 665 | 1,104 | 6,267 | 5,633 | 11,980 |
| Beverages, alcoholic..... | 561 | 1,109 | 1,029 | 3,639 | 7,623 | 7,595 |
| Gums and resins..... | 127 | 467 | 387 | 895 | 3,224 | 4,379 |
| Oils, vegetable..... | 1,022 | 671 | 2,359 | 8,531 | 7,611 | 15,919 |
| Rubber and products..... | 754 | 2,420 | 2,127 | 6,982 | 11,015 | 20,650 |
| Tobacco..... | 195 | 187 | 170 | 1,434 | 2,101 | 2,027 |
| Vegetable products, other..... | 406 | 1,433 | 801 | 4,845 | 9,452 | 10,688 |
| Total..... | 9,653 | 24,479 | 24,231 | 82,883 | 199,831 | 229,291 |
| Animals and Animal Products— | | | | | | |
| Fish and fishery products..... | 262 | 484 | 433 | 1,567 | 3,054 | 3,270 |
| Furs and products..... | 365 | 2,074 | 766 | 4,420 | 18,903 | 13,210 |
| Hides and skins, raw..... | 218 | 584 | 686 | 1,532 | 1,905 | 8,597 |
| Leather, unmanufactured..... | 224 | 258 | 489 | 1,665 | 2,642 | 4,458 |
| Leather, manufactured..... | 272 | 332 | 504 | 1,598 | 3,021 | 4,828 |
| Animal oils, fats, greases..... | 42 | 184 | 1,840 | 547 | 2,933 | 9,994 |
| Animals and products, other..... | 635 | 1,183 | 1,305 | 5,882 | 8,873 | 14,784 |
| Total..... | 2,018 | 5,099 | 6,022 | 17,210 | 41,331 | 59,140 |
| Fibres, Textiles and Products— | | | | | | |
| Cotton, raw and linters..... | 809 | 3,314 | 1,659 | 8,004 | 28,320 | 40,128 |
| Cotton products..... | 1,489 | 5,783 | 6,847 | 11,098 | 42,062 | 90,537 |
| Flax, hemp, jute and products..... | 691 | 1,235 | 2,953 | 5,470 | 14,501 | 24,359 |
| Silk and products..... | 586 | 318 | 456 | 4,403 | 1,956 | 5,469 |
| Wool, raw and unmanufactured..... | 540 | 3,050 | 3,481 | 6,583 | 17,061 | 21,079 |
| Wool products..... | 1,350 | 2,980 | 4,091 | 10,941 | 21,319 | 35,673 |
| Artificial silk and products..... | 350 | 1,947 | 1,959 | 2,304 | 13,136 | 25,199 |
| Textile products, other..... | 1,200 | 1,840 | 3,006 | 9,773 | 18,389 | 31,076 |
| Total..... | 7,015 | 20,466 | 24,452 | 58,577 | 156,745 | 273,521 |
| Wood, Wood Products and Paper— | | | | | | |
| Wood, unmanufactured..... | 446 | 663 | 1,641 | 3,670 | 5,167 | 12,337 |
| Wood, manufactured..... | 360 | 919 | 1,397 | 2,834 | 6,934 | 12,324 |
| Paper..... | 582 | 1,389 | 1,732 | 4,905 | 12,004 | 15,443 |
| Books and printed matter..... | 1,338 | 2,511 | 2,634 | 9,647 | 20,338 | 20,674 |
| Total..... | 2,726 | 5,481 | 7,404 | 21,056 | 44,443 | 60,779 |

Canadian Imports, by Commodities—Concluded

| Commodity | August | | | January—August | | |
|---|------------------------|--------|--------|----------------|---------|---------|
| | 1938 | 1946 | 1947 | 1938 | 1946 | 1947 |
| Iron and Its Products— | | | | | | |
| | (Thousands of Dollars) | | | | | |
| Iron ore..... | 605 | 457 | 2,068 | 1,669 | 2,115 | 7,602 |
| Scrap..... | 31 | 459 | 458 | 455 | 1,333 | 2,169 |
| Castings and forgings..... | 156 | 645 | 507 | 1,734 | 4,343 | 6,082 |
| Rolling mill products..... | 2,473 | 4,645 | 6,286 | 16,487 | 32,427 | 49,988 |
| Pipes, tubes and fittings..... | 114 | 728 | 1,144 | 1,419 | 5,360 | 8,084 |
| Wire and chain..... | 141 | 410 | 776 | 1,470 | 3,266 | 6,074 |
| Farm implements and machinery..... | 3,300 | 8,072 | 9,577 | 16,991 | 41,893 | 71,549 |
| Hardware and cutlery..... | 172 | 657 | 750 | 1,432 | 4,371 | 6,866 |
| Household machinery..... | 213 | 537 | 1,279 | 1,765 | 3,482 | 9,143 |
| Mining, metallurgical machinery..... | 510 | 443 | 1,673 | 3,696 | 4,555 | 7,882 |
| Business, printing machinery..... | 403 | 961 | 1,576 | 4,077 | 7,550 | 13,724 |
| Other non-farm machinery..... | 1,769 | 9,254 | 12,386 | 16,818 | 65,272 | 102,587 |
| Tools..... | 179 | 889 | 740 | 1,572 | 6,575 | 8,110 |
| Autos, freight and passenger..... | 464 | 3,207 | 6,683 | 9,316 | 14,035 | 46,559 |
| Automobile parts..... | 975 | 2,438 | 7,453 | 15,239 | 10,703 | 62,268 |
| Other vehicles, chiefly iron..... | 361 | 3,197 | 1,018 | 1,420 | 37,916 | 9,670 |
| Engines and boilers..... | 498 | 1,930 | 3,211 | 5,908 | 18,674 | 27,157 |
| Cooking and heating apparatus..... | 151 | 1,114 | 975 | 920 | 5,967 | 9,500 |
| Iron products, other..... | 1,316 | 3,903 | 5,110 | 11,011 | 27,609 | 40,808 |
| Total..... | 13,830 | 43,946 | 63,670 | 113,401 | 297,446 | 495,822 |
| Non-Ferrous Metals and Products— | | | | | | |
| Aluminium and products..... | 345 | 1,466 | 1,954 | 3,088 | 7,174 | 10,880 |
| Brass, copper, and products..... | 187 | 854 | 1,555 | 2,188 | 5,300 | 9,449 |
| Tin..... | 219 | 10 | 861 | 1,509 | 4,312 | 5,521 |
| Precious metals (except gold)..... | 168 | 1,357 | 685 | 1,887 | 7,696 | 8,929 |
| Clocks and watches..... | 186 | 735 | 711 | 1,355 | 5,044 | 5,677 |
| Electrical apparatus, n.o.p..... | 1,025 | 3,706 | 4,891 | 8,786 | 29,834 | 45,556 |
| Non-ferrous products, other..... | 718 | 1,503 | 2,763 | 7,210 | 13,117 | 21,612 |
| Total..... | 2,848 | 9,631 | 13,420 | 26,023 | 72,477 | 107,624 |
| Non-Metallic Minerals, Products— | | | | | | |
| Clay and products..... | 612 | 1,298 | 1,959 | 5,376 | 11,507 | 15,536 |
| Coal..... | 3,028 | 13,229 | 10,894 | 22,223 | 70,209 | 82,526 |
| Coal products..... | 204 | 1,272 | 1,335 | 2,070 | 8,282 | 8,432 |
| Glass and glassware..... | 549 | 1,739 | 1,804 | 4,147 | 13,767 | 20,021 |
| Petroleum, crude..... | 4,617 | 9,352 | 13,560 | 25,888 | 53,659 | 81,471 |
| Petroleum products, n.o.p..... | 1,395 | 3,494 | 8,739 | 10,019 | 19,893 | 46,351 |
| Stone and products..... | 583 | 1,450 | 2,074 | 4,533 | 8,703 | 11,710 |
| Non-metallic products, other..... | 475 | 1,796 | 1,782 | 3,467 | 12,976 | 12,521 |
| Total..... | 11,462 | 33,630 | 42,148 | 77,723 | 198,996 | 278,567 |
| Chemicals and Allied Products— | | | | | | |
| Acids..... | 177 | 255 | 250 | 1,049 | 2,178 | 2,395 |
| Cellulose products..... | 137 | 483 | 401 | 1,135 | 4,370 | 3,767 |
| Drugs and medicines..... | 220 | 671 | 729 | 2,398 | 6,578 | 8,543 |
| Dyeing and tanning materials..... | 318 | 873 | 819 | 2,335 | 6,335 | 6,957 |
| Fertilizers..... | 231 | 335 | 406 | 1,476 | 2,908 | 3,855 |
| Paints and varnishes..... | 294 | 601 | 1,031 | 2,264 | 6,494 | 8,625 |
| Inorganic chemicals, n.o.p..... | 804 | 1,122 | 1,160 | 4,960 | 8,225 | 8,891 |
| Synthetic resins and products..... | 60 | 1,105 | 1,108 | 538 | 9,007 | 11,756 |
| Chemical products, other..... | 648 | 1,648 | 2,605 | 5,198 | 15,453 | 20,771 |
| Total..... | 2,890 | 7,093 | 8,509 | 21,355 | 61,548 | 75,559 |
| Miscellaneous Commodities— | | | | | | |
| Films..... | 121 | 284 | 257 | 952 | 1,711 | 1,837 |
| Toys and sporting goods..... | 239 | 440 | 597 | 1,468 | 2,435 | 5,131 |
| Refrigerators and parts..... | 55 | 606 | 1,043 | 1,005 | 3,159 | 7,839 |
| Musical instruments..... | 92 | 351 | 237 | 783 | 1,682 | 3,186 |
| Scientific equipment..... | 438 | 1,084 | 1,274 | 2,913 | 8,060 | 11,057 |
| Aircraft and parts..... | 149 | 859 | 2,714 | 1,922 | 6,255 | 9,318 |
| Works of art..... | 93 | 132 | 128 | 841 | 1,254 | 1,211 |
| Canadian Tourists' purchases..... | 1,004 | 985 | 1,984 | 4,980 | 4,804 | 9,776 |
| Parcels of small value..... | 346 | 1,938 | 1,451 | 2,951 | 5,669 | 17,862 |
| Wax, mineral and vegetable..... | 39 | 220 | 152 | 267 | 2,366 | 2,082 |
| Miscellaneous consumer goods..... | 468 | 1,169 | 1,088 | 3,308 | 8,730 | 9,244 |
| Miscellaneous, other..... | 1,057 | 1,341 | 1,610 | 6,173 | 11,101 | 15,443 |
| Canadian goods returned..... | 177 | 2,976 | 842 | 1,380 | 65,544 | 4,764 |
| Non-commercial articles..... | 308 | 1,013 | 1,320 | 2,370 | 8,527 | 9,047 |
| Total..... | 4,585 | 13,398 | 14,696 | 31,314 | 131,897 | 107,798 |

Canadian Exports, by Groups

| Commodity | August | | | January—August | | |
|---------------------------------------|-----------------------|--------------|--------------|----------------|----------------|----------------|
| | 1938 | 1946 | 1947 | 1938 | 1946 | 1947 |
| | (Millions of Dollars) | | | | | |
| Agricultural, Vegetable Products..... | 12.2 | 42.9 | 49.3 | 101.3 | 358.0 | 455.7 |
| Animals and Animal Products..... | 9.7 | 41.6 | 26.2 | 73.7 | 241.9 | 208.3 |
| Fibres, Textiles and Products..... | 1.2 | 5.0 | 4.1 | 8.9 | 39.7 | 33.0 |
| Wood, Wood Products and Paper..... | 21.1 | 59.0 | 75.8 | 134.7 | 378.8 | 554.0 |
| Iron and Products..... | 4.4 | 30.9 | 20.8 | 44.2 | 170.3 | 182.8 |
| Non-Ferrous Metals and Products..... | 15.2 | 36.3 | 25.6 | 116.3 | 163.3 | 197.5 |
| Non-Metallic Minerals, Products..... | 2.1 | 5.8 | 6.1 | 15.6 | 35.5 | 46.9 |
| Chemicals and Allied Products..... | 1.4 | 6.6 | 6.0 | 13.4 | 45.5 | 56.0 |
| Miscellaneous Commodities..... | 1.7 | 14.4 | 7.3 | 14.2 | 61.2 | 52.2 |
| TOTAL DOMESTIC EXPORTS.. | 69.1 | 242.7 | 221.3 | 522.3 | 1,494.2 | 1,786.3 |

Canadian Exports, by Commodities

| Commodity | August | | | January—August | | |
|--|------------------------|---------------|---------------|----------------|----------------|----------------|
| | 1938 | 1946 | 1947 | 1938 | 1946 | 1947 |
| | (Thousands of Dollars) | | | | | |
| Agricultural, Vegetable Products— | | | | | | |
| Fruits..... | 339 | 1,456 | 1,479 | 4,216 | 3,182 | 7,805 |
| Vegetables..... | 223 | 718 | 743 | 2,185 | 8,977 | 12,659 |
| Wheat..... | 5,671 | 13,024 | 19,198 | 43,619 | 158,398 | 180,962 |
| Grains, other..... | 996 | 2,302 | 829 | 7,213 | 16,627 | 22,037 |
| Flour of wheat..... | 1,269 | 16,382 | 17,630 | 11,909 | 86,347 | 139,019 |
| Farinaceous products, other..... | 1,151 | 2,040 | 1,742 | 7,156 | 12,419 | 11,660 |
| Sugar and products..... | 250 | 339 | 1,366 | 1,438 | 1,947 | 6,066 |
| Alcoholic beverages..... | 519 | 2,451 | 1,511 | 6,387 | 23,836 | 18,472 |
| Vegetable fats and oils..... | 16 | 297 | 388 | 89 | 3,482 | 4,793 |
| Rubber and products..... | 1,557 | 1,864 | 3,197 | 9,376 | 14,642 | 22,438 |
| Seeds..... | 9 | 113 | 259 | 1,128 | 8,704 | 9,343 |
| Tobacco..... | 13 | 214 | 411 | 4,807 | 4,828 | 11,829 |
| Vegetable products, other..... | 232 | 1,697 | 598 | 1,718 | 14,621 | 8,587 |
| Total..... | 12,245 | 42,897 | 49,349 | 101,300 | 358,010 | 455,669 |
| Animals and Animal Products— | | | | | | |
| Cattle..... | 696 | 1,912 | 1,528 | 5,737 | 11,942 | 9,114 |
| Other animals, living..... | 81 | 1,979 | 330 | 956 | 3,274 | 1,036 |
| Fish and fishery products..... | 2,060 | 7,768 | 6,501 | 15,761 | 55,683 | 50,626 |
| Furs and products..... | 1,288 | 1,830 | 1,336 | 10,552 | 26,038 | 19,101 |
| Leather and products..... | 503 | 2,098 | 1,165 | 3,340 | 10,840 | 14,011 |
| Bacon and hams..... | 2,312 | 9,514 | 6,284 | 21,761 | 47,471 | 44,035 |
| Meats, other..... | 312 | 3,459 | 2,243 | 3,011 | 42,258 | 30,618 |
| Cheese..... | 1,542 | 7,062 | 1,940 | 5,153 | 10,503 | 3,462 |
| Milk products, other..... | 394 | 2,443 | 2,131 | 2,589 | 7,978 | 9,359 |
| Eggs, shell and processed..... | 7 | 2,725 | 2,064 | 146 | 19,805 | 20,671 |
| Animal products, other..... | 548 | 833 | 645 | 4,717 | 6,063 | 6,287 |
| Total..... | 9,743 | 41,623 | 26,167 | 73,723 | 241,855 | 208,320 |
| Fibres, Textiles and Products— | | | | | | |
| Cotton products..... | 205 | 894 | 939 | 1,753 | 7,106 | 6,952 |
| Flax, hemp and jute products..... | 8 | 293 | 80 | 73 | 2,129 | 848 |
| Wool and products..... | 150 | 1,676 | 786 | 808 | 15,745 | 5,571 |
| Artificial silk and products..... | 298 | 1,076 | 1,246 | 1,630 | 5,035 | 8,024 |
| Textile products, other..... | 566 | 1,024 | 1,083 | 4,666 | 9,652 | 11,638 |
| Total..... | 1,227 | 4,963 | 4,134 | 8,931 | 39,668 | 33,033 |
| Wood, Wood Products and Paper— | | | | | | |
| Planks and boards..... | 3,347 | 10,873 | 17,452 | 22,759 | 65,599 | 124,320 |
| Pulpwood..... | 2,559 | 3,972 | 4,212 | 8,805 | 18,377 | 19,030 |
| Unmanufactured wood, other..... | 1,837 | 5,809 | 6,653 | 11,526 | 30,826 | 46,800 |
| Wood pulp..... | 2,833 | 9,391 | 15,208 | 18,095 | 73,437 | 113,177 |
| Manufactured wood, other..... | 212 | 570 | 606 | 2,026 | 5,106 | 5,209 |
| Newsprint paper..... | 9,622 | 25,248 | 29,049 | 65,369 | 167,869 | 221,263 |
| Paper, other..... | 606 | 2,564 | 2,305 | 5,441 | 13,591 | 20,244 |
| Books and printed matter..... | 86 | 613 | 311 | 606 | 4,025 | 3,946 |
| Total..... | 21,102 | 59,040 | 75,796 | 134,687 | 378,830 | 553,989 |

Canadian Exports, by Commodities—Concluded

| Commodity | August | | | January—August | | |
|---|---------------|---------------|---------------|----------------|----------------|----------------|
| | 1938 | 1946 | 1947 | 1938 | 1946 | 1947 |
| (Thousands of Dollars) | | | | | | |
| Iron and Products— | | | | | | |
| Iron ore..... | | 759 | 894 | | 2,101 | 3,282 |
| Ferro alloys..... | 60 | 820 | 1,408 | 695 | 6,549 | 13,965 |
| Pigs, ingots, blooms, billets..... | 6 | 5 | 585 | 2,166 | 3,147 | 3,542 |
| Rolling mill products..... | 631 | 483 | 919 | 3,788 | 5,232 | 5,763 |
| Locomotives and parts..... | | 2,375 | 1,692 | 236 | 20,732 | 13,718 |
| Farm machinery and implements..... | 554 | 2,126 | 3,251 | 6,386 | 21,483 | 28,257 |
| Hardware and cutlery..... | 344 | 682 | 405 | 1,467 | 2,840 | 3,932 |
| Machinery (except farm)..... | 720 | 1,598 | 2,846 | 6,851 | 8,767 | 24,948 |
| Automobiles, freight..... | 538 | 3,758 | 1,918 | 5,407 | 33,536 | 29,352 |
| Automobiles, passenger..... | 899 | 2,717 | 2,481 | 11,289 | 8,279 | 22,918 |
| Automobile parts..... | 158 | 1,367 | 1,290 | 2,007 | 15,707 | 13,056 |
| Railway cars and parts..... | | 8,260 | 9 | 12 | 24,886 | 1,019 |
| Iron products, other..... | 477 | 6,004 | 3,136 | 3,935 | 17,064 | 19,019 |
| Total..... | 4,388 | 30,954 | 20,833 | 44,241 | 170,323 | 182,769 |
| Non-Ferrous Metals and Products— | | | | | | |
| Aluminium and products..... | 2,075 | 14,035 | 5,458 | 14,614 | 33,869 | 41,926 |
| Brass and products..... | 100 | 634 | 257 | 676 | 2,504 | 2,200 |
| Copper and products..... | 4,261 | 4,983 | 5,070 | 33,506 | 25,223 | 35,129 |
| Lead and products..... | 992 | 1,380 | 1,936 | 5,732 | 11,377 | 19,124 |
| Nickel..... | 3,968 | 6,844 | 6,000 | 33,967 | 37,423 | 40,830 |
| Precious metals, except gold..... | 2,564 | 3,265 | 1,805 | 16,119 | 12,414 | 16,738 |
| Zinc and products..... | 580 | 2,191 | 2,289 | 6,829 | 18,511 | 20,136 |
| Electrical apparatus, n.o.p..... | 347 | 1,653 | 1,323 | 2,876 | 16,059 | 13,141 |
| Non-ferrous products, other..... | 300 | 1,355 | 1,451 | 2,014 | 5,880 | 8,249 |
| Total..... | 15,188 | 36,345 | 25,589 | 116,332 | 163,260 | 197,471 |
| Non-Metallic Minerals, Products— | | | | | | |
| Asbestos and products..... | 1,136 | 2,464 | 2,595 | 7,899 | 15,382 | 20,796 |
| Coal..... | 146 | 593 | 712 | 968 | 3,434 | 2,758 |
| Petroleum and products..... | 118 | 613 | 317 | 483 | 2,555 | 3,870 |
| Abrasives, artificial, crude..... | 241 | 1,010 | 920 | 2,800 | 7,368 | 9,009 |
| Non-metallic products, other..... | 500 | 1,156 | 1,602 | 3,416 | 6,775 | 10,465 |
| Total..... | 2,141 | 5,836 | 6,145 | 15,567 | 35,514 | 46,898 |
| Chemicals and Allied Products— | | | | | | |
| Acids..... | 107 | 210 | 323 | 818 | 1,392 | 2,287 |
| Medicinal preparations..... | 124 | 634 | 353 | 987 | 3,662 | 2,722 |
| Fertilizers..... | 356 | 2,849 | 2,172 | 5,487 | 21,630 | 22,505 |
| Paints and Varnishes..... | 77 | 524 | 592 | 599 | 2,606 | 4,832 |
| Calcium compounds..... | 40 | 167 | 221 | 319 | 2,340 | 1,351 |
| Soda and sodium compounds..... | 340 | 396 | 248 | 2,673 | 2,884 | 3,634 |
| Chemical products, other..... | 349 | 1,825 | 2,115 | 2,510 | 11,012 | 18,647 |
| Total..... | 1,394 | 6,605 | 6,025 | 13,393 | 45,526 | 55,978 |
| Miscellaneous Commodities— | | | | | | |
| Toys and sporting goods..... | 86 | 204 | 135 | 300 | 955 | 1,220 |
| Films..... | 215 | 195 | 229 | 758 | 1,752 | 2,206 |
| Ships and vessels..... | | 3,244 | 2,333 | 188 | 9,824 | 8,836 |
| Aircraft and parts..... | 110 | 385 | 251 | 2,665 | 4,387 | 4,527 |
| Electrical energy..... | 359 | 596 | 570 | 2,777 | 4,935 | 3,869 |
| Miscellaneous consumer goods..... | 181 | 1,286 | 690 | 1,294 | 5,385 | 8,109 |
| Miscellaneous other..... | 466 | 1,162 | 1,181 | 2,660 | 5,260 | 8,768 |
| Donations and gifts..... | | 6,277 | 880 | | 22,670 | 7,788 |
| Non-commercial articles..... | 266 | 1,074 | 992 | 1,526 | 6,008 | 6,881 |
| Total..... | 1,684 | 14,422 | 7,260 | 14,167 | 61,177 | 52,203 |

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.

German Industrial Plants Made Available As Reparations to the Western Allies

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.

1067—Espenlaub Flugzeubau at Wuppertal-Langerfeld: This firm was engaged in the production and repair of gliders and light aircraft prior to the war. During the war years the plant produced aircraft spare parts and repaired military aircraft. A subsidiary producing furniture was moved from Riga back to the parent plant and that plant's machinery is included in the inventory. Machinery includes engine lathes, turret lathes, high tension transformers, portable pneumatic drills, circular saws, cylindrical sand-papery machines. War damage is slight. (Bid date, Nov. 3).

1387—Wilhelm Bormann at Lüstringen/Hannover: Equipment used in the manufacture of aircraft components offered for reparations. The plant did not suffer any war damage but some parts are missing. Machinery includes one drilling machine, cylindrical grinding machine, turret lathes, vertical milling machines, etc. (Bid date, Nov. 3).

1389—Arntzen-Leichtbau K.G. at Brackwede/N.-Rhein-Westf: This firm, prior to the war, specialized in the manufacture of aluminum products; during the war, in the manufacture of parts for aeroplane mines and other service equipment. The whole plant is offered for disposal. Machinery includes Norton lathes, spindle lathes, turret lathes, horizontal milling machines, engraving machine. War damage is slight. (Bid date, Nov. 3).

1392—W. Eduard Puck at Hamburg: Prior to the outbreak of war, the plant manufactured small parts for cars and oil filters and, during the war, made in addition small detail work for airframes. Since the war, the firm has been carrying out repairs to medical instruments and manufacturing refrigerator spares and lamp shades. Whole plant is offered for disposal. Machinery includes spinning lathes, etc. (Bid date, Nov. 3).

1393—Metallwarenfabrik Theodor Klatté at Weener/Ems/Hannover: That part of this metal-working factory which was engaged in the production of engine cowling and radiators for aeroplanes is offered for disposal. Machinery includes hydraulic presses, drilling machine, turret lathes, engine lathes. War damage is slight. (Bid date, Nov. 3).

1396—Walther G. H. Finger at Wrestedt b. Uelzen/Hannover: The plant manufactured railway heating and water fittings, well pumps and filling machines for mineral bottles before the war. During the war, parts for aircraft and submarines were produced, and since the capitulation, the firm has been engaged in the repair of agricultural machinery. The whole plant is offered for disposal. Machinery includes engine lathes, turret lathes and brass finishing lathes. There is no war damage. (Bid date, Nov. 3).

1405—Bever & Klophaus G.M.B.H. at Schwelm/N.-Rhein-Westf: This plant produces box door locks, lever locks and mortise door locks. The machine tools for making locks are available for disposal. They include high capacity shapers and horizontal milling machines. (Bid date, Nov. 3).

1473—Hans Preis G.M.B.H. at Hameln/Hannover: This factory was built in 1940 and is now engaged in the repair of agricultural machinery and production of textile machinery. The whole plant is offered for disposal. Machinery includes engine lathes, milling machines, hardness testing machines for steel and single purpose lathes. War damage is heavy. (Bid date, Nov. 3).

1475—Otto Rittinghaus & Sohne at Vosswinkel/Ruhr/N.-Rhein-Westf: Before the war this plant was engaged in producing dies for pressing and stamping purposes; this work has been resumed. Machinery includes engine lathes, milling machines, etc. War damage is negligible. (Bid date, Nov. 3).

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)

Montreal—October 20—November 3.

Granby—November 4.

M. T. Stewart

(Canadian Trade Commissioner, New York)

Toronto—October 9-23.

Winnipeg—October 25-27.

Vancouver—November 3-8.

Victoria—November 10.

Ottawa—November 17-21.

Montreal—November 24-29.

"ABC of Canadian Export Trade"

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

Trade and Tariff Regulations

Australia Recalls Dollar Import Licences for Review and Revalidation

With reference to the notice in the September 13th issue of *Foreign Trade*, reporting that Australia was undertaking measures to reduce that country's dollar expenditures, Mr. C. M. Croft, Canadian Commercial Counsellor at Sydney, cabled October 8 that the Australian Government had recalled for review all import licences for goods from dollar countries, including Canada, with the exception of licences covering tobacco, newsprint, films, petrol, and textiles which were recently revalidated. This action was taken in order to evaluate commitments on goods covered by these licences with a view to deciding what further steps, if any, might be necessary to conserve dollars. Licences not presented for review on or before October 21 would no longer be regarded as valid.

In a further cable of October 10, Mr. Croft advises that no formal statement has been made respecting conditions under which licences recalled for review will be revalidated, but it was understood that licences for goods in transit will be confirmed, and where irrevocable letters of credit have been established, including telegraphic transfers and drafts in the name of supplier, licences will be revalidated if goods will reach Australia before expiry date. While no definite information was available regarding licences under which firm orders have been placed and confirmed, he was given to understand that, in most cases, these too will be revalidated, provided it was shown licences were secured on true basis of availability of goods.

Argentine Exchange and Import Control Regulations Revised

Buenos Aires, September 22, 1947.—(FTS)—The Banco Central announced on September 2 a relaxation of the complete prohibition of the issue of exchange permits which was imposed in August (*Foreign Trade*, September 20, 1947). A further announcement was made on September 17, extending the list of goods for which applications for exchange permits may be considered. The list now covers goods in the following general categories:

1. Products which are indispensable to assure the health of the population and prevent the spreading of cattle or agricultural plagues;
2. Raw materials necessary to the country's basic productive activities, national defence, building industry or others which employ a large number of workers, or which are used in industries which produce an exportable surplus which is subsequently a source of foreign exchange to the country;
3. Materials required to facilitate distribution or transportation of national products, or those which are necessary to maintain or improve public services; and
4. Goods or articles which are necessary to supply the country's basic cultural requirements or of popular consumption, which are not produced in the country, or only produced in such small quantities that this does not fulfil the local demand.

The announcement is accompanied by a detailed list, designating the tariff item numbers of the goods which are classified in the foregoing categories. The list includes about 800 tariff items, of which nearly three-quarters are in the drug and chemical section. The complete list is on file in the Foreign Tariffs Section, Department of Trade and Commerce, Ottawa.

For the purpose of applying the above facilities the exporting countries are divided into two categories:

Trade and Tariff Regulations—Continued

The first group is made up of Bolivia, Chile, Paraguay, Peru, Uruguay, Brazil, the French franc area, the Belgian franc area, and the "peseta" area. Exchange permits for goods included in the prescribed categories, to be imported from any of these countries, will be granted immediately on presentation and will not be subject to prior study.—The importation of non-essential goods will be permitted from countries in this group provided that there is a surplus of exchange left over after all essential imports have been covered.

The second group consists of the rest of the world (and, therefore, Canada). Importations from countries in this group will be limited to goods in the prescribed categories and application for exchange permits will be subject to prior study.

The Banco Central, in a circular of September 22, 1947, has ruled that, when an exchange permit expires following the actual loading of goods in port of origin, or when the goods are actually in transit, customs and reception authorities will permit clearance of the goods through customs, provided that it can be proved that the goods were actually loaded at the time when the permit was still valid—to which end the respective bills of lading will suffice—and that clearance is commenced within 15 days following the arrival of the goods.

Belgian Decree Affects Importation of Fruits and Plants

Brussels, October 2, 1947.—(F.T.S.)—By a royal decree published August 11, 1947, imports of fresh fruits and living ligneous plants into Belgium must be accompanied by a certificate issued by the phytological department of the country of origin stating that the "pou de San Jose" (*aspidiotus perniciosus*) is non-existent in the country, or, that the shipment has been inspected by the said department and found to be free from the pest. Shipments will be refused entry if not accompanied by the prescribed certificate unless an examination, carried out by the Belgian authorities at the cost of the importer, proves absence of the pest or, if even accompanied by the certificate, are recognized by the Belgian authorities to be contaminated. Entry will also be refused if the products are materially damaged.

It should be noted that neither the seeds nor the underground parts of the plants are affected by the foregoing regulation.

Ceylon Extends Validity of Individual Import Licences

With reference to the notice in *Foreign Trade* of October 4, 1947, page 633, the Department has received a copy of a notice of September 19 issued by the Controller of Imports, Ceylon, containing a list of goods originating in all countries outside the sterling area for which import licences issued prior to August 22, 1947, are cancelled, effective as from September 19. Licences will, however, be revalidated to permit shipment of such goods from the country of origin direct to Ceylon on or before October 31, 1947.

The following are among the goods listed: iron and steel office equipment and safes; iron and steel hollow-ware; crown corks; some glass and glassware; cutlery; photographic instruments, appliances and apparatus; torch bulbs; electric lighting accessories and fittings; batteries (except splashproof for motor vehicles); other electric goods and apparatus; wireless goods and apparatus; refrigerators and refrigerating machinery; sewing

Trade and Tariff Regulations—Continued

machines; unspecified kinds of machinery; lawn mowers; textile manufactures, unspecified kinds; acids (excluding acetic, formic and sulphuric); disinfectants, insecticides and weedkillers; sodium bicarbonate; soap; certain oils, fats and resins; belt paste and belt dressing; most kinds of packing and wrapping paper; tissue paper; some other paper; exercise books in paper covers; unspecified manufactures of rubber; small arms; brooms and brushes; roofing felt; gas mantels; imitation jewellery and haberdashery; lamps and lanterns; musical instruments and parts and accessories; oil and floor cloth; cosmetics, powder and toilet requisites; toothpaste; perfumed spirits; pictures and prints; stationery (excluding paper and ink); umbrellas; and manufactured goods not specifically provided for in the Ceylon tariff.

A copy of the complete notice is on file in the Foreign Tariffs Section, Department of Trade and Commerce, Ottawa.

Ceylon Cancels Open General Licences

Bombay, September 27, 1947.—(FTS)—A notice in the Ceylon Government *Gazette* of September 19 supersedes the notice which appeared in the *Ceylon Gazette* of August 30 (*Foreign Trade*, September 20, 1947, page 537), and announces revised regulations regarding the cancellation of Open General Licences Nos. 2 and 8. The text of the new notice is as follows:

“Importers are hereby informed that:

(a) All goods which were included in Open General Licences Nos. 2 and 8 will be exempted from import licences on production of proof to the satisfaction of the Principal Collector of Customs that these goods had been shipped from the country of origin on or before September 10, 1947;

(b) Licences for all goods, other than most essential goods, previously included in Open General Licences Nos. 2 and 8 and in respect of which orders had been accepted prior to August 22, 1947, will be granted so as to permit of shipment of such goods from the country of origin on or before October 31, 1947;

(c) Where an irrevocable letter of credit with validity extending beyond October 31, 1947, has been opened in respect of any goods, other than most essential goods, previously included in Open General Licences Nos. 2 and 8, import licences in respect of such goods will be issued to permit of shipment of the goods before the expiration of the letter of credit.

(d) Licences for most essential goods previously included in Open General Licences Nos. 2 and 8 will be granted without any limitation in regard to the date of shipment.

Orders placed after August 22, 1947, for goods previously included in Open General Licences Numbers 2 and 8 must be covered by an individual import licence if the goods originate from countries outside the sterling area. Pending a decision relating to imports from all sources, licences will not be issued for any but the most essential requirements from countries outside the sterling area.”

Chilean Tariff Rates Increased

Santiago, September 22, 1947.—(FTS)—The Chilean Ministry of Finance, by a decree published in the *Diario Oficial*, has announced increases in the duties on many Chilean tariff items, to go into force

Trade and Tariff Regulations—Continued

on October 1, 1947. The changes take two forms. In the case of 427 items, the duties that will henceforth apply are the "basic" rates which were in force prior to January 1, 1935, instead of the "modified" duties applicable since that date. This means an increase of about one-third in the current rates of duty. On 1,095 items, entirely new rates of duty have been established which, in most cases, are nearly double the former rates. No change is made in the remaining 450 items. Details of the tariff changes are on file in the Foreign Tariffs Section, Department of Trade and Commerce, Ottawa.

Iran Revises Marine Insurance Requirements

Cairo, September 24, 1947.—(FTS)—An Iranian decree of February 3, 1947, requires officers of the Customs Administration to demand, before authorizing goods to be exported, a copy of the insurance policy showing that the goods covered by the permit have been insured in Iran. This requirement was modified by a decree of May 31, 1947, which stated that this provision does not apply to export commodities which sell readily abroad, or which belong to foreign merchants, it being permitted to insure such products with any insurance company. Other exports commodities must be insured with an Iranian insurance company.

Under the decree of May 31, 1947, all goods imported into Iran must be insured by any of the insurance companies registered in Iran. Authorized banks are obliged, when opening credits for the purchase of goods, to demand from merchants who apply for permission to open such credits, the production of the insurance policy and to open credit required only when the policy has been produced.

Malayan Union Revises Import Control Policy

Singapore, September 13, 1947.—(FTS)—As a sequel to the dollar crisis in the United Kingdom, a stringent scrutiny of applications to import goods from all sources is being carried out by the Import and Export Department of the Malayan Union. The Acting Controller of Customs, on September 12, issued a notice to the effect that all "A.P." licences approved for the importation of goods from whatever source into the Malayan Union must be submitted to the issuing officer for scrutiny and revision on or before October 9. All "A.P.'s" not submitted by that date will be treated as cancelled.

The notice states further that it should be clearly understood that the recall of these A.P.'s does not mean that they will be automatically cancelled. It is the intention to confirm all A.P.'s covering goods for which definite orders have been placed and for the payment of which irrevocable credits have been opened on or before September 12, 1947, irrespective of the origin of such goods. A.P.'s will continue to be granted in respect of goods of proved essentiality.

New Zealand Position on 1947 Import Licences Clarified

Reference the notice in the September 27 issue of *Foreign Trade*, reporting the re-approving of New Zealand import licences, further advice has been received that, if it is established that the orders covered by 1947 import licences on dollar countries were actually placed prior to September

Trade and Tariff Regulations—Concluded

18 and the goods can arrive in New Zealand before the end of the calendar year, existing licences will then be endorsed and the funds made available.

In actual fact, practically every order on 1947 licences had been placed well before September 18, but the limiting factor is the arrival of the goods in New Zealand by the end of the year. In this regard, a further ruling has been given that, if the ship on which the goods are travelling arrives at its first port of call in New Zealand by December 31, all goods in that ship will be presumed to have arrived in 1947, even though the goods may be discharged at other New Zealand ports in 1948.

Venezuela Revises Duty on Many Products

Caracas, September 8, 1947.—(FTS)—A resolution of the Venezuelan Ministry of Finance, effective July 15, 1947, revised duties on a number of products. The new rates on some goods of interest to Canada are, in bolivares per kilogram gross weight (former rates in brackets) are: Unmanufactured artificial plastic materials, 0·05 (0·40); same, semi-manufactured, 0·20 (not previously specified); tubes, connections, taps and unions of artificial plastic materials, 0·005 (0·20); belts for the transmission of motion, 0·05 (1·20); fountain pens and mechanical pencils, 0·05 plus 25 per cent ad valorem (4·00); knocked down structures, 0·001 (not previously specified). A resolution effective August 5, 1947, amended the duties on tires and tubes as follows: Tires of sizes 600 x 20, 650 x 20, 700 x 17, 700 x 20, 750 x 17, 900 x 18, 825 x 20, 900 x 20, 1000 x 18, 1000 x 20, 1100 x 20, 750 x 20, C.D.10, C.D.12, C.D.17, C.D.22, and C.D.28-0·80 (1·00); inner tubes of the foregoing sizes, 0·05 (1·00); tires and inner tubes of sizes 550 x 16, 525 x 17, 550 x 17, 525 x 18, 550 x 18, 600 x 16, 600 x 18, 625 x 16, 650 x 16, 700 x 15, 750 x 16, 1·00 (unchanged); tires and tubes of other sizes, 0·05 (1·00).

Political Unrest in Nicaragua Affects Financial Affairs

Guatemala City, September 19.—(FTS)—Political unrest which has developed in Nicaragua since the ousting of the constitutional president last May by a military coup d'etat has had a serious effect on the financial affairs of the country. A report issued by the Trade Control Commission shows the total value of imports authorized up to August 31 at \$17,910,367. Of this total, merchandise paid for and received up to that date amounted to \$13,076,410, leaving import permits already granted and awaiting despatch to the amount of \$4,833,956. In view of this, the Commission has decided to declare as superfluous all imported merchandise and to suspend temporarily from September 11 the issue of import licences. A fairly authoritative source reveals that exchange to the value of only \$69,000 is available for overseas payments for the next three months and that, although some payments are being authorized, the amounts are small.

By December it is hoped that the crops will have been harvested and ready for export. There is a good coffee crop, estimated at about 400,000 bags. Sesame seed is plentiful, and apparently in good demand. Gold has now taken first place in importance in the country's exports. However, this hope of a better position at the beginning of next year is still subject to the political situation. The coffee crop must be collected and prepared in an extremely short period of time, and there is the possibility of a scarcity of labour should a revolution occur.



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 18-27 | <i>Cargill</i> | Elder Dempster |
| Lourenço Marques.. | November 1-10 | <i>Cottrell</i> | Elder Dempster |
| Lourenço Marques.. | November 10-22 | <i>Langleecrag</i> | Elder Dempster |
| Beira..... | October 18-22 | <i>Empire Wallace</i> | Elder Dempster |
| Beira..... | October 18-27 | <i>Cargill</i> | Elder Dempster |
| Beira..... | November 10-22 | <i>Langleecrag</i> | Elder Dempster |
| Africa-South— | | | |
| Cape Town..... | October 18-27 November 1-10 November 10-22 | <i>Cargill</i> <i>Cottrell</i> <i>Langleecrag</i> | Elder Dempster Elder Dempster Elder Dempster |
| Port Elizabeth..... | | | |
| East London..... | | | |
| Durban..... | | | |
| Argentina— | | | |
| Buenos Aires..... | October 17-20 | <i>Fort Columbia</i> | Furness Withy |
| Buenos Aires..... | October 23-25 | <i>Robert Lansing</i> | Montreal Shipping |
| Buenos Aires..... | Oct. 29-Nov. 2 | <i>Royal Prince</i> | Furness Withy |
| Buenos Aires..... | November 8 | <i>Clara Barton</i> | Montreal Shipping |
| Australia— | | | |
| Adelaide..... | October 15-24 | <i>Cufic</i> | Montreal Australia New Zealand Line |
| Geelong..... | | | |
| Melbourne..... | | | |
| Sydney..... | | | |
| Belgium— | | | |
| Antwerp..... | October 17-21 | <i>Harpefjell</i> | Brock Shipping |
| Antwerp..... | October 18 | <i>Prins Alexander</i> | Shipping Limited |
| Antwerp..... | October 18-25 | <i>Kent County</i> | Canada Steamships |
| Antwerp..... | October 23 | <i>Prins Willem IV</i> | Shipping Limited |
| Antwerp..... | October 25 | <i>Trimont</i> | Montreal Shipping |
| Antwerp..... | October 27 | <i>Mont Rolland</i> | Montreal Shipping |
| Antwerp..... | October 28 | <i>Kent County</i> | Canada Steamships |
| Antwerp..... | Oct. 26-Nov. 2 | <i>Twickenham</i> | Cunard Donaldson |
| Antwerp..... | October 31 | <i>Marchdale</i> | March Shipping |
| Antwerp..... | November 1-5 | <i>Brant County</i> | Canada Steamships |
| Antwerp..... | November 3-6 | <i>Sein</i> | Furness Withy |
| Antwerp..... | November 5 | <i>Ravnefjell</i> | Brock Shipping |
| Antwerp..... | November 10 | <i>Hedel</i> | Shipping Limited |
| Antwerp..... | November 10-15 | <i>Beckenham</i> | Cunard Donaldson |
| Antwerp..... | November 15-22 | <i>Kent County</i> | Canada Steamships |
| Antwerp..... | November 19 | <i>Marchcape</i> | March Shipping |
| Antwerp..... | November 30 | <i>Mont Sandra</i> | Montreal Shipping |
| Antwerp..... | November 30 | <i>Actor</i> | Montreal Shipping |

Departures from Montreal—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|----------------------------|-----------------|-----------------------|-----------------------|
| 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 23-25 | <i>Robert Lansing</i> | Montreal Shipping |
| British Honduras— | | | |
| Belize..... | October 27-31 | <i>Benny</i> | Saguenay Terminals |
| Ceylon— | | | |
| Colombo..... | October 20-27 | <i>Gulfside</i> | March Shipping |
| Colombo..... | October 27-28 | <i>City of Lyons</i> | McLean Kennedy |
| Colombo..... | November 5 | <i>Islandside</i> | March Shipping |
| Colombo..... | November 20 | <i>City of Agra</i> | McLean Kennedy |
| China— | | | |
| Shanghai..... | October 20-27 | <i>Gulfside</i> | March Shipping |
| Shanghai..... | November 30 | <i>A Ship</i> | McLean Kennedy |
| Colombia— | | | |
| Barranquilla..... | October 27-31 | <i>Benny</i> | Saguenay Terminals |
| Denmark— | | | |
| Copenhagen..... | October 21-28 | <i>Svanholm</i> | Swedish American Line |
| Egypt— | | | |
| Alexandria..... | November 5 | <i>Islandside</i> | March Shipping |
| Port Said..... | October 27-30 | <i>Java Mail</i> | Cunard Donaldson |
| Suez..... | | | |
| Elre— | | | |
| Dublin..... | October 20-26 | <i>Fanada Head</i> | McLean Kennedy |
| Finland— | | | |
| Helsinki..... | October 21-28 | <i>Svanholm</i> | Swedish American Line |
| Fiume (Rijeka)..... | October 17-20 | <i>Radnik</i> | Furness Withy |
| France— | | | |
| 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 3-6 | <i>Sein</i> | Furness Withy |
| Le Havre..... | November 15-22 | <i>Kent County</i> | Canada Steamships |
| Le Havre..... | November 19 | <i>Marchcape</i> | March Shipping |
| Le Havre..... | November 20 | <i>Actor</i> | Montreal Shipping |
| Le Havre..... | November 30 | <i>Mont Sandra</i> | Montreal Shipping |
| La Pallice..... | October 31 | <i>Marchdale</i> | March Shipping |
| Germany— | | | |
| Hamburg..... | October 25 | <i>Trimont</i> | Montreal Shipping |
| Hamburg..... | Oct. 26-Nov. 2 | <i>Twickenham</i> | Cunard Donaldson |
| Hamburg..... | October 27 | <i>Mont Rolland</i> | Montreal Shipping |
| Hamburg..... | October 31 | <i>Marchdale</i> | March Shipping |
| Hamburg..... | November 10-15 | <i>Beckenham</i> | Cunard Donaldson |
| Hamburg..... | November 19 | <i>Marchcape</i> | March Shipping |
| Hamburg..... | November 20 | <i>Actor</i> | Montreal Shipping |
| Hamburg..... | November 30 | <i>Mont Sandra</i> | Montreal Shipping |
| Gibraltar | { October 27 | <i>Mont Clair</i> | Montreal Shipping |
| | { October 29 | <i>Marchport</i> | March Shipping |
| Greece— | | | |
| Piraeus..... | October 29 | <i>Marchport</i> | March Shipping |
| Hong Kong | { October 22-25 | <i>City of Lille</i> | McLean Kennedy |
| | { November 3 | <i>Gulfside</i> | March Shipping |
| India and Pakistan— | | | |
| Bombay..... | November 25 | <i>A Ship</i> | March Shipping |
| Calcutta..... | | | |
| Madras..... | | | |
| Karachi..... | October 27-28 | <i>City of Lyons</i> | McLean Kennedy |
| Bombay..... | | | |
| Calcutta..... | | | |
| Madras..... | | | |
| | November 5 | <i>Islandside</i> | March Shipping |
| | November 20 | <i>City of Agra</i> | McLean Kennedy |

Departures from Montreal—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|--|---|---|--|
| Italy— | | | |
| West Coast Ports... | October 19-27 November 22 November 23 | <i>Marchport</i> <i>Mont Alla</i> <i>Mont Gaspe</i> | March Shipping Montreal Shipping Montreal Shipping |
| Malayan Union | | | |
| Penang... Port Swettenham...} | October 27-30 | <i>Java Mail</i> | Cunard Donaldson |
| Malta | October 19-27 | <i>Marchport</i> | March Shipping |
| Mediterranean— | | | |
| Central and Western Areas.... | October 19-27 October 23 October 27 November 22 November 23 | <i>Marchport</i> <i>Mont Rolland</i> <i>Mont Clair</i> <i>Mont Alla</i> <i>Mont Gaspe</i> | March Shipping Montreal Shipping Montreal Shipping Montreal Shipping Montreal Shipping |
| Mexico— | | | |
| Vera Cruz..... | October 27-31 | <i>Federal Pioneer</i> | McLean Kennedy |
| Netherlands— | | | |
| Rotterdam..... | October 17-21 | <i>Harpefjell</i> | Brock Shipping |
| Rotterdam..... | October 18 | <i>Prins Alexander</i> | Shipping Limited |
| Rotterdam..... | October 23 | <i>Prins Willem IV</i> | Shipping Limited |
| Rotterdam..... | October 25 | <i>Trimont</i> | Montreal Shipping |
| Rotterdam..... | October 27 | <i>Mont Rolland</i> | Montreal Shipping |
| Rotterdam..... | October 31 | <i>Marchdale</i> | March Shipping |
| Rotterdam..... | November 10 | <i>Hedel</i> | Shipping Limited |
| Rotterdam..... | November 19 | <i>Marchcape</i> | March Shipping |
| Rotterdam..... | November 30 | <i>Mont Sandra</i> | Montreal Shipping |
| Amsterdam..... | November 1-5 | <i>Brant County</i> | Canada Steamships |
| Amsterdam..... | November 5 | <i>Ravnefjell</i> | Brock Shipping |
| Amsterdam..... | November 15-22 | <i>Kent County</i> | Canada Steamships |
| Amsterdam..... | October 18-25 | <i>Kent County</i> | Canada Steamships |
| Rotterdam..... | Oct. 26-Nov. 1 | <i>Twickenham</i> | Cunard Donaldson |
| Rotterdam..... | November 10-15 | <i>Beckenham</i> | Cunard Donaldson |
| Netherlands East Indies— | | | |
| Batavia..... Samarang..... Soerabaya.....} | October 27-30 | <i>Java Mail</i> | Cunard Donaldson |
| Netherlands West Indies— | | | |
| Curacao..... | October 27-31 | <i>Benny</i> | Saguenay Terminals |
| Newfoundland— | | | |
| Corner Brook..... | October 16-18 | <i>Gulfport</i> | Clarke Steamships |
| St. John's..... | October 17-9 | <i>Elgin</i> | Newfoundland Canada SS |
| St. John's..... | October 17-20 | <i>North Pioneer</i> | Clarke Steamships |
| St. John's..... | October 23 | <i>Blue Peter II</i> | Montreal Shipping |
| St. John's..... | October 23-25 | <i>Island Connector</i> | Clarke Steamships |
| St. John's..... | October 25 | <i>A Ship</i> | Montreal Shipping |
| St. John's..... | November 3-7 | <i>Ashleaf</i> | Shaw Steamships |
| St. John's..... | November 6-8 | <i>Island Connector</i> | Clarke Steamships |
| St. John's..... | November 7 | <i>Blue Peter II</i> | Montreal Shipping |
| New Zealand— | | | |
| Auckland..... Wellington..... Lyttelton..... Timaru..... Dunedin.....} | November 1 | <i>Tyndareus</i> | Montreal Australia New Zealand Line |
| Wellington..... | October 15-24 | <i>Cufic</i> | Montreal Australia New Zealand Line |
| Northern Ireland— | | | |
| Belfast..... | October 15-20 | <i>Inishowen Head</i> | McLean Kennedy |

Departures from Montreal—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|------------------------|----------------|----------------------------|-----------------------|
| Norway— | | | |
| Oslo..... | October 21-28 | <i>Svaneholm</i> | Swedish American Line |
| Stavanger..... | November 10 | <i>Svane fjell</i> | Brock Shipping |
| Bergen..... | | | |
| Philippines— | | | |
| Manila..... | November 3 | <i>Gulfside</i> | March Shipping |
| Poland— | | | |
| Gdansk..... | October 21-28 | <i>Svaneholm</i> | Swedish American Line |
| Portugal— | | | |
| Lisbon..... | October 23 | <i>Mont Rolland</i> | Montreal Shipping |
| Lisbon..... | October 29 | <i>Marchport</i> | Montreal Shipping |
| Singapore..... | October 27-30 | <i>Java Mail</i> | Cunard Donaldson |
| | November 3 | <i>Gulfside</i> | March Shipping |
| Sweden— | | | |
| Stockholm..... | October 21-28 | <i>Svaneholm</i> | Swedish American Line |
| Trieste..... | October 19-27 | <i>Marchport</i> | March Shipping |
| United Kingdom— | | | |
| Avonmouth..... | October 17-23 | * <i>Gracia</i> | Cunard Donaldson |
| Avonmouth..... | October 19-22 | <i>New York City</i> | Furness Withy |
| Avonmouth..... | October 26-31 | <i>Boston City</i> | Furness Withy |
| Avonmouth..... | Oct. 30-Nov. 7 | <i>Delilian</i> | Cunard Donaldson |
| Avonmouth..... | November 5-12 | <i>Salacia</i> | Cunard Donaldson |
| Bristol..... | October 19-22 | <i>New York City</i> | Furness Withy |
| Bristol..... | October 26-31 | <i>Boston City</i> | Furness Withy |
| Cardiff..... | October 19-22 | <i>New York City</i> | Furness Withy |
| Cardiff..... | October 26-31 | <i>Boston City</i> | Furness Withy |
| Glasgow..... | October 14-19 | <i>Carmia</i> | Cunard Donaldson |
| Glasgow..... | October 26-31 | <i>Norwegian</i> | Cunard Donaldson |
| Glasgow..... | November 8-14 | <i>Dorelian</i> | Cunard Donaldson |
| Hull..... | October 28 | <i>Marengo</i> | McLean Kennedy |
| Leith..... | October 18-22 | <i>Cairnavon</i> | Furness Withy |
| Liverpool..... | October 15-20 | <i>Inishowan Head</i> | McLean Kennedy |
| Liverpool..... | October 20-26 | <i>Fanad Head</i> | McLean Kennedy |
| Liverpool..... | October 21-27 | <i>Beaverburn</i> | Canadian Pacific |
| Liverpool..... | October 23-26 | <i>Nova Scotia</i> | Furness Withy |
| Liverpool..... | October 23-30 | <i>Port Melbourne</i> | Cunard Donaldson |
| Liverpool..... | November 1-7 | <i>Valacia</i> | Cunard Donaldson |
| Liverpool..... | November 6-10 | <i>Jessmore</i> | Furness Withy |
| Liverpool..... | November 13-19 | <i>Asia</i> | Cunard Donaldson |
| Liverpool..... | November 15 | <i>Empress of Canada</i> | Canadian Pacific |
| Liverpool..... | November 29 | <i>Beaverford</i> | Canadian Pacific |
| London..... | October 16-22 | <i>Fort Cadotte</i> | Cunard Donaldson |
| London..... | October 17-21 | <i>Harpe fjell</i> | Brock Shipping |
| London..... | October 18-24 | <i>Beavercove</i> | Canadian Pacific |
| London..... | Oct. 29-Nov. 4 | <i>Beaverdell</i> | Canadian Pacific |
| London..... | Oct. 31-Nov. 6 | <i>Fort Spokane</i> | Cunard Donaldson |
| London..... | November 5 | <i>Ravne fjell</i> | Brock Shipping |
| London..... | November 18-24 | <i>Fort Miami</i> | Cunard Donaldson |
| London..... | November 21 | <i>Beaverlake</i> | Canadian Pacific |
| Manchester..... | October 13-18 | <i>Manchester Progress</i> | Furness Withy |
| Manchester..... | October 20-25 | <i>Manchester City</i> | Furness Withy |
| Manchester..... | Oct. 27-Nov. 1 | <i>Manchester Regiment</i> | Furness Withy |
| Manchester..... | November 3-8 | <i>Manchester Trader</i> | Furness Withy |
| Newcastle..... | October 18-22 | <i>Cairnavon</i> | Furness Withy |
| Newport..... | Oct. 30-Nov. 7 | <i>Delilian</i> | Cunard Donaldson |
| Swansea..... | October 19-22 | <i>New York City</i> | Furness Withy |

Departures from Montreal—Concluded

| Destination | Loading Date | Vessel | Operator or Agent |
|---------------------|----------------|-------------------------------|--------------------|
| Uruguay— | | | |
| Montevideo..... | October 17-20 | <i>Fort Columbia</i> | Furness Withy |
| Montevideo..... | October 23-25 | <i>Robert Lansing</i> | Montreal Shipping |
| Montevideo..... | Oct. 29-Nov. 2 | <i>Royal Prince</i> | Furness Withy |
| Montevideo..... | November 8 | <i>Clara Barton</i> | Montreal Shipping |
| Venezuela— | | | |
| La Guaira..... | October 27-31 | <i>Benny</i> | Saguenay Terminals |
| Maracaibo..... | | | |
| West Indies— | | | |
| Antigua..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| Antigua..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| Antigua..... | October 22-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |
| Antigua..... | November 18-25 | <i>Canadian Cruiser</i> | Canadian National |
| Bahamas..... | October 16-20 | * <i>Canadian Observer</i> | Canadian National |
| Bahamas..... | October 22-27 | * <i>Canadian Leader</i> | Canadian National |
| Bahamas..... | November 1 | <i>Canadian Conqueror</i> | Canadian National |
| Bahamas..... | November 8 | * <i>Canadian Highlander</i> | Canadian National |
| Bahamas..... | November 13 | <i>Canadian Victor</i> | Canadian National |
| Barbados..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| Barbados..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| Barbados..... | October 22-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |
| Barbados..... | November 18-25 | <i>Canadian Cruiser</i> | Canadian National |
| Bermuda..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| Bermuda..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| Bermuda..... | October 22-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |
| Bermuda..... | November 18-25 | <i>Canadian Cruiser</i> | Canadian National |
| British Guiana..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| British Guiana..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| British Guiana..... | October 22-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |
| British Guiana..... | November 18-25 | <i>Canadian Cruiser</i> | Canadian National |
| Dominica..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| Dominica..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| Dominica..... | October 22-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |
| Dominica..... | November 18-25 | <i>Canadian Cruiser</i> | Canadian National |
| Grenada..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| Grenada..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| Grenada..... | October 22-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |
| Grenada..... | November 18-25 | <i>Canadian Cruiser</i> | Canadian National |
| Jamaica..... | October 16-20 | * <i>Canadian Observer</i> | Canadian National |
| Jamaica..... | October 22-27 | * <i>Canadian Leader</i> | Canadian National |
| Jamaica..... | November 1 | <i>Canadian Conqueror</i> | Canadian National |
| Jamaica..... | November 8 | * <i>Canadian Highlander</i> | Canadian National |
| Jamaica..... | November 13 | <i>Canadian Victor</i> | Canadian National |
| Montserrat..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| Montserrat..... | November 18-25 | <i>Canadian Cruiser</i> | Canadian National |
| St. Kitts..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| St. Kitts..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| St. Kitts..... | October 22-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |
| St. Kitts..... | November 18-25 | <i>Canadian Cruiser</i> | Canadian National |
| St. Lucia..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| St. Lucia..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| St. Lucia..... | October 28-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |
| St. Vincent..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| St. Vincent..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| St. Vincent..... | October 22-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |
| St. Vincent..... | November 18-25 | <i>Canadian Cruiser</i> | Canadian National |
| Trinidad..... | October 12-21 | * <i>Alcoa Pegasus</i> | Alcoa Steamships |
| Trinidad..... | October 22-29 | * <i>Canadian Constructor</i> | Canadian National |
| Trinidad..... | October 22-31 | * <i>Alcoa Puritan</i> | Alcoa Steamships |

Departures from Saint John

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---------------|-------------------------|--------------------|
| Ceylon— Colombo..... | December 20 | <i>City of Leeds</i> | McLean Kennedy |
| China— Shanghai..... | December 5 | <i>City of Lille</i> | McLean Kennedy |
| Dominican Republic— Ciudad Trujillo..... | October 25-28 | <i>Shakespeare Park</i> | Saguenay Terminals |
| Haiti— Port au Prince..... | October 25-28 | <i>Shakespeare Park</i> | Saguenay Terminals |
| Hong Kong..... | December 5 | <i>City of Lille</i> | McLean Kennedy |
| India and Pakistan— Bombay..... Calcutta..... Madras..... Karachi..... | December 20 | <i>City of Leeds</i> | McLean Kennedy |
| Philippines— Manila..... | December 5 | <i>City of Lille</i> | McLean Kennedy |
| Venezuela— La Guaira..... | October 25-28 | <i>Shakespeare Park</i> | Saguenay Terminals |

Departures from Halifax

*Calls at St. John about three days earlier.

| Destination | Loading Date | Vessel | Operator or Agent |
|--|---|---|--|
| Cuba— Santiago..... | November 8-12 | <i>Dufferin Bell</i> | Pickford and Black |
| Newfoundland— St. John's..... St. John's..... St. John's..... St. John's..... St. John's..... St. John's..... St. John's..... St. John's..... | October 16-18 October 23-25 October 25-27 October 27-30 October 29-30 November 4-7 November 8-10 | <i>Marlorita</i> <i>Reo II</i> <i>Mayfall</i> <i>Fort Townshend</i> <i>Vera B. Humby</i> <i>Fort Amherst</i> <i>Mayfall</i> | Rowlings Limited Rowlings Limited Shaw Steamships Furness Withy Rowlings Limited Shaw Steamships Shaw Steamships |
| St. Pierre et Miquelon..... | October 25-27 November 8-10 | <i>Mayfall</i> <i>Mayfall</i> | Shaw Steamships Shaw Steamships |
| United Kingdom— Liverpool..... Liverpool..... Southampton..... Southampton..... Southampton..... Southampton..... | October 23-26 November 6-10 October 28 November 16 December 5 December 23 | <i>Nova Scotia</i> <i>Jessmore</i> <i>Aquitania</i> <i>Aquitania</i> <i>Aquitania</i> <i>Aquitania</i> | Furness Withy Furness Withy Cunard Donaldson Cunard Donaldson Cunard Donaldson Cunard Donaldson |
| West Indies— Antigua..... Antigua..... Barbados..... Barbados..... Bahamas..... Bermuda..... Bermuda..... Bermuda..... | October 14-19 November 8-14 October 14-19 November 8-14 November 27 October 14-19 November 3-6 November 8-14 | * <i>Lady Rodney</i> * <i>Lady Nelson</i> * <i>Lady Rodney</i> * <i>Lady Nelson</i> <i>Canadian Observer</i> * <i>Lady Rodney</i> <i>Fort Townshend</i> * <i>Lady Nelson</i> | Canadian National Canadian National Canadian National Canadian National Canadian National Canadian National Furness Withy Canadian National |

Departures from Halifax—*Concluded*

| Destination | Loading Date | Vessel | Operator or Agent |
|--------------------------------|---------------|----------------------|--------------------|
| West Indies—<i>Con.</i> | | | |
| British Guiana..... | October 14-19 | * <i>Lady Rodney</i> | Canadian National |
| British Guiana..... | November 8-14 | * <i>Lady Nelson</i> | Canadian National |
| Dominica..... | October 14-19 | * <i>Lady Rodney</i> | Canadian National |
| Dominica..... | November 8-14 | * <i>Lady Nelson</i> | Canadian National |
| Grenada..... | October 14-19 | * <i>Lady Rodney</i> | Canadian National |
| Grenada..... | November 8-14 | * <i>Lady Nelson</i> | Canadian National |
| Jamaica..... | October 10-15 | <i>Husvik</i> | Pickford and Black |
| Jamaica..... | November 8-12 | <i>Dufferin Bell</i> | Pickford and Black |
| Montserrat..... | October 14-19 | * <i>Lady Rodney</i> | Canadian National |
| Montserrat..... | November 8-14 | * <i>Lady Nelson</i> | Canadian National |
| St. Kitts..... | October 14-19 | * <i>Lady Rodney</i> | Canadian National |
| St. Kitts..... | November 8-14 | * <i>Lady Nelson</i> | Canadian National |
| St. Lucia..... | October 14-19 | * <i>Lady Rodney</i> | Canadian National |
| St. Lucia..... | November 8-14 | * <i>Lady Nelson</i> | Canadian National |
| St. Vincent..... | October 14-19 | * <i>Lady Rodney</i> | Canadian National |
| St. Vincent..... | November 8-14 | * <i>Lady Nelson</i> | Canadian National |
| Trinidad..... | October 14-19 | * <i>Lady Rodney</i> | Canadian National |
| Trinidad..... | November 8-14 | * <i>Lady Nelson</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 information concerning loading dates, berths, available cargo space and rates.

| Destination | Loading Date | Vessel | Operator or Agent |
|----------------------|---------------------------|--|------------------------------------|
| Africa-East— | | | |
| Lourenço Marques.. | October 6-24 | <i>Vedby</i> | Anglo Canadian Shipping |
| Lourenço Marques.. | November 2 | <i>Manoeran</i> | Dingwall Cotts |
| Africa-South— | | | |
| Cape Town..... | November 2 | <i>Manoeran</i> | Dingwall Cotts |
| Port Elizabeth..... | | | |
| East London..... | | | |
| Durban..... | | | |
| Cape Town..... | October 6-24 | <i>Vedby</i> | Anglo Canadian Shipping |
| Port Elizabeth..... | | | |
| Durban..... | | | |
| Argentina— | | | |
| Buenos Aires..... | October 19 | <i>Siranger</i> | Empire Shipping |
| Australia— | | | |
| Sydney..... | October 29 November 18 | <i>Boolongena</i> <i>Boogabilla</i> | Empire Shipping Empire Shipping |
| Melbourne..... | | | |
| Adelaide..... | | | |
| Melbourne..... | Early November | <i>Waitemata</i> | Canadian Australasian |
| Sydney..... | | | |
| Burma— | | | |
| Rangoon..... | November | <i>Silverguava</i> | Dingwall Cotts |
| Chile— | | | |
| Valparaiso..... | October 19 | <i>Siranger</i> | Empire Shipping |
| China— | | | |
| Shanghai..... | November | <i>Vilja</i> | Empire Shipping |
| Taku Bar..... | | | |
| Keelung..... | | | |

Departures from Vancouver—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|---------------------------------|----------------|--------------------------|----------------------------|
| China—Con. | | | |
| Shanghai..... | October 10-25 | <i>Lake Babine</i> | Empire Shipping |
| | October 24-25 | <i>Oregon Mail</i> | American Mail Line |
| | November 7-8 | <i>Island Mail</i> | American Mail Line |
| | November 9-24 | <i>Lake Sumas</i> | Anglo Canadian Shipping |
| | November 21-22 | <i>American Mail</i> | American Mail Line |
| | December 5-6 | <i>Washington Mail</i> | American Mail Line |
| | December 19-20 | <i>China Mail</i> | American Mail Line |
| Formosa..... | October 10-25 | <i>Lake Babine</i> | Empire Shipping |
| | November 9-24 | <i>Lake Sumas</i> | Anglo Canadian Shipping |
| | Nov. 17-Dec. 2 | <i>Lake Winnipeg</i> | Canada Shipping Co. |
| Hong Kong..... | October 24-25 | <i>Oregon Mail</i> | American Mail Line |
| | November 7-8 | <i>Island Mail</i> | American Mail Line |
| | Nov. 17-Dec. 2 | <i>Lake Winnipeg</i> | Canada Shipping Co. |
| | November 21-22 | <i>Castleville</i> | Balfour Guthrie |
| | November 21-22 | <i>American Mail</i> | American Mail Line |
| | December 5-8 | <i>Washington Mail</i> | American Mail Line |
| | December 19-20 | <i>China Mail</i> | American Mail Line |
| India and Pakistan— | | | |
| Bombay..... | November 5 | <i>Manx Sailor</i> | Dingwall Cotts |
| Karachi..... | November | <i>Hoegh Trader</i> | Dingwall Cotts |
| | December | <i>Hoegh Silverlight</i> | Dingwall Cotts |
| Calcutta..... | November | <i>Silverguava</i> | Dingwall Cotts |
| Madras..... | October | <i>Sarangan</i> | Dingwall Cotts |
| Bombay..... | | | |
| Karachi..... | | | |
| Japan— | | | |
| Yokohama..... | October 24-25 | <i>Oregon Mail</i> | American Mail Line |
| | November 7-8 | <i>Island Mail</i> | American Mail Line |
| Malayan Union— | | | |
| Penang..... | November 8 | <i>Castleville</i> | Balfour Guthrie |
| Port Swettenham.. | | | |
| Netherlands— | | | |
| Rotterdam..... | Mid-October | <i>Brest</i> | Empire Shipping |
| Netherlands East Indies— | | | |
| | October | <i>Sarangan</i> | Dingwall Cotts |
| | November | <i>Hoegh Trader</i> | Dingwall Cotts |
| Batavia..... | November | <i>Silverguava</i> | Dingwall Cotts |
| Soerabaya..... | November 5 | <i>Manx Sailor</i> | Dingwall Cotts |
| | November 8 | <i>Castleville</i> | Balfour Guthrie |
| | December | <i>Hoegh Silverlight</i> | Dingwall Cotts |
| New Zealand— | | | |
| Auckland..... | Early November | <i>Waitemata</i> | Canadian Australasian |
| Wellington..... | | | |
| | Early November | <i>Waikemo</i> | Canadian Australasian |
| Auckland..... | | | |
| Lyttelton..... | | | |
| Wellington..... | | | |
| Dunedin..... | | | |
| Palestine— | | | |
| Jaffa..... | October 11-25 | <i>Lake Babine</i> | Anglo Canadian |
| | Nov. 20-Dec. 5 | <i>Lake Shawinigan</i> | Anglo Canadian |
| Philippines— | | | |
| Manila..... | November 7-8 | <i>Island Mail</i> | American Mail Line |
| Iloilo..... | November 8 | <i>Castleville</i> | Balfour Guthrie |
| Cebu..... | December | <i>Hoegh Silverlight</i> | Dingwall Cotts |
| | December 5-6 | <i>Washington Mail</i> | American Mail Line |
| Manila..... | October 24-25 | <i>Oregon Mail</i> | American Mail Line |
| Manila..... | November | <i>Vilja</i> | Empire Shipping |
| Manila..... | November | <i>Hoegh Trader</i> | Dingwall Cotts |

Departures from Vancouver—Concluded

| Destination | Loading Date | Vessel | Operator or Agent |
|-------------------------|-------------------|--------------------------|------------------------|
| Philippines—Con. | | | |
| Manila..... | November | <i>Silverguava</i> | Dingwall Cotts |
| Manila..... | November 5 | <i>Manz Sailor</i> | Dingwall Cotts |
| Manila..... | November 21-22 | <i>American Mail</i> | American Mail Line |
| Manila..... | December 19-20 | <i>China Mail</i> | American Mail Line |
| Manila..... | December | <i>Hoegh Silverlight</i> | Dingwall Cotts |
| Singapore..... | | | |
| | { October | <i>A Ship</i> | American Mail Line |
| | { November | <i>Hoegh Trade</i> | Dingwall Cotts |
| | { November | <i>Silverguava</i> | Dingwall Cotts |
| | { November 5 | <i>Manz Sailor</i> | Dingwall Cotts |
| | { November 8 | <i>Castleville</i> | Balfour Guthrie |
| | { December | <i>Hoegh Silverlight</i> | Dingwall Cotts |
| South Seas— | | | |
| Papeete..... | Early November | <i>Waitemata</i> | Canadian Australasian |
| United Kingdom— | | | |
| Liverpool..... | { Oct. 30-Nov. 15 | <i>Lake Chilco</i> | Anglo Canadian |
| London..... | { Oct. 31-Nov. 15 | <i>Lake Kamloops</i> | Anglo Canadian |
| Manchester..... | { Oct. 31-Nov. 15 | <i>Lake Sicamous</i> | Anglo Canadian |
| | { Early November | <i>Pacific Exporter</i> | Furness Pacific |
| | { November 11-26 | <i>Lake Cowichan</i> | North Pacific Shipping |
| | { Nov. 27-Dec. 12 | <i>Lake Nipigon</i> | Canada Shipping |

Industrial Rehabilitation Planned in British Malaya

Singapore, August 11, 1947.—(FTS)—The governments of Singapore and the Malayan Union, apart from those of the Borneo colonies, are giving considerable support to the rehabilitation of prewar industries, as well, of course, as to the development of new enterprises which are likely to prove successful. A recent report issued by the Malayan Union Government estimates that the cost of a reasonable degree of financial assistance to industry will entail the expenditure of almost S\$300,000,000. Some two-thirds of this will go to the rubber industry, whose estates, factories, etc., are in urgent need of extensive replanting, cultivation and renovation; a quarter to the tin industry, where dredging and other equipment is still only fit for use in a very few instances; and smaller amounts to pineapple growers and canners, the palm oil industry, the coal mines, tea gardens and gold mines.

The operation of these plans for advances to local industrial undertakings will take some time, and a considerably longer period to show practical results, but there is no doubt about Malay's ability to resume her prewar position as a producer of these staple materials and, it is hoped, to produce them in larger quantities and of higher quality than ever before.

"Wrens" Serve Aboard Ship Loading Grain in Montreal

Three vessels, owned by Buries Marques, Limited, which is associated with Louis Dreyfus and Company, of Paris, France, recently arrived in Montreal to load grain. They are *La Cordillera*, *La Pampa* and *La Cumbre*. *La Cordillera*, which has a speed of 14½ knots and a gross register of 5,185 tons, has aroused particular interest by reason of the exclusive employment of women on the catering staff, namely the chief stewardess, second stewardess, chief cook, second cook and baker, six assistant stewardesses and four junior ratings. This is believed to be the first time that such employment has been adopted in a British merchant vessel. All the girls served as "Wrens" in the last war. The Montreal Shipping Company, Limited, are agents for these ships.

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. CROFF, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

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

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

Belgian Congo

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

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

Belgium

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

Brazil

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

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

Chile

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

China

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

Colombia

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

Territory includes Republic of Panama and the Canal Zone.

Cuba

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

Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, 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 Vassilissis Sophias Avenue.

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, Commercial Secretary for Canada, 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 TICHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

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

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

South Africa

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

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

Cable address, Cantracom.

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

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

Cable address, Cantracom.

Sweden

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

Territory includes Finland.

Trinidad

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

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

United Kingdom

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

Cable address, Sleighing, London.

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

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

Cable address, Sleighing, London.

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

Territory includes the Midlands, North of England and Wales.

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

Territory covers Scotland and Iceland.

Cable address, Cantracom.

United States

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

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

Territory includes Bermuda.

Cable address, Cantracom.

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

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

Venezuela

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

Foreign Exchange Quotations

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

| Country | Monetary Unit | | Nominal Quotations Oct. 6 | Nominal Quotations Oct. 13 |
|---|---------------|--------------|------------------------------|-------------------------------|
| Argentina..... | Peso | Off. | 2977 | 2977 |
| | | Free | 2480 | 2480 |
| Australia..... | Pound | .... | 3 2240 | 3 2240 |
| Belgium and Belgian Empire..... | Franc | .... | 0228 | 0228 |
| Bolivia..... | Boliviano | .... | 0238 | 0238 |
| British West Indies (except Jamaica)..... | Dollar | .... | 8396 | 8396 |
| Brazil..... | Cruzeiro | .... | 0544 | 0544 |
| Chile..... | Peso | Off. | 0517 | 0517 |
| | | Export | 0322 | 0322 |
| Colombia..... | Peso | .... | 5714 | 5714 |
| Cuba..... | Peso | .... | 1 0000 | 1 0000 |
| Czechoslovakia..... | Koruna | .... | 0200 | 0200 |
| Denmark..... | Krone | .... | 2083 | 2083 |
| Ecuador..... | Sucre | .... | 0740 | 0740 |
| Egypt..... | Pound | .... | 4 1330 | 4 1330 |
| Eire..... | Pound | .... | 4 0300 | 4 0300 |
| Fiji..... | Pound | .... | 3 6306 | 3 6306 |
| Finland..... | Markka | .... | 0073 | 0073 |
| France and French North Africa..... | Franc | .... | 0084 | 0084 |
| French Empire—African..... | Franc | .... | 0142 | 0142 |
| French Pacific Possessions..... | Franc | .... | 0201 | 0201 |
| Haiti..... | Gourde | .... | 2000 | 2000 |
| Hong Kong..... | Dollar | .... | 2518 | 2518 |
| Iceland..... | Krona | .... | 1541 | 1541 |
| India..... | Rupee | .... | 3022 | 3022 |
| Iraq..... | Dinar | .... | 4 0300 | 4 0300 |
| Italy..... | Lira | .... | 0028 | 0028 |
| Jamaica..... | Pound | .... | 4 0300 | 4 0300 |
| Malayan Union..... | Dollar | .... | 4701 | 4701 |
| Mexico..... | Peso | .... | 2059 | 2059 |
| Netherlands..... | Florin | .... | 3769 | 3769 |
| Netherlands East Indies..... | Florin | .... | 3769 | 3769 |
| Netherlands West Indies..... | Florin | .... | 5302 | 5302 |
| New Zealand..... | Pound | .... | 3 2402 | 3 2402 |
| Norway..... | Krone | .... | 2015 | 2015 |
| Pakistan..... | Rupee | .... | 3022 | 3022 |
| Palestine..... | Pound | .... | 4 0300 | 4 0300 |
| Peru..... | Sol | .... | 1538 | 1538 |
| Philippines..... | Peso | .... | 5000 | 5000 |
| Portugal..... | Escudo | .... | 0403 | 0403 |
| Siem..... | 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 |