

FOREIGN TRADE

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COVER SUBJECT—Designed for operation on the North Atlantic, the *S.S. Marengo* arrived in Montreal on October 24 from Hull with a cargo that included steel plates, dyes, fibre matting, sisal rope and bagged alum. She loaded more than 6,000 tons of general cargo this week for the United Kingdom, including 1,090 tons of cheese, 1,000 tons of grain, 2,000 tons of flour, 250 tons of eggs, 250 tons of evaporated milk, 300 tons of flaxseed and a variety of other general cargo. This vessel was delivered on July 23 to the Ellerman's Wilson Line, Limited, of which McLean Kennedy, Limited, are agents in Montreal. She is an oil burner, capable of maintaining fifteen knots, and has accommodation for six passengers. Her refrigerated space will not be used during the present voyage, as she normally carries bacon for Britain that is not presently available.

Photo by Hayward Studios.

Postwar Buying Spree in Eastern Caribbean and Guianas Ended

Beginning of retrenchment evident during the summer months—Sudden upswing in imports created a serious external trade deficit—Restrictions expected to be as strict as those in wartime—Marked reductions in imports from Canada must be anticipated for some time to come.

By T. G. Major, Canadian Trade Commissioner

PORT OF SPAIN, October 1, 1947.—The middle months of the year were notable for marking the end of the postwar buying spree and the beginning of retrenchment. The relaxation of import controls late in 1946, together with the filling of long-standing orders, resulted in a sudden upswing of imports in all parts of the Eastern Caribbean. It also created a serious external trade deficit, particularly with the hard-currency countries, including Canada. A situation thus was in the process of formation which would have required local corrective measures, even though the dollar crisis in the United Kingdom had not precipitated action in late August.

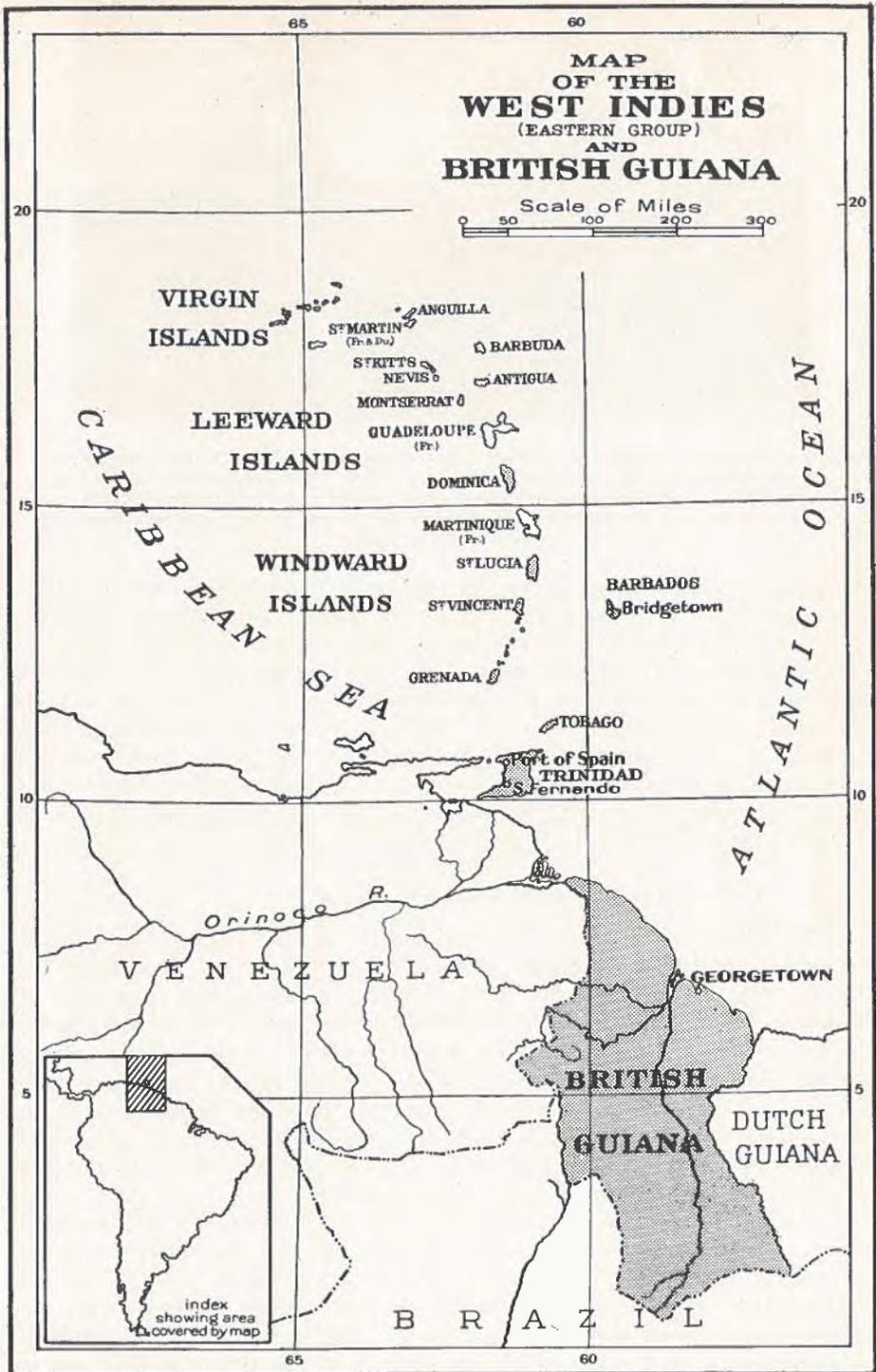
Dependent as the area is upon exports of a few agricultural crops, with nothing but Trinidad petroleum plus gold and bauxite mining in British Guiana to balance the picture, it is particularly vulnerable to rapid rises in the cost of imported manufactured goods. These price increases were the result of price decontrol policies in the United States and Canada, coupled with supply shortages and the lack of competitive sources of supply elsewhere. On the other hand, the disparity between import expenditures and export revenues has been accentuated by the continued international control of sugar distribution and the price control exercised by the United Kingdom as the sole buyer of British Caribbean sugar. Drought and disease in other agricultural crops prevented full advantage being taken of rising prices. In some minor crops, market surpluses depressed values.

Dollar Crisis Precipitated Local Developments

The cumulative effect of these and other factors became apparent about the beginning of the second half of the year and the dollar crisis served to precipitate local developments. Prior to that, however, the principal territories in the area were taking quiet steps to limit imports from hard-currency areas in favour of lower-cost commodities from elsewhere. Late in August, the British colonies for about a week suspended the issuance of import licences for goods from all sources. This was followed by a limited number of authorizations for indispensable foodstuffs, drugs, repair parts and capital goods. Subsequently, limitations on the use of dollar funds for vacation and education were announced. It was made clear that, when fully developed, import restrictions on supplies from all sources would be as strict as those existing during the war years. In the French territories, dollar shortages resulting from exhaustion of credits are putting marked limitations on imports of all kinds.

Reduced Imports from Canada Must be Anticipated

It is obvious that marked reductions in sales by Canada to this area must be anticipated for some time to come. This will not be reflected in the actual volume of trade to any marked extent until late in the year



*Prepared by National Development Bureau
Department of the Interior*



Barbados—Output of sugar plantations in British Caribbean is purchased by the United Kingdom. The continued international control of sugar distribution and price control exercised by the United Kingdom has accentuated the disparity between import expenditures and export revenues.

because of outstanding orders. It is most important, however, that exporters make certain of the validity of import licences before making shipment. Very few licences are being renewed, and goods arriving after the expiry date of licences are subject to confiscation. Furthermore, exporters contemplating sales to the British colonies in the area must keep in mind that indispensability, competitive prices and the local supply position are the principal criteria which will be used by the import control authorities in deciding upon the issuance of import licences. The United Kingdom policy of austerity is likely to be reflected in the import policies of the colonies.

Measures Developed to Improve Economic Conditions

In addition to the restrictions on imports, positive measures to improve economic conditions are being developed. Throughout the area, steps are being taken to increase the production of locally grown foodstuffs in order to reduce the need for imports. Development of local industry is to be aided by capital made available through the Colonial Development Board and private banks. In some of the colonies, special customs exemptions are being permitted in order to aid the construction of hotels, with the object of encouraging visitors from the hard-currency areas. A special commission is carrying out an extensive investigation of the potentialities of the interior of British Guiana for land settlement.

At the same time, government and private enterprise are working together on schemes for the mechanization of the rice and sugar industries in coastal areas. The Government of Dutch Guiana is encouraging the immigration of farm labour from other parts of the Caribbean with the object of extending the production areas under food crops. The raising of dairy cattle on the Barbados sugar estates is proving profitable and is spreading rapidly throughout the colony. The Forestry Department in Trinidad is experimenting with plantings of pitch or slash pine in the

Northern Range and the acreage set out with teak continues to increase. A special committee has been appointed to examine the entire economic structure in Trinidad. The Caribbean Commission is undertaking an intensive survey of the dependent territories in the Caribbean.

Lack of Rainfall Affects Crops in Certain Areas

Absence of rainfall in Barbados, St. Kitts, Nevis and Antigua have seriously affected the growing crops, but growing conditions in other areas have been seasonally normal. The cotton crop in Montserrat has been affected to some extent by dry weather, but harvesting of seed is now in full swing and crop prospects generally are improving. Unless conditions improve, the sugar crop in Antigua is not expected to exceed 15,000 to 18,000 tons. Cotton production in St. Kitts is expected to reach 170,000 pounds of clean lint. The sugar cane acreage is about equal to that of last year. The lime crop in Dominica is a good one, and prices have been satisfactory, except in the case of shipments of green limes to Canada. Prices for lime oil and bay oil are lower and stocks continue high. Regular monthly shipments of bananas from Grenada to the United States continue. The market for nutmegs, mace and cocoa is dormant.

Outlook for Trinidad Coffee Crop Improved

Favourable weather has improved the outlook for the early 1948 coffee crop in Trinidad. Crop prospects for sugar indicate a yield of 130,000 tons. Shipments of ryania wood to the United States for use in the insecticidal industry are expected to reach about 100 tons per annum. In British Guiana, the planting of the autumn rice crop has been completed, and milling of old crop padi is being speeded up. Exports for the first seven months amounted to 13,816 tons, as compared with 12,969



Grenada—Market place in St. George's, where the natives congregate to sell and barter their produce.

tons during the same period in 1946. There has been a sharp increase in rum shipments both to the United Kingdom and Canada. Autumn grinding operations are underway on all sugar estates. Exports for the first seven months were well ahead of 1946. The juice yield of the new crop is down because of earlier dry weather conditions. There has been a substantial increase in lumber production and exports.

Labour Conditions Reasonably Good

On the whole, labour conditions throughout the area were reasonably good, although a strike of sugar and waterfront workers in St. Kitts was only settled when the producers' association accepted the union terms. Following the trouble in the oilfields in Trinidad earlier in the year, the same labour group attempted a jurisdictional strike in the sugar area. Coming just towards the end of crushing season, the strike delayed operations and reduced production in the mills. There was a brief sit-down strike at the bauxite mines and works in British Guiana. The special committee which investigated the earlier and more serious strike reported that the trouble was due to a fundamental misunderstanding of the agreement between the union and the company. A new agreement between the Port of Spain waterfront workers and the shipping association provides for special bonuses and reduced working hours. Temporary employment will be given in the United States to some 1,500 workers from Barbados, while the possibilities of finding employment in Venezuela for surplus Trinidad labour are being actively explored. The Caribbean Labour Congress, formally constituted at a meeting held in Barbados in 1945, met in Jamaica with delegates present from the British colonies and representatives of labour in the Dutch and French territories.

Sea Transportation with Canada Improved

The return of the Canadian National liners *Lady Nelson* and *Lady Rodney* from war service has greatly improved passenger and refrigeration service in the Eastern Caribbean with Boston and Halifax and by providing increased accommodation for intercolonial traffic. A fact-finding meeting was held in Barbados, comprising representatives from all the British colonies. Among the recommendations were those calling for restoration of the prewar Canadian National services and additional passenger ships to and from the United Kingdom. The setting up of a British Caribbean Shipping Authority also has been proposed. Improvements continue to be made in the existing air services, and "Air France" recently has inaugurated flights to and from France and the French Antilles and Guiana and Trinidad. A new commercial radio broadcasting station has been opened in Trinidad.

Committee to Explore Basis of a Federal Union

A conference was held in Jamaica in September for the purpose of considering proposals put forward by the Secretary of State for the Colonies, looking to closer association of the British Caribbean colonies. Delegates were present from all the colonies except the Bahamas. As a result of the conference, a standing committee is being set up to explore the constitutional and economic basis of a federal union. The chairman will be appointed by the British Government and the committee will have its headquarters in Barbados. General agreement also was given to proposals for a customs union and a unified currency. The principal of ultimate federation received full support from all the colonies in the

Eastern Caribbean except British Guiana. The extent to which these developments will provide a basis for improvements in the economy of the area will be of significance to Canadian exporters. Although immediate results of the conference appear limited, the pressure for improved living conditions, self-government and ultimate federation is strong and has the full support of the United Kingdom Government.

New Zealand's 1946-47 External Trade Constitutes an All-Time Record

Exports totalled £103,797,000, exceeding £100,000,000 for first time—Imports of £81,795,000 higher than for war years when lend-lease imports of those years taken into consideration.

By M. R. M. Dale, Assistant Commercial Secretary

(One New Zealand pound equals \$3.2402 Canadian)

WELLINGTON, July 30, 1947.—New Zealand's external trade for the year ending March 31, 1947, amounted to £185,592,000, which constituted an all-time record. Exports amounted to £103,797,000, the first time the £100,000,000 has been exceeded; while imports total £81,795,000. Imports actually represent a greater increase than is first apparent in the table following, as the abnormal war imports in the years 1944 and 1945 included many commodities which entered the country under lend-lease.

Increased Prices in United Kingdom Raise Export Total

Although the increased value of exports was largely due to increased prices in the United Kingdom, which was inevitably reflected in the value of imports, New Zealand nevertheless had enjoyed a greatly augmented volume of imports during the last year. On value figures, the increase in imports for the year amounted to 43 per cent over last year's figures. While complete statistics of the volume of imports are not yet available, the increase in actual volume, although very considerable, is not as high as the value figures suggest. It could be said that inside New Zealand's exchange reserves availability of goods rather than import licensing was setting the limit to the volume of goods imported into the Dominion.

External Trade of New Zealand

Month of March	Exports £ (N.Z.)	Imports £ (N.Z.)	Balance
1947	13,574,000	10,142,000	+ 3,432,000
1946	7,745,000	5,730,000	+ 2,015,000
1945	9,718,000	4,524,000*	+ 5,194,000
1944	6,499,000	7,926,000*	- 1,427,000
Three months ended March			
1947	32,341,000	25,411,000	+ 6,930,000
1946	27,950,000	15,250,000	+ 12,700,000
1945	20,605,000	13,335,000*	+ 7,270,000
1944	19,040,000	18,121,000*	+ 919,000
Twelve months ended March			
1947	103,797,000	81,795,000	+ 22,002,000
1946	88,881,000	56,988,000	+ 31,893,000
1945	79,352,000	81,611,000*	- 2,259,000
1944	75,253,000	95,850,000*	- 20,597,000

*Including defence materials and equipment acquired under lend-lease.

External Trade of United States Declines Following Expansion

While total trade for January-July, 1947, was over 70 per cent greater than in same period in previous year, exports decline attributable to world dollar shortage and import decline to trade restrictions—Trade with Canada greatly increased, with exports valued at \$1,205,808,000 and imports at \$597,038,000.

By W. D. Wallace, Assistant Commercial Secretary, Canadian Embassy

WASHINGTON, October 13, 1947.—The foreign trade of the United States during the first seven months of 1947 continued at the high level set in the last half of 1946, and was over 70 per cent greater than the total trade for the first seven months of the previous year. However, the total figures for the period do not reflect the change which took place in the latter part of the 1947 period. Exports reached their peak in the month of May, and trade returns for June show that exports to all parts of the world were almost 7 per cent below the May level, while July exports were 20 per cent under the May total. The decline is attributed to the world shortage of United States dollars and the imposition of import restrictions by foreign countries. General imports into the United States reached their highest level in the month of April, and since then have recorded a steady decline. The decline was reported for all the major divisions of the world, except South America.

In the first seven months of 1947, the British Empire purchased goods valued at \$2,916,822,000, or 33.5 per cent of the United States exports, as compared with \$1,606,643,000, or 28.7 per cent, in the corresponding period of 1946. At the same time, the Empire supplied goods valued at \$1,309,905,000, or 39 per cent of this country's imports, as against \$1,012,874,000 or 37.4 per cent in the 1946 period.

Trade with Canada Increased by 53 Per Cent

The total value of United States trade with Canada amounted to \$1,802,846,000 in the January-July period of 1947, as compared with \$1,179,807,000 in the corresponding period of 1946, an increase of \$623,039,000, or 53 per cent. The gain in trade with Canada is chiefly attributed to the large increase in exports to Canada rather than to the small increase in imports from Canada. For the seven-month period, United States exports to Canada amounted to \$1,205,808,000, as against \$711,194,000 in the like period of 1946, a gain of 69 per cent. Imports from Canada amounted to \$597,038,000 in the 1947 period, as compared with \$468,613,000 in the same period of the previous year, an increase of 27 per cent.

Total United States trade with the United Kingdom amounted to \$834,084,000, compared with \$583,101,000 in the first seven months of 1946. Exports to the United Kingdom amounted to \$714,517,000 in the January-July period of 1947, as against \$495,345,000 for the similar period of 1946, a gain of 44 per cent. Imports into the United States from the United Kingdom increased by 36 per cent, from \$87,756,000 to \$119,567,000, in the 1947 period.

Large Gain in Cash Purchase Shipments Boosts Export Total

The value of United States exports for the January-July period of 1947 amounted to \$8,704,001,000, as compared with \$5,593,978,000 in the

similar period of 1946, a gain of 55 per cent. The increase resulted from a large gain in cash purchase shipments, as lend-lease and UNRRA exports recorded very substantial declines from the previous year. General imports into the United States were valued at \$3,309,426,000, or 22 per cent over the total imports valued at \$2,707,690,000 in the corresponding period of 1946. Total trade for the seven-month period of this year amounted to \$12,013,427,000, an increase of 72 per cent over the total of \$6,945,465,000 for the like period of 1946. The favourable balance of trade for the 1947 period amounted to \$5,394,575,000, as against \$2,886,288,000 for the 1946 period.

British Empire Main Export Market

United States export trade with the six main divisions of the world was greatly in excess of that for the corresponding period of 1946. The British Empire was the chief market for United States exports, and was followed by the Latin American Republics, which took \$2,259,769,000, or 26 per cent of this country's exports. The corresponding amount for the 1946 period was \$1,082,948,000, or 19 per cent of the export trade. Canada was the principal purchaser of United States products, and was followed by the United Kingdom and Mexico.

The following table shows the value of United States exports to various British Empire countries and other principal foreign countries for the first seven months of 1947 and 1946:

United States Exports to Principal Countries

	January-July 1947	January-July 1946
	(Thousand Dollars)	
BRITISH EMPIRE COUNTRIES		
Canada	\$1,205,808	\$ 711,194
United Kingdom	714,517	495,345
South Africa	244,617	123,614
India	260,281	90,686
Australia	129,927	50,692
New Zealand	41,137	16,866
OTHER PRINCIPAL COUNTRIES		
Mexico	376,088	255,053
Cuba	277,747	144,751
Argentina	367,064	81,016
Brazil	404,525	184,139
Colombia	135,666	81,800
Venezuela	249,770	111,795
Belgium	281,434	169,612
France	525,170	494,736
Italy	313,796	250,690
Netherlands	219,219	105,411
Sweden	257,137	104,555
Norway	73,512	146,645
U.S.S.R.	106,962	261,365
China	275,214	291,177
Egypt	36,169	22,306
Poland and Danzig	42,610	134,722

Principal United States Exports

United States exports of domestic merchandise for the January-July period of 1947 amounted to \$8,585,186,000, as compared with \$5,434,510,000 in the like period of 1946, an increase of 58 per cent. Exports were made at an average monthly rate of \$1,226,455,000 for the 1947 period, as compared with \$776,358,000 in 1946.

The following table shows the chief United States exports by economic classes and commodities for the first seven months of 1947, as compared with the corresponding period of 1946:

United States Exports, by Principal Commodities

	January-July 1947	January-July 1946
	(Thousand Dollars)	
CRUDE MATERIALS	\$ 944,454	\$ 759,868
Cotton, raw	316,522	299,556
Tobacco, unmanufactured	159,418	185,937
Coal	303,448	143,319
CRUDE FOODSTUFFS	489,913	407,063
Wheat and wheat flour	496,309	368,507
Fruits and vegetables	175,719	189,665
MANUFACTURED FOODSTUFFS	937,708	1,025,598
Meat products	139,759	343,583
Dairy products	196,320	292,238
SEMI-MANUFACTURES	1,004,620	512,530
FINISHED MANUFACTURES	5,208,488	2,729,550
Rubber manufactures	134,078	104,399
Textiles	870,027	403,734
Electrical machinery and apparatus	328,439	153,763
Industrial machinery	784,583	487,158
Agricultural machinery	176,973	81,677
Automobiles, parts and accessories	641,546	246,933
Iron and steel mill products	468,070	247,850
Petroleum and products	371,799	252,351
Chemicals	456,625	296,879

Largest Gains Recorded in Exports of Finished Manufactures

Exports of agricultural commodities, valued at \$1,970,781,000, were slightly over the total of \$1,964,607,000 for the January-July period of 1946, while shipments of non-agricultural commodities increased from \$3,470,003,000 in the 1946 period to \$6,614,405,000 in the 1947 period. The largest gains were recorded in exports of finished manufactures, and included textiles, industrial machinery, automobiles and parts, and chemicals. Shipments abroad of crude materials recorded gains, but most of these were accounted for by a large increase in exports of coal. Crude foodstuffs also showed a gain, which reflected increased shipments of wheat and wheat flour. Exports of manufactured foodstuffs were below those of a year ago, with declines being reported in shipments of meat and dairy products.

Imports May Exceed Five Billion Dollars This Year

Imports into the United States for the first seven months of this year were valued at \$3,309,426,000, or over 20 per cent above those for the corresponding period of 1946, and at this rate may be expected to exceed \$5,000,000,000 for the year. Increases were recorded for imports from the six main divisions of the world. The British Empire countries were the chief sources of supply, while the Latin American countries were in second place, with a total of \$1,254,539,000, or 38 per cent of this country's imports. In the like period of 1946, the Latin American Republics furnished \$1,002,666,000, or 37 per cent of the total imports. Canada is the principal source of United States imports, followed by Cuba, Brazil and Malaya.

The following table shows the value of United States imports from British Empire countries and other principal foreign countries for the first seven months of 1947 and 1946:

United States Imports, by Principal Countries

	January-July 1947	January-July 1946
(Thousand Dollars)		
BRITISH EMPIRE COUNTRIES		
Canada	\$ 597,038	\$ 468,613
United Kingdom	119,567	87,756
Malaya	196,471	49,740
India	153,696	137,685
South Africa	43,274	87,273
Australia	89,746	81,041
OTHER PRINCIPAL COUNTRIES		
Mexico	149,348	137,857
Cuba	314,767	188,574
Argentina	100,185	105,862
Brazil	235,771	227,023
Colombia	112,480	80,930
Venezuela	98,278	63,629
Belgium	30,727	42,236
France	29,826	27,830
Italy	23,506	35,123
Sweden	44,793	31,480
Switzerland	49,040	57,233
U.S.S.R.	42,482	65,086
China	78,202	53,701
Belgian Congo	10,829	12,734

United States imports for consumption in the January-July period of 1947 were valued at \$3,248,229,000, as compared with \$2,647,329,000 in the corresponding period of 1946, an increase of 22 per cent. The average monthly value of imports for 1947 was at a rate of \$464,032,000, as against the 1946 seven-month average of \$378,187,000.

The following table shows the chief imports into the United States by classes and commodities for the first seven months of 1947, as compared with the like period of 1946:

United States Imports, by Principal Commodities

	January-July 1947	January-July 1946
(Thousand Dollars)		
CRUDE MATERIALS		
Undressed furs	\$1,047,141	\$ 958,764
Crude rubber	66,674	148,214
Tobacco, unmanufactured	224,756	105,387
Wool, unmanufactured	65,174	56,003
Raw silk	138,470	184,034
CRUDE FOODSTUFFS	13,165	61,043
Coffee	570,151	453,676
Fruits, edible nuts and vegetables	329,361	261,195
MANUFACTURED FOODSTUFFS	1,376,886	1,693,835
Fish and shellfish	379,104	285,620
Cane sugar	41,353	50,844
SEMI-MANUFACTURES	250,392	124,801
Diamonds, cut	695,093	498,255
FINISHED MANUFACTURES	21,732	78,364
Paper and paper materials	556,742	451,034
	350,595	223,882

Imports of Agricultural Products Increased

Imports of agricultural products valued at \$1,680,856,000 recorded an increase of 31 per cent over the total of \$1,279,667,000 for the first seven months of 1946. At the same time, receipts of non-agricultural commodities amounted to \$1,597,374,000, as against \$1,380,213,000 for the 1946 period, a gain of 16 per cent. Imports of crude materials, crude foodstuffs, manufactured foodstuffs and finished manufactures recorded an increase of approximately \$100,000,000 for each economic class, while receipts of semi-manufactures were up by almost \$2,000,000. Substantial

gains were reported for imports of crude rubber, coffee, paper and paper products, and sugar. On the other hand, declines were recorded in receipts of undressed furs, unmanufactured wool, fish, cut diamonds, and fruits and vegetables.

Fertilizer Industry of Canada Aids World Food Production

Outstanding growth due mainly to utilization of excess nitrogen produced for military needs—Output was valued at \$50.6 million in 1946, while exports totalled \$32.1 million—Total imports valued at \$4.6 million in same period.

By S. G. Barkley, Export Division, Foreign Trade Service

ONE of the more important causes of the slow recovery of food production in many parts of the world and the failure to expand it in others has been the extreme shortage of fertilizers, particularly nitrogen. The fertilizer branch of the Canadian chemical industry witnessed outstanding growth during the war, due mainly to the utilization for fertilizer purposes of excess nitrogen produced for military needs. The production of nitrogen fertilizers since the war could be referred to as a sincere effort on the part of Canada to aid in feeding the starving people throughout the world by supplying the necessary nitrogen fertilizers.

The fertilizer industry, for the most part, developed from the utilization of waste products from some other industrial operation. In some cases, the secondary operation has grown in importance to a point where it has become a major enterprise.

In 1946, the fertilizer manufacturing industry, as defined for statistical purposes, comprised twenty-three establishments, which were occupied solely in making mixed fertilizers; two superphosphate plants, which also made some mixtures; and three works which made synthetic ammonia fertilizers. Output was valued at \$50,600,000, and an average of 3,200 workers were employed.

Canadian Imports of Fertilizers

	Tons	Value
Ammonium sulphate	64	\$ 6,016
Basic slag	45,921	64,379
Kainite	7,405	90,332
Muriate of potash, crude	78,247	2,008,507
Sulphate of potash, crude	4,266	146,986
Sodium nitrate	15,579	468,821
Superphosphate	95,532	1,422,439
Fertilizers, compounded, n.o.p.	2,989	132,796
Fertilizers, unmanufactured, n.o.p.	4,746	220,839
Total	254,749	\$4,561,115

Exports of Fertilizer Greatly Increased

Exports of fertilizer from Canada increased from approximately \$500,000 in 1938 to a total of over \$32,000,000 in 1946. Shipments last year included 155,447 tons of ammonium sulphate, 141,142 tons of phosphate fertilizers, and 483,887 tons of other manufactured fertilizers, including ammonium nitrate and calcium cyanamide.

All shipments of these items are controlled by the fertilizer committee of the International Emergency Food Council (FAO), which supplies more than 100 claimant countries from the pooled production of the manufacturing countries. Allocations are established on the basis of the more urgent food necessities, and equitable distribution is thus maintained.

Muriate of potash, superphosphate and sodium nitrate were the principal kinds of fertilizers imported into Canada in 1946. Total imports were valued at \$4,600,000.

Production of Mixed Fertilizers in Canada, 1920-1946

Year	Tons	Selling value at works
1920	46,743	\$ 2,885,868
1925	47,076	1,663,129
1930	78,158	2,548,226
1935	145,844	3,442,017
1939	279,425	7,223,177
1940	302,842	8,154,305
1941	297,539	8,617,040
1942	406,141	12,480,300
1943	507,816	15,039,197
1944	542,520	15,585,502
1945	539,462	16,256,250
1946	580,000	16,536,000

High wartime prices for agricultural products stimulated greater production from the soil and resulted in a demand for fertilizers that continued throughout the war, reaching a peak in 1945. Fertilizer output from 27 plants was valued at \$13,165,200 in 1939 and increased to a value of



Canada—Ammonium sulphate being bagged for export at Consolidated Mining and Smelting Company of Canada, Limited, Trail, British Columbia. The supplying of fertilizer to the countries throughout the world will greatly aid in the feeding of starving peoples.

Exports of Fertilizers from Canada

Country	1945		1946	
	Quantity	Value	Quantity	Value
	Cwt.	\$	Cwt.	\$
United Kingdom:				
Fertilizers, phosphate, n.o.p.....	690,820	1,787,505	285,200	767,845
Fertilizers, manufactured, n.o.p.....	17,360	47,604	23,888	62,428
British East Africa:				
Fertilizers, manufactured, n.o.p.....	40	80		
British South Africa:				
Fertilizers, phosphate.....	317,560	696,250	239,320	537,609
Fertilizer, manufactured, n.o.p.....			2,222	5,560
Southern Rhodesia:				
Fertilizer, phosphate.....	37,480	82,175	16,680	36,570
Bermuda:				
Fertilizers, manufactured, n.o.p.....			1,501	3,037
British India:				
Fertilizers, manufactured, n.o.p.....	4,480	10,438		
Fertilizers, phosphate.....	126,000	276,254	165,100	377,300
Ceylon:				
Fertilizers, phosphate.....	4,480	9,822		
Fertilizers, manufactured, n.o.p.....	77,200	146,930	157,200	361,656
British Guiana:				
Fertilizers, manufactured, n.o.p.....	40	80		
Barbados:				
Fertilizers, manufactured, n.o.p.....	40	80	1	25
Jamaica:				
Fertilizers, phosphate.....	2,600	5,378	2,352	5,279
Fertilizers, manufactured, n.o.p.....	11,404	33,333	18,185	50,827
Trinidad and Tobago:				
Fertilizers, manufactured, n.o.p.....	40	80		
British West Indies (other):				
Fertilizers, phosphate.....	9,099	21,272	9,875	25,299
Fertilizers, manufactured, n.o.p.....	3,960	8,804	17,050	39,675
Hong Kong:				
Fertilizers, manufactured, n.o.p.....			1,000	3,600
Malta:				
Fertilizers, phosphate.....			24,180	50,520
Newfoundland:				
Fertilizers, phosphate.....			12	18
Fertilizers, manufactured, n.o.p.....	88,083	160,683	89,093	158,967
Australia:				
Fertilizers, manufactured, n.o.p.....	40	102		
New Zealand:				
Fertilizers, manufactured, n.o.p.....	8,000	18,640		
Palestine:				
Fertilizers, manufactured, n.o.p.....	21,000	48,930		
Belgium:				
Fertilizers, manufactured, n.o.p.....			2,000	5,176
Brazil:				
Fertilizers, manufactured, n.o.p.....	640	2,056	1,122	1,687
China:				
Fertilizers, phosphate.....			90,000	199,575
Fertilizers, manufactured, n.o.p.....			260,401	627,536
Colombia:				
Fertilizers, phosphate.....	21,000	56,556	1,040	2,819
Costa Rica:				
Fertilizers, manufactured, n.o.p.....			6,400	11,200

Exports of Fertilizers from Canada—Concluded

Country	1945		1946	
	Quantity	Value	Quantity	Value
	Cwt.	\$	Cwt.	\$
Cuba:				
Fertilizers, phosphate.....			2,000	7,257
Fertilizers, manufactured, n.o.p.....	1,800	2,700	5,077	8,643
Czechoslovakia:				
Fertilizer, manufactured, n.o.p.....			138,517	313,529
Greenland:				
Fertilizers, phosphate.....	58	162		
Fertilizers, manufactured, n.o.p.....	270	458		
France;				
Fertilizers, manufactured, n.o.p.....	1,095,857	2,836,153	755,600	1,955,741
French Africa:				
Fertilizers, manufactured, n.o.p.....	1,100	2,907		
French West Indies:				
Fertilizers, manufactured, n.o.p.....			60,612	125,948
St. Pierre et Miquelon:				
Fertilizers, manufactured, n.o.p.....			93	169
Greece:				
Fertilizers, manufactured, n.o.p.....			60,300	156,027
Honduras:				
Fertilizers, manufactured, n.o.p.....	90	156	105,140	183,868
Iceland:				
Fertilizers, phosphate.....	50,714	139,013	10,000	28,628
Fertilizers, manufactured, n.o.p.....	25,500	68,803	54,400	148,828
Japan:				
Fertilizers, manufactured, n.o.p.....			354,767	908,009
Netherlands:				
Fertilizers, manufactured, n.o.p.....	474,282	1,188,423	715,890	1,851,368
Panama:				
Fertilizers, manufactured, n.o.p.....	2,500	4,374	47,100	82,414
Peru:				
Fertilizers, manufactured, n.o.p.....	1,500	2,601	5,994	10,492
Poland:				
Fertilizers, manufactured, n.o.p.....			159,915	359,585
San Domingo:				
Fertilizers, phosphate.....	3,000	7,559	1,000	2,483
Fertilizers, manufactured, n.o.p.....	13,198	33,843	11,900	25,013
Alaska:				
Fertilizers, manufactured, n.o.p.....	1	15	1	6
Hawai:				
Fertilizers, phosphate.....	175,100	434,264	229,000	564,616
Fertilizers, manufactured, n.o.p.....	97,300	267,571	14,000	36,854
Philippine Islands:				
Fertilizers, phosphate.....			30,000	74,962
Puerto Rico:				
Fertilizers, manufactured, n.o.p.....	279,192	539,723	262,312	543,822
Uruguay:				
Fertilizers, manufactured, n.o.p.....	40	60		
Venezuela:				
Fertilizers, manufactured, n.o.p.....	2,450	6,794	5,060	12,938
United States:				
Fertilizers, manufactured, n.o.p.....	5,978,194	11,137,294	6,341,008	12,247,529
Fertilizers, phosphate.....	1,788,048	4,127,826	1,716,826	3,906,242
TOTAL	11,431,560	24,213,751	12,500,334	26,889,179

\$36,209,000 from 26 plants in 1945. Existing plants were enlarged and greater production was exacted from existing facilities to bring about this higher figure.

During the war period, one of the most significant developments affecting the fertilizer industry was the utilization of excess nitrogen produced for military purposes. Two new process modifications were developed. At Calgary, a process called "prilling" was utilized to increase the particle size and to produce a spherical particle about as large as buckshot. Development of a coarse crystal form of nitrate some thirty times as large as the usual crystal resulted in a grade of nitrate fertilizer for mixing purposes.

Wartime Nitrogen Plants Converted to Produce Aeroprills and Nitraprills

Plants, built during the war to produce nitrogen, have been converted to the production of ammonium nitrate, "aeroprills" and "nitraprills", products containing 33.5 per cent nitrogen. Production capacity of these plants amounts to well over 200,000 tons per annum. In addition, Canada supplies two basic fertilizer nitrogen materials, namely, sulphate of ammonia and cyanamid. Two grades of ammonium phosphate, superphosphate and mixed fertilizers, are also produced. The output of nitrate fertilizer compound in 1946 was 270,000 tons; of ammonium sulphate, 196,784 tons; and of mixed fertilizers, 580,000 tons.

The importance of nitrogeous fertilizers is best illustrated by the fact that only 10 per cent of the total production in Canada is required for domestic needs. As a result, Canada is able to supply over 50 countries with Canadian nitrogen.

Severe World Shortage of Nitrogen Fertilizers

There is a severe shortage of nitrogen in the world. It is estimated that the shortage for 1947-48 will amount to some 900,000 metric tons. This shortage poses urgent problems in increasing crop production all over the world. The world nitrogen pool available for export is now smaller than in 1937. Cause of this shortage is evidently the higher world demand for all fertilizers. Other causes are: better appreciation of the nutritional needs of huge populations; a severe shortage of coal in Europe, necessary for the manufacture of more nitrogen; wartime losses of nitrogen from many important soil areas; and the increasing demand from countries other than Europe, with no compensating increase in nitrogen production.

Sales of fertilizers in Canada during the year ended June 30, 1946, were 10 per cent greater than in the previous twelve-month period, the amounts being 632,213 tons and 575,066 tons respectively. The former figure was the highest on record and was nearly double the prewar peak of 334 003 tons in 1939.

Dutch Ship on Maiden Voyage in Canadian Trade

Designed for operation between Holland, Canadian Atlantic seaboard ports and the Great Lakes, the *M.V. Prins Frederik Hendrik* was launched last July in Hardinxveld, Holland, according to *Netherlands Trade and Industry*, which is published by the information bureau of the Netherlands Government, in Montreal. The Oranje Line, for which this ship was built, has advised that she will sail from Montreal on November 10 for Antwerp and Rotterdam.

Twelve passengers can be accommodated amidships in six double-berth cabins. The navigation equipment includes Ratheyon radar, an echo-sounder, a wireless direction finder, a Brown gyro compass and repeaters.

Improvement in Steamship Services Assists Canada's Trade with Haiti

Increased value of exports should tend to improve purchases of imported goods—United States main source of supply and leading purchaser of Haitian products—Canada's share of import market shows increase in recent months with establishment of direct steamship services to Haiti.

By R. G. C. Smith, Commercial Secretary, Canadian Legation

(Editor's Note—This is the last of two articles on economic conditions in Haiti. The first appeared in the October 25th issue of *Foreign Trade*. All values are in United States dollars.)

HAVANA, August 6, 1947.—The Republic of Haiti is the mountainous, densely populated western half of the Island of Hispanola. Its total area is about 10,700 square miles, and its population has been variously estimated at 3,000,000 to 4,000,000, giving a mathematical density of 280 to 374 persons per square mile. These density factors are purely academic, since much of the country, being mountainous, is entirely unsuited for development as "space for living".

Possibly not more than 10 per cent of the population is literate, the majority being Negro peasantry whose purchasing power is practically nil. Therefore, population figures are unreliable as a basis for estimating the potentialities of the market for imported goods.

Before the war, the value of imports averaged about \$10,000,000 per year, considerably above that of exports. This figure is indicative of the restricted size of the market but not of the immediate or possible future demand. As stated in the preceding section of this report, exports in recent years have been well ahead of imports, so that there is a strong demand for a great variety of products.

Although the 1945-46 import figure was one of the highest on record and the value for the first six months of the current fiscal year was at record levels, the volume of imports is not yet up to the purchasing power represented by the improved export position. Even with a levelling off of exports, which is to be expected, imports should be maintained at around \$20 million to \$25 million per year.

Such a forecast must take into consideration the drop in value of coffee exports, referred to in the first section of this report. Haitian economy is still geared to coffee, so that any serious further deterioration in the world's markets for this commodity will inevitably have a depressing effect on imports. Moreover, cotton must be discounted as a future export staple, despite its "comeback" in 1946. The current crop is one of the smallest on record and may not reach 6,000 bales (of about 500 pounds each), which compares unfavourably with an average prewar production of 25,000 bales. This crop is not produced on large estates in Haiti but is a peasant crop, so that control of the boll weevil is practically impossible.

United States Main Source of Supply and Principal Customer

The import trade of Haiti has been monopolized by the United States for many years. Before the war that country was supplying about 65 per cent of total imports. The only other suppliers of importance were: the United Kingdom, 12 per cent; Japan, 4 per cent; Germany, nearly 6 per cent; and France, 3 per cent. Canada's share was negligible. While the United States has also been the chief purchaser of Haitian products, its percentage share of total exports was much smaller, averaging about

49 per cent for the period 1937 to 1941. Moreover, it is noteworthy that before that time Europe, and particularly France, were the traditional purchasers of Haiti's products, the United States taking only about 9 per cent of total exports.

With the war the dependence of Haiti on the United States, both as a source of supply and as a customer, was a natural development. Since banana production and sisal fibre development were undertaken primarily to meet the requirements of the United States market, the growing importance of that country as a purchaser was to be expected, apart from the physical impossibility of supplying Europe during the war years. For the fiscal year 1945-46 the United States supplied 86 per cent of total imports, and Canada increased its share to over 2 per cent to become the third most important supplier.

Exports to the United States Reduced

In exports the trend away from the United States was becoming evident. In 1945-46 that country took some 62 per cent of total exports as compared with nearly 78 per cent in the previous year. This drop was due to increased shipments to Belgium, Colombia and Cuba.

In the first six months of the current fiscal year, the United States continued to dominate the import market to the same extent, but Canada's share increased to nearly 4½ per cent. This improvement was undoubtedly the immediate result of the establishment of a direct steamship service between Canada and Haiti in the autumn of 1946. Similarly, the trend in exports back to Europe continued. Belgium greatly increased its imports, and Norway and Italy resumed purchasing, taking 8 and 6 per cent respectively of total exports.

In considering the figures of imports from Canada, it must be borne in mind that all shipments have had to be made via the United States, and allowance should be made for the fact that some imports from Canada are inevitably credited to the United States. For the calendar year 1946, Canadian statistics show exports to Haiti valued at \$1,121,000 (Haitian figures for the fiscal year ending September 30, 1946, were only \$421,000) as compared with \$612,000 in 1945.

Port-au-Prince Main Distribution Centre

Port-au-Prince, the capital city, with an estimated population of 125,000, is the only city of importance in Haiti. Nearly all commerce is centred there, and it is the only harbour having a jetty to which ocean-going ships may come alongside. Whereas some of the outports are important export outlets, nearly 90 per cent of all imports pass through Port-au-Prince. Cape Haitien, on the north coast, is a distributing centre of some importance, but its population is not over 15,000, and it imports little merchandise direct.

Communications throughout the Republic are bad, although roads are being built and improved. The mountainous nature of the terrain makes road-building expensive and difficult, so that communications are still dependent largely on coastal shipping in small sailing vessels.

It follows that only agents in the capital should be selected by foreign manufacturers to represent them in Haiti, except on rare occasions when a firm in some other centre may also have an office in Port-au-Prince.

Market Requires Cheap Merchandise in Small Packages

If it is possible to generalize about market requirements, it may be said that the Haitian market is principally interested in cheap merchandise in small packages. There are no high-class, up-to-date department stores

nor shops principally handling high-class or better-quality merchandise, and purchasing power is not sufficiently high to support such organizations. For example, in cotton hosiery and underclothes there is a strong demand for seconds and thirds but little demand for firsts.

Again, small packages may be sold where large units would have no market. Such a requirement stems from the low average purchasing power, whereby the customer can only afford to buy a few of any one article at a time and would have no place to keep any quantity, even supposing he were in a position to buy in fair quantities.

It follows that the market may change from a condition of over-supply to one of absolute scarcity in a comparatively short time. For example, the arrival of a large ship in Port-au-Prince may materially affect the supplies of imported beer on the market through heavy consumption by its crew on shore and purchases as ships' stores. This scarcity can develop into over-supply by the simultaneous arrival of a few orders. Date of delivery is of great importance, therefore, and if there is any abnormal delay, exporters should obtain confirmation before actually making shipment.

These facts are most important when considering Haitian market possibilities, and should be given careful consideration by any firm wishing to enter the market.

Some Demand for Nearly All Products

There are few local industries in Haiti (a large cotton textile and yarn mill is near completion), so that there is some demand for most products except heavy machinery, fresh fruits and vegetables and luxury articles. Many products can only be sold in very limited volume, but there is some outlet for most items. As a general indication of the market requirements, the following are cited as the main articles imported into Haiti for the fiscal year 1946, the figures in parentheses being the values in \$1,000:

Cotton textiles, printed or dyed (\$1,858); plain cotton cloth (\$379); printed or figured cotton twills (\$1,242); plain or figured cotton twills, bleached or unbleached, (\$222); cotton yarns (\$212); agricultural machinery and implements (\$132); automobiles (143 units); trucks (227 units); cement (\$285); pharmaceuticals (\$493); copper and its manufactures (\$114); jute bags (mostly coffee) (\$454); lard (\$225); pickled, smoked and salted fish (\$77); flour (\$2,257); butter (\$115); edible oils (\$80); canned meats (\$49); confectionery (\$36); canned milk (\$134); glass and glassware (\$321); leather (\$41); boots and shoes (\$41); iron rods and sheets (\$168); cutlery (\$89); enamelled kitchen ware (\$79); tacks and nails (\$83); pipes and fittings (\$201); structural steel (\$112); electrical machines and apparatus (\$320); matches, wooden (\$164); gasoline (\$288); paints (\$94); paper and its manufactures (\$500); rubber tires and tubes (\$544); silks and its manufactures (\$368); soap (\$749); leaf tobacco (\$190); cigarettes (\$262).

Canada's Position in the Market Improved

Until recently Canada has had only a small share of the import trade of Haiti. The products supplied have been codfish, bloaters, alewives, flour, newsprint and other paper, and pharmaceutical products. This small share may be attributed largely to the lack of any direct steamship connections between the two countries, for there are many Canadian products that could be sold in Haiti if economical facilities for delivery were available. This is borne out by the considerable increase in trade during the period October, 1946, to March, 1947, which coincided with the establishment of a direct steamship service to Haiti from Canadian ports by Saguenay Terminals Limited.

There is no preferential tariff system in Haiti, so that Canadian manufacturers and exporters are on an equal basis with those in any

other country. Commercial circles in Haiti are interested in Canada as a source of supply, and during a recent visit to that market the Canadian Trade Commissioner received inquiries for the following products from a great number of agents and importers:

Lard and tallow; canned goods of all types; flour; biscuits; chocolates; codfish; alewives; bloaters; canned salmon; canned meats; table potatoes; sardines; beer; cheese; baking powder; paper; copy-books; envelopes; paints; paint brushes; automobile accessories; toys; aluminium roofing sheets; electric motors; wood-working machinery; bolts and screws; valves; metal furniture; aluminium trays; zippers; wire screening; pumps; industrial chemicals; silver and plated tableware; fishhooks; Diesel engines; machetes; nails; pipes; cooking utensils (aluminium and enamelled); shovels; automobile slip-cover materials; shirts; bathing suits; knitting wool; felt hats; neckties; socks; under vests; sewing twine; rope; school rulers; floorings; plywood; school slates; candles; religious articles; football (soccer) equipment; tennis shoes and racquets; costume jewellery; fountain pens and pencils; ladies' hand bags; rat-traps; ladies' belts; tiles; bathroom fixtures; light fixtures and electrical wiring devices; bandages and adhesive tapes; shoes; leather; pharmaceutical and patent medicines; cotton and rayon textiles.

Canadian firms in a position to supply the foregoing commodities are requested to communicate with the Canadian Trade Commissioner at Havana, Cuba.

Purchasing Orders being Withheld

The failure to secure a conversion loan from the Import-Export bank and the dark outlook for the future of Haitian coffee have had an adverse effect on the import market. Furthermore, the rise in prices of many imported products has tended to make most importers reluctant to enter into new commitments.

Nevertheless, while in some articles (notably flour) the market is well stocked, there is a continuing shortage of many products in demand in Haiti.

Should the issue of a domestic loan prove successful and if there is no further deterioration in the coffee market, the heavy volume of exports should overcome this current hesitancy.

There is a distinct tendency towards terms more liberal than letters of credit for most articles and, if Canadian firms wish to make any progress in the Haitian market, it is essential that they be prepared to offer terms of cash against documents. By careful selection of a good agent and by obtaining credit ratings on new customers through the usual banking channels and through the Trade Commissioner's office, the risk of adopting such a policy may be regarded as normal. Emphasis should be placed on the necessity for shipping on schedule or, in the event of delay, of obtaining confirmation, and of supplying goods strictly up to specifications (both as to packing and quality) or sample, if risks are to be reduced to the minimum, and dispute avoided.

Procedure for Businessmen Visiting Germany

Canadian businessmen wishing to visit Germany may now do so under either one of two schemes:

(a) By availing themselves of transport, housing and messing provided by the services (Army, R.A.F., etc.) in Germany.

(b) By providing their own methods of transport, and housing and feeding facilities while in Germany. Vouchers for the purchase of gasoline in the occupied zones will be issued by the British Board of Trade, and currency facilities will also be provided.

In either case, military permits must first be obtained. Individuals wishing to proceed to Germany should make application to the Foreign

Trade Service, European Section, Department of Trade and Commerce, Ottawa, as far in advance of their intended departure from Canada as possible. The application must give the passport number, and also indicate which of the above schemes he wishes to employ, the centres in Germany that he intends to visit, the purpose of the trip and the dates when admittance is desired. Forms of application are available on request to the above department.

As some weeks are generally required before permits can be issued, it is essential that application be submitted as early as possible.

Large Number and Variety of Exhibits for International Trade Fair are Planned

Reservations made for twelve hundred displays from twenty-five countries—Coliseum, automotive and electrical engineering building in Canadian National Exhibition Park will provide some 750,000 square feet of floor space.

TWELVE hundred exhibitors from twenty-five different countries have reserved space at the Canadian International Trade Fair, which is scheduled to open its doors on May 31, 1948, in Toronto, and continue until June 12. It was originally proposed to house the various exhibits in the Coliseum at the Canadian National Exhibition Park, which provided for some 217,000 square feet of floor space. So numerous were the applications, however, that it was found necessary to lease the automotive building and electrical engineering building, which increases the floor space to nearly 750,000 square feet.

As indicated in the October 11 issue of *Foreign Trade*, the exhibits will be classified under twenty-two groups, further details concerning which have been revealed by the organization responsible for administration of the trade fair, as follows:

Textile products, apparel and accessories—This will be one of the larger displays, and occupy some 35,000 square feet in the Coliseum. Covering the entire range of men's, women's and children's wear, it will feature furs, unshrinkable knitted goods, costumes and dresses, swim suits, lingerie, linens, tufted materials and other products, including button manufacturing and merchandise from the Orient. A fashion show will be held twice daily.

Jewellery—This will be one of the most colourful groups, and feature a display by fifty Swiss manufacturers of clocks and watches. In a space of some 4,000 square feet, expert watchmakers will demonstrate the manufacture of the product for which their country is famous. Jewellery and semi-precious stones from India will compete for attention with a similar display from Portugal, beautiful emeralds from South America and precious stones from Singapore. Carved ivory, accessories and costume jewellery of various kinds will be on view.

Leather goods, travelling requisities and leather substitutes—Displays in this group will be provided by Brazil, Canada, France, Greece, and the United Kingdom. Progress achieved during the war, when additional strength and resistance to unfavourable weather conditions were required, will be reflected in many materials for display at the trade fair. Sewing kits to saddlery, belts to bags, and shoes to sporting equipment will be placed on view by various manufacturers seeking an extended market for their goods.

Chemicals and radium—Pitchblende from Great Bear Lake, from which Canada derives the bulk of her radium, will form the basis of an exhibit in the automotive building. Artificial rubber and stainless steel will be included in this group, together with a wide variety of chemicals that owe their origin to requirements of the last war.

Plastics—Although this category does not include all the plastic products to be on display at the trade fair, manufacturers will exhibit a wide range of low-priced jewellery, novelties, household articles, building material, etc. One of the larger items will be a plastic injection moulding machine from Great Britain.

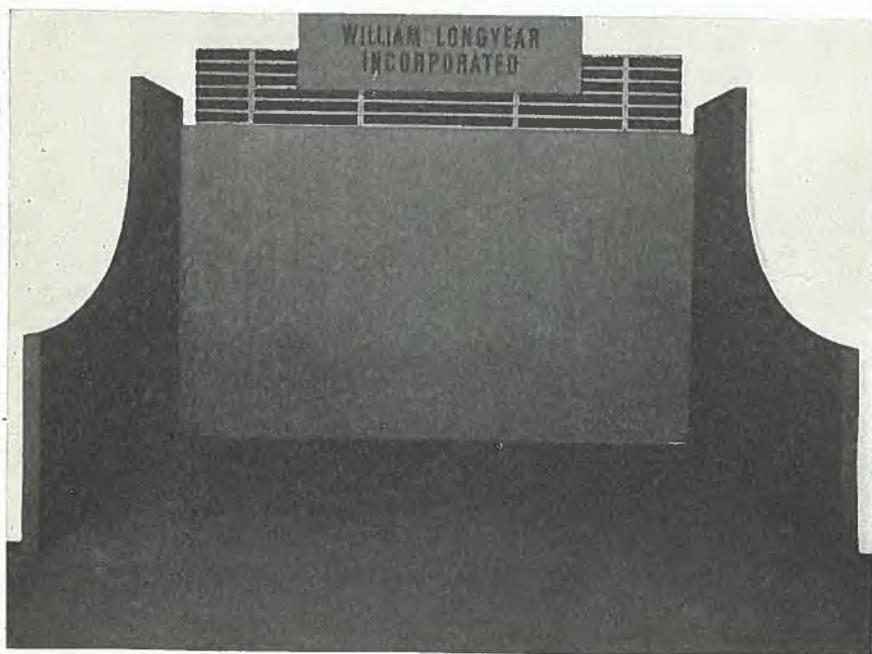
Drugs and drug sundries—Nineteen drug and hospital supply firms will be represented from Brazil, Canada, the United Kingdom and the United States. Exhibits will include soaps, cosmetics, proprietary medicines, surgical supports, X-ray equipment, medical and dental equipment, photographic apparatus, optical supplies and instruments. There will be displays of insecticides that were perfected during the war, presentations of modern surgical plastics from the United States, and a multitude of sundries that range from elastic knit goods to powder puffs.

Smokers' accessories—Products in this group will be placed on display principally by manufacturers in Brazil, Canada, Czechoslovakia and the United Kingdom, and include such items as ashtrays, flints, pipes and tobaccos, together with many sundries.

Recreational products and equipment—Twenty-three firms will be represented in this section, featuring displays from Canada, Ireland, Italy, Norway and the United Kingdom. The items will include toys, novelties, bicycles, target rifles, hobby sets, dolls, pistols, shotguns and sporting equipment of all kinds.

Food products and produce—This group will be one of the largest in the trade fair, and include displays from the Bahamas, Brazil, Canada, China, Colombia, Greece, Hong Kong, India, South Africa, the United Kingdom and the United States. One of the most unusual will be a display of edible birds nests from the Far East, and there will be an exhibit of soda fountain equipment. Dehydrated foods and chocolate products will be on show.

Medical and hospital supplies, scientific and optical instruments—Nineteen firms from Brazil, Canada, the United Kingdom and the United States will be represented in this group, with exhibits of heavy hospital equipment and delicate optical supplies, which will supplement displays in the drug category.



Canada—Style of individual closed booth to be used at the Canadian International Trade Fair, Toronto. Many different products from all over the world will be displayed. The booth measures approximately ten feet by twelve feet.

Smallwares and hardware—One of the first applications for space at the trade fair was received from a Canadian firm producing machetes and cane knives exclusively for export. These and a wide range of hardware, hand tools and forgings, together with large displays of light agricultural implements will be represented in this section.

Automotive equipment, rubber and petroleum products, parts and accessories—Thousands of products, mainly from Canada and the United States, will be on view in this group, including such items as brake linings, automotive hardware, engine parts, mechanics' hand tools, truck bodies and hydraulic hoists.

Marine and aviation equipment and supplies—Aircraft and their components, fully equipped boats and outboard engines will attract much attention to this section of the trade fair, which will also include radar equipment and craft manufactured from aluminum.

Farm implements and equipment—Canadian leadership in this classification will be demonstrated by a variety of displays, and include products that are in general use throughout the world.

Building materials, heating and plumbing—Interest in housing is responsible for a particularly large representation in this group from such countries as Brazil, Canada, the Netherlands, the United Kingdom and the United States. Products on display will include plastic wall tiles and sheeting, automatic valves, pumps, radiant heating, home comfort appliances, thermostatic and automatic control equipment, metal mouldings, paints and enamels.

Iron and steel, and non-ferrous metals—Magnesium, radium and stainless steel products will be featured among the displays in this group, which will include one from Bergen, in Norway.

Paper, printing and machinery, and office equipment—Some of the finest stationery and other equipment will be on display in the Coliseum. Typewriters, adding machines, record-keeping devices and office furniture of many kinds will be included. Twenty-six firms from Canada, the United Kingdom and the United States will be represented.

Household furnishings—Floor coverings, wallpaper, lamp shades, bridge tables, glassware, silverware, china, rugs, curtains and a wide range of other items will be on display in this group, representing products from Canada, Hong Kong, India, the United Kingdom and the United States.

Household appliances and musical instruments—Well-known organ and piano manufacturers will be represented in this section, in which will be displayed such household items as washing machines, vacuum cleaners, sewing machines, refrigerators and radios.

Electrical tools, motors and supplies—Some 24,000 square feet of floor space will be utilized by exhibitors in this section, including manufacturers of such items as batteries, cables, coils, conduits and fittings, electrical motors, insulators and resistors. One British firm will display 16 mm. film projectors, and various methods of refrigeration.

Machinery, engineering and plant equipment—This will be a large display, covering some 14,000 square feet of floor space, and featuring exhibits from Canada, Czechoslovakia, Denmark, the United Kingdom and the United States.

Rail and tramway equipment and supplies—Exhibits aggregating hundreds of tons will be displayed in this section, including diesel locomotives, steam engines, railway cars and tramway equipment. Of the 6,000 square feet of floor space reserved, 4,000 square feet have been requested by a single firm.

Mail Service to Germany Extended

Letters, letter packages and commercial papers, weighing up to the normal limit of four pounds, six ounces, may now be sent to all zones of Germany. Merchandise in letter packages is limited to that sent as gifts. Samples not exceeding the normal weight limit of one pound may also be sent to the whole of Germany. Printed matter weighing up to four pounds, six ounces may be sent to the British and United States zones and the British sector of Berlin only. Registration service to Germany is still suspended.

Geographic Location of Portugal Favourable to Trade Expansion

Prewar ocean freight and passenger services gradually being resumed—Direct connections with Eastern Canadian ports—No domestic exchange restrictions in force—Sixty per cent of production agricultural.

By Trade Commissioner Service, Foreign Trade Service

(Editor's Note—This is the first of two articles prepared for *Foreign Trade* as an economic review of Portugal.)

PORTUGAL faces the Atlantic Ocean on the west, shares the only frontier of Spain on the east and north, and on the south its coast fronts on the Gulf of Cadiz. Its area is 35,490 square miles, slightly larger than the province of New Brunswick (27,985 square miles), and extends 362 miles from north to south (distance between Montreal and North Bay), and 140 miles from east to west, thus occupying the greater portion of the western littoral and the Iberian Peninsula. This area is known as Continental Portugal.

The Azores and Madeira Islands in the North Atlantic are politically an integral part of Portugal. The Azores cover an area of 888 square miles, divided among three widely separated groups, and are roughly 800 miles from the mainland. The Madeira Islands comprise the island of Porto Santo and two groups of uninhabited islands, with a total area of 314 square miles. These islands are located about 535 miles from Lisbon.

Portugal is shaped like a roughly drawn parallelogram. On the north and east, Spain marks the frontiers; in the west and south, the Atlantic. The Portuguese seaboard is roughly 500 miles long, and the outline of the coast is a series of long and gradual curves.

The climate of Portugal is characterized by marked seasonal and regional variation within temperature limits. Daily mean variation does not exceed 23°F. Lisbon, Coimbra, Oporto and Evora have mean temperatures between 60°F. and 61.5°F. Moisture-laden Atlantic winds bring 50 to 60 inches of rain annually at Oporto, 22 to 30 inches at Lisbon, and about 19 inches at Faro, in the south. Heavy fogs are common along the coast. Rainfall is heaviest north of the Serra da Estrella, whereas there is little precipitation in Algarve in the south. In the deep valleys, where the mountains keep off the cool winds, it is excessively hot in summer, while on the summits of the mountains snow remains for months. Facing the Atlantic, Portugal is subject to terrific gales, particularly during the winter months.

Population 7,755,429 in 1946

According to the 1946 commercial index, the population of Portugal proper was 7,218,882; Azores, 287,097; Madeira Islands, 249,450. The principal cities are Lisbon, the capital, with a population of 694,389; Oporto, 174 miles north of Lisbon on the Atlantic, 258,548; Setubal, 26 miles southeast of Lisbon, 46,398; Coimbra, 108 miles north of Lisbon, 27,333; Braga, 30 miles north of Oporto, 29,962. Other important cities are Evora, Faro, Sintra, Aveiro, Portalegre, Santarem and Baja.

Portuguese is the official language, but French and English are spoken by the commercial community.

Highway Transport Facilities Inadequate

There are 1,753 miles of 1.67-meter gauge and 474 miles of narrow (1-meter) gauge railroad tracks in Portugal.

In 1942, there were 9,196 miles of national highways and 5,281 miles of municipal roads. Much road transport is by draft animals, public buses and trucks. As a result of a shortage of materials, roads are in need of repairs, and public highway transportation facilities are not sufficient to meet present demands.

Small craft are used for the local transportation of goods by waterways in the lower reaches of the main rivers. The nature of the rivers and of the terrain, however, prevents development of an inland waterway system, but affords abundant facilities for the development of hydroelectric power.

Lisbon is the southwestern European terminus of transoceanic air routes from the west coast of Africa and from North and South America, connecting with points in the Mediterranean, the Continent and the United Kingdom. The Portuguese island possessions in the Atlantic are conveniently located service stops for transatlantic flights. Domestic air transportation is developing rapidly. Pan-American and Transworld Airlines operate direct service between Lisbon and New York.

Direct Steamship Connections with Canada

Prewar ocean freight and passenger steamship services, reaching almost all parts of the world from Portugal, are being resumed gradually. The Montreal Shipping Company operates freight service more or less regularly from Eastern Canadian ports to the Mediterranean, calling at Lisbon on the homeward journey. In some cases Lisbon is the first port of call. United States lines, and in particular American Export Lines, operate a freight service to Lisbon from either New York, Philadelphia or Boston and take a few passengers. Portuguese lines operate ships to various North American ports, to Brazil and to the Portuguese colonies.

The principal seaport of Portugal is the capital city of Lisbon. There are facilities for handling all types of vessels and cargo, but there is a lack of dock space for merchant ships of heavy draft, with the result that part of the cargo must be unloaded into lighters. Apart from the delay involved in such a procedure, goods are subjected to rough handling, rain, sea-water and pilferage. Oporto, with the artificial port of Leixoes, is the only development alternative to Lisbon which is available for general cargo vessels.

Portugal is linked to the rest of the world by every type of modern communication. The Azores Islands and Lisbon are centres for world-wide cable telegraph systems. Telephone and telegraph connections, both wide and radio, are available to Europe and countries overseas, including direct facilities to the United States.

No Exchange Restrictions Imposed by Portugal

The currency unit in Portugal is the escudo of 100 centavos. The current buying rate, fixed by the Bank of Portugal, is 24.69 escudos to the United States dollar, and the selling rate is 24.90 escudos. There are no restrictions on dollar-escudo commercial transfers except to the extent exercised by Canadian authorities.

The metric system of weights and measures is the legal standard. The "arroba" is an old weight measure of 32 pounds still used. Another weight widely used is the quintal, corresponding to the hundredweight of 112 pounds.

Products Mainly Agricultural

Sixty per cent of the country's productivity is agricultural, providing employment for 1,840,000 workers. The agricultural products are chiefly wheat, barley, oats, maize, flax, hemp and grapes on the elevated tracts. In the lowlands, rice, olives, oranges, lemons, etc., are produced.

Twenty-five per cent of the country is covered with forests of evergreens, mostly pine, oak, cork, and chestnut. There are some 2,100,000 persons employed in the building, clothing, footwear, textile and fishing industries.

Portuguese exports consist principally of agricultural, mining, fishing and forest products, either processed (sardines, wines, olive oil, turpentine, resin, pitprops) or unprocessed (cork, tin, ore, pyrites, wolframite). Although largely an agricultural country, the production of wheat is frequently insufficient to meet demand.

In 1943, coal production amounted to 500,000 metric tons. This falls short of the country's requirements, and before the war 1,100,000 tons a year were imported, almost entirely from the United Kingdom. There is a considerable potential supply of hydro-electric power.

Reconstruction of Norway Proceeding More Rapidly Than Was Expected

*Projected standard of living achieved in three years instead of five—
Stimulation of exports and shipping, with increased earnings of
population, contributing to rapid progress.*

By S. G. MacDonald, Commercial Secretary, Canadian Legation

(Editor's Note—This is the first in a series of articles on economic conditions in Norway, prepared for *Foreign Trade*. Agriculture, forestry, shipping, fisheries and the whaling industry will be discussed in subsequent articles.)

(One Norwegian krone equals \$0.2015)

OSLO, October 3, 1947.—Plans for the reconstruction of Norway, undertaken during the period of hostilities by Norwegians at home and in exile, brought results soon after the end of the war. The government-in-exile returned in June, 1945, and was succeeded in office by a "caretaker" government that was drawn almost entirely from home front leaders. This was followed by the present government, which was formed following the national elections in September. It was then apparent that, even with the full co-operation of all concerned, it would not be possible to establish a standard of living of more than 75 per cent that prevailing in 1938 in less than five years.

Rapid progress was made, however, and the Minister of Finance announced in the middle of 1946 that the five-year period could be reduced to three. Further improvements in the economic position of this country continued, and the 75 per cent living standard was in sight by the beginning of 1947. In this rapid return to normal conditions, agriculture, finance, fisheries, industry, shipping, taxation, trade and whaling have played important parts. In this period of development, there are two features. First, international conditions stimulated export trade and the shipping industry, and second, the greatly increased volume of money and the population's increased earnings have created an extensive financial circulation throughout the country.

Two Economic Periods Since Liberation

The period since the liberation of Norway can be divided into two sections, that between the summer months of 1945 and the introduction of what are known as economic "sanitation" measures, and that extending from September, 1945, onwards through 1946. The first, while the issue of new banknotes and the registration of capital were being undertaken, was characterized by an increase in bank deposits and a decrease in the circulation of notes. The second was characterized by an increase in the circulation of notes and bank loans.

From the liberation to December 31, 1945, the Bank of Norway had a large surplus of deposits, resulting in a reduction in the note circulation of over 1,500 million kroner. After that date, the bank had a surplus of payments, resulting in an increase in the note circulation of approximately 286 million kroner at the end of September, 1946, which further expanded to 455 million kroner as of December 31, 1946. During the summer months of 1945, the banks received net deposits from the public totalling approximately 1,228 million kroner. The main reasons for this were that the wartime demand for notes decreased as political conditions became more stable, and the fact that most people expected bank deposits would not be subject to the same restrictions as applied to cash in hand when the new issue of notes was made. This entire increase in deposits was placed in liquid investments, which comprised not only the cash balance and deposits in the Bank of Norway, but also treasury bills, as the latter could be sold, when necessary, to the Bank of Norway without loss of interest.

For six years before the war, Norway maintained a stable sterling rate of exchange of kroner, 19.90 to the pound. From the outbreak of war in 1939 until the capitulation in the north of Norway in June, 1940, the dollar rate of exchange remained unchanged. During the war, the Government was faced with the question of what rate of exchange should be chosen after the liberation. As a temporary rate, 20 kroner to the pound sterling was established, which rate was ultimately decided on as the permanent rate of exchange, when the Norwegian Department of Finance informed the International Exchange Fund that the exchange rate would remain as of October 28, 1945—one pound sterling equal to 20 kroner, corresponding to a dollar-pound value of \$4.03. The gold content of the krone is defined as 0.179 grammes of fine gold.

Price Subsidies Increased

The price policy followed after liberation aimed at preventing any increase in the price level, and particularly in the cost of living. The foundation of this policy was laid by the government in the autumn of 1945. The desired stabilization has only been made possible by means of increased government price subsidies. For the fiscal year 1946-47, approximately 423 million kroner were granted for this purpose, as against approximately 265 million kroner for the fiscal year 1945-46. Still further grants, however, will be proposed for the fiscal year 1946-47.

The wholesale price level, which increased by 81 per cent during the war, shows a total decline of 3.5 per cent from the date of liberation to the end of 1946. This decline is due partly to government subsidies, and partly to an actual price decrease. This price decrease, however, only applies to certain articles, and there is no declining tendency. By various artificial means the government maintains the price level.

The cost-of-living index increased 53.8 per cent during the war—from 100.8 in August, 1939, to 155 in April, 1945. After the liberation, the index continued to rise until September, 1945, when the figure was

157. From September to October, the index again dropped to 155·1, as a result of the new steps taken by the government to counteract the price-increasing factors evident after liberation. During the twelve months from October, 1945, to October, 1946, the total index again increased by 2·9 per cent—from 155·1 to 159·5. This increase was mainly due to clothing expenses and the item "other expenses". In November, 1946, the index showed a further increase to 161·2. A rate within a few tenths of one per cent of the latter figure has been maintained throughout 1947 to date.

First Mexican Clothing Fair Held by Textile and Garment Industries

Exhibition booths extended along both sides of one of Mexico City's central thoroughfares—Sponsored by National Chamber of Commerce for Clothing, it is proposed to make the fair an annual event.

By W. J. Millyard, Assistant Commercial Secretary, Canadian Embassy

MEXICO CITY, October 14, 1947.—The first clothing fair in the history of Mexico has now been in progress for a month and will run for another two weeks. In order to attract attention, one of the central thoroughfares was taken over and exhibition booths extended along both sides of its entire length. A carnival atmosphere prevails, with bright lights, gay musical recordings, refreshment stands and large crowds milling about.

The National Chamber of Commerce for Clothing is sponsoring the fair, which has three main purposes, viz: to show what garments Mexico can make; to create public interest in the clothing industry; and to give the trade an opportunity to dispose of surplus stocks at low prices. There are 212 exhibitors, of which 70 per cent are retailers, 20 per cent manufacturers and 10 per cent wholesalers. Practically all types of men's and women's garments and accessories are on display and any article in the booths may be purchased by the public. The gates open at 5 p.m., and from then until closing time at 11 p.m. an average of 10,000 people pass through daily. The sponsors and exhibitors appear satisfied with the results, and it is proposed to make this an annual event.

Fair Originally Scheduled for December

Planning for the fair began many months ago, when it was intended that it should be held in December. However, when the presidential decree of last July 11 was announced, banning a wide range of foreign-made clothing in an endeavour to save foreign currency, the domestic textile and garment industries realized the opportunity to fill the gap thus created with materials and clothing of Mexican manufacture. For this reason, the opening day was advanced by three months.

Rumours had spread that, with the protection afforded by the presidential decree, prices of clothing would have a stupendous rise. The fair, however, is effectively demonstrating that the Mexican garment industry has no intention of profiteering and prices are definitely low. The styles are up-to-date and visitors appear impressed with the ability of their own country to produce clothes which compare favourably with those of foreign origin.

This year only Mexican exhibitors are represented, but next year it is hoped that foreign firms manufacturing machinery and equipment for the textile industry, and threads, buttons and trimmings that are not made in Mexico, will exhibit their products. In this way a fuller picture of the garment industry, from the raw materials, through the various processes to the finished article, will be presented.



Mexico—Native costume of Puebla, photographed in a Mexican patio.

Canadian Exports by Areas

Geographic Areas	September			January-September		
	1938	1946	1947	1938	1946	1947
BRITISH COUNTRIES						
(Millions of Dollars)						
United Kingdom and Europe.....	29.1	54.7	55.9	243.8	440.6	561.5
America.....	1.7	8.6	10.7	15.7	70.7	98.0
Africa.....	1.2	6.4	6.6	14.3	54.4	64.8
Asia.....	0.6	1.9	8.3	6.3	49.9	50.9
Oceania.....	3.7	4.9	7.2	37.5	37.9	70.4
Total British Countries.....	36.2	76.5	88.7	319.6	653.6	845.5
FOREIGN COUNTRIES						
United States and Possessions.....	25.3	70.0	88.2	190.8	620.7	737.7
Latin America.....	1.3	5.1	12.3	12.9	62.7	94.3
Europe.....	7.9	12.1	23.2	50.7	257.5	259.7
Other Foreign.....	1.5	6.2	6.2	20.5	69.4	67.7
Total Foreign Countries.....	36.0	93.3	129.9	274.9	1,010.3	1,159.4
TOTAL DOMESTIC EXPORTS.....	72.2	169.8	218.6	594.5	1,663.9	2,004.9

Canadian Exports, by Countries

Country	September			January-September		
	1938	1946	1947	1938	1946	1947
BRITISH COUNTRIES						
(Thousands of Dollars)						
Europe:						
United Kingdom.....	28,901	54,258	54,499	242,359	432,596	542,626
Eire.....	146	397	761	3,170	4,141	13,789
Gibraltar.....		1	26	6	298	234
Malta.....	34	11	609	285	3,564	4,811
Total Europe.....	29,081	54,667	55,895	245,820	440,599	561,460
America:						
Newfoundland.....	694	3,354	5,053	5,602	27,147	35,930
Bermuda.....	88	340	367	990	2,688	3,788
Barbados.....	88	316	625	755	4,609	6,935
Jamaica.....	299	1,555	1,184	3,194	10,537	13,167
Trinidad and Tobago.....	269	1,524	1,950	2,578	13,770	21,090
Bahamas.....	119		215			2,533
Leeward and Windward Islands.....		780	419	1,352	5,861	5,650
British Honduras.....	15	104	100	211	876	1,113
British Guiana.....	107	587	766	1,024	5,223	7,786
Falkland Islands.....					2	1
Total America.....	1,679	8,560	10,679	15,706	70,713	97,993
Africa:						
Northern Rhodesia.....			7			192
Union of South Africa.....	1,082	6,034	4,750	12,439	48,367	52,963
Other British South Africa.....						10
Southern Rhodesia.....	81	233	440	847	2,449	4,005
Gambia.....				15	56	57
Gold Coast.....	23	6	243	125	626	1,077
Nigeria.....	3	45	165	56	563	1,870
Sierra Leone.....	18	5	73	156	334	647
Other British West Africa.....						2
British Sudan.....			455	203	488	978
British East Africa.....	33	114	453	494	1,562	3,001
Total Africa.....	1,240	6,437	6,586	14,335	54,445	64,801
Asia:						
India.....	220	1,248	5,693	2,066	39,273	32,271
Burma.....	6	9	76	108	437	670
Ceylon.....	13	90	231	161	1,471	2,484

Canadian Exports, by Countries—Continued

Country	September			January-September		
	1938	1946	1947	1938	1946	1947
BRITISH COUNTRIES—Con.						
(Thousands of Dollars)						
As'ia—Con.						
Aden.....	5	30	298	74	231	1,138
British Malaya.....	134	169	526	1,931	2,167	5,192
Other British East Indies.....	1			5	49	9
Hong Kong.....	164	266	506	1,811	3,760	4,177
Palestine.....	21	106	1,008	106	2,534	4,948
Total Asia.....	564	1,918	8,338	6,262	49,922	50,889
Oceania:						
Australia.....	2,465	3,291	4,192	25,229	26,509	44,640
New Zealand.....	1,193	1,573	2,932	11,959	11,125	24,891
Fiji.....	18		75	277	263	821
Other Oceania.....	1	4	4	43	16	21
Total Oceania.....	3,677	4,868	7,203	37,508	37,913	70,373
Total BRITISH COUNTRIES.....	36,241	76,452	88,701	319,634	653,594	845,518
FOREIGN COUNTRIES						
United States and Possessions:						
United States.....	25,121	69,598	87,458	189,344	615,760	732,979
Alaska.....	32	52	24	101	191	256
American Virgin Islands.....	4	10	10	26	88	119
Guam.....		1	26	3	5	117
Hawaii.....	75	222	390	1,081	2,429	2,180
Puerto Rico.....	57	156	245	255	2,269	2,008
Total United States and Possessions.....	25,289	70,039	88,153	190,810	620,742	737,659
Latin America:						
Argentina.....	315	563	2,193	3,389	8,340	24,001
Bolivia.....	8	12	28	87	428	445
Brazil.....	241	1,420	4,091	2,657	14,746	18,828
Chile.....	43	89	399	442	2,598	3,546
Colombia.....	112	380	615	845	6,563	7,435
Costa Rica.....	6	48	86	71	792	1,508
Cuba.....	136	406	673	786	3,935	5,492
Ecuador.....		46	107	23	594	1,301
Guatemala.....	9	64	50	81	785	1,294
Hayti.....	9	98	162	100	859	1,157
Honduras.....	7	26	48	122	490	563
Mexico.....	164	959	1,687	1,843	7,638	8,873
Nicaragua.....	5	30	75	65	261	443
Panama.....	25	198	135	240	1,173	1,494
Paraguay.....		6	3	9	71	117
Peru.....	88	84	262	689	2,032	3,136
Salvador.....	1	31	33	31	399	507
San Domingo.....	11	53	287	262	945	1,474
Uruguay.....	41	96	137	182	1,424	2,378
Venezuela.....	93	447	1,181	933	8,641	10,326
Total Latin America.....	1,314	5,056	12,252	12,857	62,711	94,318
Europe:						
Albania.....	2		56	8	121	446
Austria.....			2	8	2,954	1,768
Belgium.....	1,228	877	4,055	6,025	54,904	36,881
Bulgaria.....	1	1		8	3	14
Czechoslovakia.....	125	119	421	2,934	9,198	10,196
Denmark.....	56	85	97	876	965	2,685
Estonia.....				1		
Finland.....	60	24	70	321	327	879
France.....	841	3,643	5,663	6,693	54,871	55,957
Germany.....	2,616	28	191	11,474	6,020	5,635
Greece.....		435	173	1,564	7,904	4,466
Hungary.....		2	31	1	282	888
Iceland.....	2	175	209	14	2,668	1,931

Canadian Exports, by Countries—Concluded

Country	September			January-September		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
FOREIGN COUNTRIES—Con.						
Europe—Con.						
Italy.....	134	1,034	2,440	1,316	17,845	25,744
Latvia.....	2			195		
Lithuania.....	300			777		
Netherlands.....	1,278	928	4,196	7,530	25,392	45,544
Norway.....	600	1,397	1,415	5,119	14,461	16,566
Poland.....	76	1,799	917	646	17,942	12,925
Portugal.....	10	225	222	113	2,172	2,963
Azores and Madeira.....		9	24	2	51	310
Roumania.....	5		41	36		91
Soviet Union.....	48	33	301	794	16,736	4,665
Spain.....	77	99	40	95	325	719
Sweden.....	373	794	1,590	3,573	6,567	13,722
Switzerland.....	69	364	999	553	5,240	8,969
Yugoslavia.....	1	8	68	7	10,513	5,737
Total Europe.....	7,904	12,079	23,221	50,733	257,461	259,701
Other Foreign Countries:						
Abyssinia.....			9		21	85
Afghanistan.....					1	33
Belgian Congo.....					920	964
China.....	163	3,082	2,821	1,872	29,449	26,478
Greenland.....					73	77
Egypt.....	22	862	836	252	9,723	8,730
French Africa.....	6	35	245	418	8,662	3,929
French East Indies.....	2	189	11	17	224	634
French Guiana.....	1	2	3	5	174	239
French Oceania.....	5	6	115	68	70	199
French West Indies.....	10	23	42	124	872	1,429
Madagascar.....				6	204	75
St. Pierre and Miquelon.....	20	102	74	182	576	799
Iraq.....	2	172	59	36	2,392	1,719
Tripoli.....						5
Other Italian Africa.....					3	7
Japan.....	946	355	26	12,384	490	504
Korea.....						22
Liberia.....	1	10	9	17	63	106
Morocco.....	4	2	70	85	1,046	1,050
Netherlands East Indies.....	44	251	233	581	5,041	4,207
Netherlands Guiana.....	5	22	48	27	401	656
Netherlands West Indies.....	12	112	158	156	1,099	1,373
Iran.....		6	78	38	370	818
Philippine Islands.....	101	647	505	1,020	4,368	8,743
Portuguese Africa.....	88	158	153	1,182	1,276	1,480
Portuguese Asia.....			10	1	24	68
Siam.....	1	13	20	16	33	379
Canary Islands.....		10	1	2	326	46
Spanish Africa.....			8			61
Syria.....	6	25	115	45	195	1,532
Turkey.....	12	27	458	1,916	1,336	1,243
Total Other Foreign.....	1,455	6,156	6,226	20,512	69,432	67,690
TOTAL FOREIGN COUNTRIES..	35,966	93,328	129,852	274,914	1,010,350	1,159,365
TOTAL DOMESTIC EXPORTS...	72,206	169,779	218,552	594,548	1,663,944	2,004,883

Irrevocable Letter of Credit Terms Not Desirable in Newfoundland

St. John's, October 16, 1947.—Many Canadian firms soliciting business in Newfoundland in recent months have asked importers to establish irrevocable letters of credit before shipment can be made. In several instances, Canadian firms have lost business by insisting on letter of credit terms. These terms may be essential in many overseas markets at the present time, due to exchange restrictions, but it is not necessary in

Newfoundland to insist on credit arrangements of this nature. Canadian exporters need have no hesitation in granting the usual terms—sight draft against documents—or 30-60 day terms to reliable Newfoundland accounts in conformity with the usual practice in this market. Merchants in St. John's, Grand Falls, Corner Brook, and certain of the other larger towns transact much of their business on a long-term credit basis, varying from six months to a year before many accounts are paid.

This involves a large outlay of capital on the part of importers who ship supplies to outport merchants in the fall and spring of the year on credit and receive payment when the fishermen are paid for their catches. While funds have been more readily available in recent years and cash payments have been more general, an increased demand for credit has been evident in the past few months. Importers therefore will be more inclined to request 30-60 day terms from Canadian, United States and United Kingdom exporters in the future. The unit of currency employed in Newfoundland is the Canadian dollar, and there are branches of Canadian banks located throughout the island. Under the circumstances, Canadian firms, in particular, should be prepared to meet the demands of reliable importers with respect to credit.

New Zealand Invites Tenders for Electrical Equipment

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

- 110 kv and 50 kv outdoor switchgear and steelwork for Maungatapere Substation, Contract No. 63, section 40, Auckland.
- 110 kv outdoor switchgear and steelwork for Bombay Substation, Contract No. 64, section 370, Hamilton.
- 66 kv outdoor switchgear and steelwork for Stoke Substation, Contract No. 65, section 95, Nelson.
- 66 kv outdoor switchgear and steelwork for Upper Takaka Substation, Contract No. 66, section 97, Nelson.
- 444 single-circuit galvanized steel transmission line towers (comprising tower bodies, leg extensions, foundations and accessories), to form 291 light suspension towers, 88 heavy suspension or light strain towers and 65 heavy strain towers for Cobb-Stoke-Waimangaroa transmission lines, Contract No. 61, section 103, Nelson.

Tenders for the above contracts close with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, New Zealand, on February 17, 1948. Interested Canadian firms may obtain further particulars and specifications from J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Building, Montreal.

End of Rubber Industry in Trinidad Seen as Prices Fall

Port-of-Spain, October 3, 1947.—(FTS)—The collapse of the high wartime prices for natural rubber probably will mean the end of the rubber industry in Trinidad. Production costs before the war were too high to meet far eastern producers, and it was only the high prices paid by the United States during the war years which permitted local production. In addition, growers of rubber trees will have to meet competition from synthetic plants in the United States and Canada.

Trade and Tariff Regulations

Argentina Suspends Duties on Potatoes

Buenos Aires, October 15.—(FTS)—Under a decree of October 2, 1947, all imports of potatoes into Argentina will be free of customs duties until November 15 or, in the case of shipments through the customs of the territories of Chubut, Santa Cruz and Rio Negro, until May 1, 1948. The foregoing applies to table potatoes only, as seed potatoes are already on the duty-free list. This measure was adopted because of the marked decrease in the production of potatoes in Argentina and the consequent necessity of importing substantial quantities.

Brazil Requires Import Licences for Tin Plate and Fertilizers

Rio de Janeiro, October 21, 1947.—(FTS)—Tin plate and fertilizers based on phosphorus, potassium or nitrogen, have been added to the list of products which require a licence for importation into Brazil. The list of goods requiring import licences, as distinct from exchange authorizations, in Brazil was published in *Foreign Trade* of September 13, 1947.

Chile Prohibits Imports of Automobiles, Pens, Pencils and Whisky

Santiago, October 16, 1947.—(FTS)—Under a resolution adopted by the Chilean Foreign Trade Council on September 30, no new import permits will be authorized for automobiles, pencils, fountain pens and whisky and other spirituous liquors. As in the case of import prohibitions previously adopted by Chile (a complete list of which was published in *Foreign Trade* of September 6, 1947), the new restrictions are to be effective until December 31, 1947, when the whole position will be reconsidered.

Eire Reimposes Duty on Parcel Tape and Holders

Dublin, October 3, 1947.—(FTS)—A government order has been issued under the Supplies and Services (Temporary Provisions) Act, 1946, whereby the duty mentioned in Eire tariff reference No. 247 (suspended on August 26, 1942), has been reimposed on parcel tape, parcel tape holders, and parts of such holders from October 1, 1947. The rate of duty remains unchanged at 100 per cent ad valorem from all countries.

New Peruvian Import Regulations Announced

Lima, September 26, 1947.—(FTS)—A Peruvian decree, dated September 23, has altered the regulations regarding imports of goods made on the basis of importers' own or free market exchange. The important features are as follows:

Imports on the basis of free market exchange will not be permitted unless the importer can prove that he actually possesses the necessary foreign exchange. This proof is to take one of three forms: proof of prepayment of the value c.i.f. Callao; deposit with the Central Reserve Bank of the entire value c.i.f. Callao; or proof of establishment of irrevocable letter of credit for the value c.i.f. Callao. A period up to October 4 has been established for the submission of proof of ownership of the foreign exchange. After that date, goods will not be permitted entry and consuls will refuse to visé consular invoices, unless definite proof of ownership of the foreign exchange has been produced.

Trade and Tariff Regulations—Continued

The issuance of new import licences for imports to be made on the basis of free market exchange is suspended until the Ministry of Finance and Commerce authorizes their issuance.

Under regulations announced by the National Foreign Trade Council on August 28, importers who had placed orders prior to August 26 were to apply to the National Foreign Trade Council for import permits to cover these importations. Applications were to be presented between September 1 and September 10 and definite proof was to be given by the applicant that his order was a bona fide one which had been placed prior to August 26. Peruvian Consuls were authorized to visé consular invoices for such shipments, without an import permit number, up until October 1. During this period, applications for licences, on the basis of free market exchange, amounting to approximately U.S.\$25,000,000 were made. As the free market supply of dollars is estimated to be approximately \$1,000,000 per month, the prospects were not encouraging. Without some step such as the present being taken, the customs house at Callao would have been flooded with merchandise and payment would be considerably delayed.

Of the \$25,000,000 worth of applications, it is understood that licences had already been issued covering approximately \$13,000,000 worth. Although a large part of this had been paid for either through prepayment or the establishment of a letter of credit, there was an increased demand for United States dollars here to cover the remaining portion. This increased demand has been reflected in the free market rate for dollars, which during recent days has passed the Soles 18 to the dollar mark.

Canadian exporters having orders for goods to be imported with the importers' own exchange and who have insisted upon a letter of credit being established need not be concerned about the new regulations. However, exporters having such orders and who have not received payment in advance or have not insisted upon a letter of credit being opened, should not make shipment until they have received advice from the importers here that they have secured the necessary foreign exchange and have established their proof of ownership in accordance with the decree under review. In order to safeguard themselves, it is suggested that in any case of doubt the Canadian exporter request the opening of an irrevocable letter of credit by the Peruvian importer. Should this precaution not be taken, exporters may find themselves subject to great losses through payment of fines and/or confiscation of their goods.

Southern Rhodesia Suspends Duty on Building Materials

Johannesburg, October 15, 1947.—(FTS)—A government notice, published in the *Southern Rhodesia Gazette* of October 10, suspends the duty on the following articles used in the building trades: chemical closets; plastic toilet seats; lavatory basins; Nissen huts and similar structures, unassembled; shingles.

Trinidad Will Consider Imports of Peas, Beans and Canned Salmon

Port-of-Spain, October 15, 1947.—(FTS)—The Controller of Imports and Exports of Trinidad announced today that consideration will now be given to applications to import peas and beans on the usual quota basis from Canada. The Controller also announced that purchases of canned salmon on government account has been discontinued and that consideration will be given to applications to import this item.

Trade and Tariff Regulations—Concluded

United States Invoicing of Western White Spruce Modified

Washington, October 24, 1947.—(FTS)—United States Treasury Decision 51770, published on October 16, 1947, states that, in addition to all of the information required by law or regulation, customs invoices for western white spruce lumber for which exemption from import tax is claimed shall contain a statement of the shipper or other person having knowledge of the fact, that to the best of his knowledge and belief, the lumber covered by the invoice is western white spruce. The facts upon which the statement is based, such as the location of stand of timber where the lumber originated, the altitude of the stand, or other pertinent facts shall be set forth, either in the invoice or in an attachment thereto. This decision, which takes effect from date of publication, revokes a former one No. 50833, published March 26, 1943, which required that invoices of western white spruce show that the lumber is not Engelmann spruce lumber. The purpose of the new treasury decision is to help protect shippers from charges of false entry of what they claim to be western white spruce but which the collector of customs may later claim is not western white spruce.

Certain Imports Into Germany Permitted Through Private Channels

Until recently, all goods imported into the British and American zones of Germany have been bought on government account and have been imported either directly by the occupying authorities or by German firms acting as their agents. It is now possible for German firms to import through private channels goods consisting of: (a) raw materials and semi-processed goods for actual incorporation into specified products for export; or (b) operating supplies and maintenance materials to the extent necessary for the production of specified exports. Certain goods, mainly food-stuffs and raw materials in world short supply, are reserved for central government purchase and no import licence will be given for these. Goods which are already present in sufficient quantities in Germany will not be imported.

Under the new procedure the German importer, requiring goods for manufacture into exports or supplies for his works producing for export, may seek his own sources of supply outside Germany. When he thinks he has found what he wants he applies to the Joint Export-Import Agency (U.S.-U.K.) for an import licence. He negotiates and signs his own contract with the foreign supplier. He cannot, however, pay the seller in foreign currency, this being done through the Joint Export-Import Agency through the opening of a letter of credit in the seller's favour. The letter of credit is normally opened when the goods are ready for shipment. If required it may be opened upon acceptance of the order by the seller or the execution of the contract by seller and importer. The seller should consign the goods to the Joint Export-Import Agency for the German consignee and he, on receipt of shipping documents, pays to the Joint Export-Import Agency the legal reichsmark price for the goods in German currency. Title to the goods passes to him when the documents are endorsed to the effect that he has made payment.

This new procedure does not, of course, in any way affect the regulations governing exports from this country. Goods for which an export permit is needed for other destinations will require a permit for export to Germany and the normal exchange control regulations apply to Germany.

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)

Vancouver—November 3-8.

Victoria—November 10.

Ottawa—November 17-21.

Montreal—November 24-29.

Information Available on South African Weights and Measures Regulations

With the return of more normal supply conditions in South Africa, there is a tendency on the part of South African authorities towards stricter enforcement of weights and measures regulations regarding imports entering the country. Canadian exporters are advised to familiarize themselves with the provisions of the South African Weights and Measures Act and the Regulations of 1943 promulgated thereunder. Details may be secured from the Director, Commercial Relations Division, Foreign Trade Service, Department of Trade and Commerce, Ottawa.



Ocean-Going Sailing Schedules

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

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

Departures from Montreal

*Calls at Halifax about five days later.

Destination	Loading Date	Vessel	Operator or Agent		
Africa-East—					
Lourenço Marques...	November 1-10	<i>Cottrell</i>	Elder Dempster		
Lourenço Marques...	November 10-22	<i>Langleecrag</i>	Elder Dempster		
Beira.....	November 10-22	<i>Langleecrag</i>	Elder Dempster		
Africa-South—					
Cape Town.....	November 1-10 November 10-22	<i>Cottrell</i> <i>Langleecrag</i>	Elder Dempster Elder Dempster		
Port Elizabeth.....					
East London.....					
Durban.....					
Argentina—					
Buenos Aires.....	Oct. 29-Nov. 2	<i>Royal Prince</i> <i>Clara Barton</i>	Furness Withy Montreal Shipping		
Buenos Aires.....	November 7				
Australia—					
Brisbane.....	November 5-9	<i>Port Halifax</i>	Montreal Australia New Zealand Line		
Newcastle.....					
Geelong.....					
Melbourne.....					
Sydney.....					
Belgium—					
Antwerp.....	Oct. 26-Nov. 2	<i>Twickenham</i> <i>Sein</i> <i>Brant County</i> <i>Ravnefjell</i> <i>Prins Fredrick</i> <i>Hendrik</i> <i>Hedel</i> <i>Beckenham</i> <i>Kent County</i> <i>Prins Willem II.</i> <i>Marchcape</i> <i>Actor</i> <i>Grey County</i> <i>Mont Sandra</i>	Cunard Donaldson Furness Withy Canada Steamships Brock Shipping Shipping Limited Shipping Limited Cunard Donaldson Canada Steamships Shipping Limited March Shipping Montreal Shipping Canada Steamships Montreal Shipping		
Antwerp.....	November 3-6				
Antwerp.....	November 3-8				
Antwerp.....	November 5				
Antwerp.....	November 10				
Antwerp.....	November 15				
Antwerp.....	November 10-15				
Antwerp.....	November 15-22				
Antwerp.....	November 17				
Antwerp.....	November 19				
Antwerp.....	November 20				
Antwerp.....	November 28				
Antwerp.....	November 30				
Brazil—					
Rio de Janerio.....	November 7			<i>Clara Barton</i>	Montreal Shipping
Rio de Janeiro.....	Oct. 29-Nov. 2	<i>Royal Prince</i>	Furness Withy		
Santos.....					

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Ceylon—			
Colombo.....	November 5	<i>Bayside</i>	March Shipping
Colombo.....	November 20	<i>City of Agra</i>	McLean Kennedy
Colombo.....	November 22	<i>Islandside</i>	March Shipping
Colombo.....	November 25	<i>A Ship</i>	March Shipping
China—			
Shanghai.....	November 5	<i>Cliffside</i>	March Shipping
Shanghai.....	November 25	<i>Gulfside</i>	March Shipping
Cuba—			
Havana.....	November 4-7	<i>Federal Pioneer</i>	McLean Kennedy
Denmark—			
Copenhagen.....	November 17-24	<i>Braeholm</i>	Swedish American Line
Egypt—			
Alexandria.....	November 5	<i>Bayside</i>	March Shipping
	November 22	<i>Islandside</i>	March Shipping
Eire—			
Cork.....	November 21	<i>A Ship</i>	Shipping Limited
Dublin.....	November 19-24	<i>Lord Glentoran</i>	McLean Kennedy
Finland—			
Helsinki.....	November 17-24	<i>Braeholm</i>	Swedish American Line
France—			
Le Havre.....	November 3-6	<i>Sein</i>	Furness Withy
Le Havre.....	November 3-8	<i>Brant County</i>	Canada Steamships
Le Havre.....	November 15-22	<i>Kent County</i>	Canada Steamships
Le Havre.....	November 19	<i>Marchape</i>	March Shipping
Le Havre.....	November 20	<i>Actor</i>	Montreal Shipping
Le Havre.....	November 28	<i>Grey County</i>	Canada Steamships
Le Havre.....	November 30	<i>Mont Sandra</i>	Montreal Shipping
Germany—			
Hamburg.....	Oct. 26-Nov. 2	<i>Twickenham</i>	Cunard Donaldson
Hamburg.....	November 10-15	<i>Beckenham</i>	Cunard Donaldson
Hamburg.....	November 19	<i>Marchape</i>	March Shipping
Hamburg.....	November 20	<i>Actor</i>	Montreal Shipping
Hamburg.....	November 30	<i>Mont Sandra</i>	Montreal Shipping
Gibraltar	November 5	<i>Marchport</i>	March Shipping
Greece—			
Piraeus.....	November 5	<i>Marchport</i>	March Shipping
Hong Kong	November 5	<i>Cliffside</i>	March Shipping
	November 25	<i>Gulfside</i>	March Shipping
India and Pakistan—			
Bombay.....	November 22	<i>Islandside</i>	March Shipping
Calcutta.....			
Madras.....			
Karachi.....	November 5	<i>Bayside</i>	March Shipping
Bombay.....			
Calcutta.....			
Madras.....			
	November 20	<i>City of Agra</i>	McLean Kennedy
	November 25	<i>A Ship</i>	March Shipping
Italy—			
Genoa.....	November 12-18	<i>Blue Master</i>	Montreal Shipping
Venice.....	November 5	<i>Marchport</i>	March Shipping
West Coast Ports...	November 12-18	<i>Blue Master</i>	Montreal Shipping
	November 23	<i>Mont Alta</i>	Montreal Shipping
	November 24	<i>Mont Gaspé</i>	Montreal Shipping
Malta	November 5	<i>Marchport</i>	March Shipping
Mediterranean—			
Central and Western Areas.....	November 5	<i>Marchport</i>	March Shipping
	November 23	<i>Mont Alta</i>	Montreal Shipping
	November 24	<i>Mont Gaspé</i>	Montreal Shipping
Mexico—			
Vera Cruz.....	November 4-7	<i>Federal Pioneer</i>	McLean Kennedy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—			
Amsterdam.....	November 5	<i>Ravnefjell</i>	Brock Shipping
Amsterdam.....	November 15-22	<i>Kent County</i>	Canada Steamships
Rotterdam.....	Oct. 30-Nov. 8	<i>John A. Donald</i>	Shipping Limited
Rotterdam.....	Oct. 31-Nov. 4	<i>Gadsden</i>	March Shipping
Rotterdam.....	November 10	<i>Prins Frederik Hendrik</i>	Shipping Limited
Rotterdam.....	November 15	<i>Hedel</i>	Shipping Limited
Rotterdam.....	November 17	<i>Prins Willem II.</i>	Shipping Limited
Rotterdam.....	November 19	<i>Marchcape</i>	March Shipping
Rotterdam.....	November 20	<i>Actor</i>	Montreal Shipping
Rotterdam.....	November 23	<i>Grey County</i>	Canada Steamships
Rotterdam.....	November 30	<i>Mont Sandra</i>	Montreal Shipping
Amsterdam.....	November 3-8	<i>Brant County</i>	Canada Steamships
Rotterdam.....			
Rotterdam.....	November 10-15	<i>Beckenham</i>	Cunard Donaldson
New Zealand—			
Auckland.....	November 3-5	<i>Cape Ortegale</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....	November 10-12	<i>Jessmore</i>	Montreal Australia New Zealand Line
Dunedin.....			
Newfoundland—			
St. John's.....	November 3-7	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	November 4	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	November 6-8	<i>Marjory</i>	Furness Withy
St. John's.....	November 6-8	<i>Island Connector</i>	Clarke Steamships
St. John's.....	November 22	<i>Blue Peter II</i>	Montreal Shipping
Northern Ireland—			
Belfast.....	November 5-9	<i>Lord O'Neill</i>	McLean Kennedy
Norway—			
Oslo.....	November 10	<i>Svanefjell</i>	Brock Shipping
Stavanger.....	November 17	<i>Ornefjell</i>	Brock Shipping
Bergen.....	November 17-24	<i>Braheholm</i>	Swedish American Line
Philippines—			
Manila.....	November 5	<i>Cliffside</i>	March Shipping
Poland—			
Gdansk.....	November 17-24	<i>Braheholm</i>	Swedish American Line
Portugal—			
Lisbon.....	November 5	<i>Marchport</i>	Montreal Shipping
Singapore.....			
Singapore.....	November 5	<i>Cliffside</i>	March Shipping
	November 25	<i>A Ship</i>	March Shipping
Sweden—			
Stockholm.....	November 17-24	<i>Braheholm</i>	Swedish American Line
Trieste.....			
Trieste.....	November 5	<i>Marchport</i>	March Shipping
Tunisia—			
Bizerte.....	November 5	<i>Marchport</i>	March Shipping
United Kingdom—			
Avonmouth.....	Oct. 30-Nov. 7	<i>Delilian</i>	Cunard Donaldson
Avonmouth.....	November 5-12	<i>Salacia</i>	Cunard Donaldson
Avonmouth.....	November 10-15	<i>Boston City</i>	Furness Withy
Bristol.....	November 5-9	<i>Boston City</i>	Furness Withy
Glasgow.....	November 10-17	<i>Dorelian</i>	Cunard Donaldson
Hull.....	November 15-19	<i>Consuelo</i>	McLean Kennedy
Leith.....	Oct. 29-Nov. 3	<i>Cairnvalona</i>	Furness Withy
Leith.....	November 10-15	<i>Cairnesk</i>	Furness Withy
Liverpool.....	November 1-7	<i>Yalacia</i>	Cunard Donaldson
Liverpool.....	November 2-5	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	November 5-9	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	November 13-18	<i>Beaverford</i>	Canadian Pacific

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom			
—Con.			
Liverpool.....	November 13-19	<i>Asia</i>	Cunard Donaldson
Liverpool.....	November 17-24	<i>Port Sydney</i>	Cunard Donaldson
Liverpool.....	November 19	<i>Lord Glentoran</i>	Canadian Pacific
Liverpool.....	November 29	<i>Empress of Canada</i>	Canadian Pacific
Liverpool.....	November 30	<i>Beaverburn</i>	Canadian Pacific
London.....	Oct. 29-Nov. 4	<i>Beaverdell</i>	Canadian Pacific
London.....	November 1-7	* <i>Fort Spokane</i>	Cunard Donaldson
London.....	November 5	<i>Ravnefjell</i>	Brook Shipping
London.....	November 9-14	<i>Beaverlake</i>	Canadian Pacific
London.....	November 18-24	<i>Fort Miami</i>	Cunard Donaldson
London.....	November 19-24	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	November 3-8	<i>Manchester Trader</i>	Furness Withy
Manchester.....	November 10-15	<i>Manchester Port</i>	Furness Withy
Manchester.....	November 17-22	<i>Manchester Shipper</i>	Furness Withy
Newcastle.....	Oct. 29-Nov. 3	<i>Cairnvalona</i>	Furness Withy
Newcastle.....	November 10-15	<i>Cairnesk</i>	Furness Withy
Newport.....	Oct. 30-Nov. 7	<i>Delilian</i>	Cunard Donaldson
Swansea.....	November 5-12	<i>Salacia</i>	Cunard Donaldson
Uruguay—			
Montevideo.....	Oct. 29-Nov. 2	<i>Royal Prince</i>	Furness Withy
Montevideo.....	November 7	<i>Clara Barton</i>	Montreal Shipping
West Indies—			
Antigua.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
Antigua.....	November 13-22	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	November 18-25	<i>Canadian Cruiser</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.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
Barbados.....	November 13-22	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	November 18-25	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
Bermuda.....	November 13-22	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	November 18-25	<i>Canadian Cruiser</i>	Canadian National
British Guiana.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
British Guiana.....	November 13-22	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
British Guiana.....	November 18-25	<i>Canadian Cruiser</i>	Canadian National
Dominica.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
Dominica.....	November 18-25	<i>Canadian Cruiser</i>	Canadian National
Grenada.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	November 13-22	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	November 18-25	<i>Canadian Cruiser</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.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
Montserrat.....	November 18-25	<i>Canadian Cruiser</i>	Canadian National
St. Kitts.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
St. Kitts.....	November 13-22	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	November 18-25	<i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
St. Lucia.....	November 13-22	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
St. Vincent.....	November 13-22	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	November 18-25	<i>Canadian Cruiser</i>	Canadian National
Trinidad.....	November 3-11	* <i>Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	November 13-22	* <i>Alcoa Pilgrim</i>	Alcoa Steamships

Departures from Halifax

*Sails from Saint John about three days earlier.

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago	November 8-12	<i>Dufferin Bell</i>	Pickford and Black
Iceland—			
Reykjavik	November 1-6	<i>Trueknot</i>	F. W. Warren
Reykjavik	November 1-6	<i>Fjallfoss</i>	F. W. Warren
Newfoundland—			
St. John's	November 4-7	<i>Fort Amherst</i>	Shaw Steamships
St. John's	November 5-7	<i>Patricia Sweeney</i>	Newfoundland Canada
St. John's	November 8-10	<i>Mayfall</i>	Shaw Steamships
St. John's	November 13-15	<i>Patricia Sweeney</i>	Newfoundland Canada
St. Pierre et Miquelon	November 8-10	<i>Mayfall</i>	Shaw Steamships
United Kingdom—			
Liverpool	December 21	<i>Empress of Canada</i>	Canadian Pacific
Southampton	November 16	<i>Aquitania</i>	Cunard Donaldson
Southampton	December 5	<i>Aquitania</i>	Cunard Donaldson
Southampton	December 23	<i>Aquitania</i>	Cunard Donaldson
West Indies—			
Antigua	November 8-14	* <i>Lady Nelson</i>	Canadian National
Antigua	December 1-9	<i>A Ship</i>	Alcoa Steamships
Antigua	December 14-23	<i>A Ship</i>	Alcoa Steamships
Barbados	November 8-14	* <i>Lady Nelson</i>	Canadian National
Barbados	December 1-9	<i>A Ship</i>	Alcoa Steamships
Barbados	December 14-23	<i>A Ship</i>	Alcoa Steamships
Bahamas	November 27	<i>Canadian Observer</i>	Canadian National
Bermuda	November 3-6	<i>Fort Townshend</i>	Shaw Steamships
Bermuda	November 8-14	* <i>Lady Nelson</i>	Canadian National
Bermuda	November 10-13	<i>Fort Amherst</i>	Shaw Steamships
Bermuda	December 1-9	<i>A Ship</i>	Alcoa Steamships
Bermuda	December 14-23	<i>A Ship</i>	Alcoa Steamships
British Guiana	November 8-14	* <i>Lady Nelson</i>	Canadian National
British Guiana	December 1-9	<i>A Ship</i>	Alcoa Steamships
British Guiana	December 14-23	<i>A Ship</i>	Alcoa Steamships
Dominica	November 8-14	* <i>Lady Nelson</i>	Canadian National
Grenada	November 8-14	* <i>Lady Nelson</i>	Canadian National
Grenada	December 1-9	<i>A Ship</i>	Alcoa Steamships
Grenada	December 14-23	<i>A Ship</i>	Alcoa Steamships
Jamaica	November 6-10	<i>Lady Patricia</i>	Pickford and Black
Jamaica	November 8-12	<i>Dufferin Bell</i>	Pickford and Black
Montserrat	November 8-14	* <i>Lady Nelson</i>	Canadian National
St. Kitts	November 8-14	* <i>Lady Nelson</i>	Canadian National
St. Kitts	December 1-9	<i>A Ship</i>	Alcoa Steamships
St. Kitts	December 14-23	<i>A Ship</i>	Alcoa Steamships
St. Lucia	November 8-14	* <i>Lady Nelson</i>	Canadian National
St. Lucia	December 1-9	<i>A Ship</i>	Alcoa Steamships
St. Lucia	December 14-23	<i>A Ship</i>	Alcoa Steamships
St. Vincent	November 8-14	* <i>Lady Nelson</i>	Canadian National
St. Vincent	December 1-9	<i>A Ship</i>	Alcoa Steamships
St. Vincent	December 14-23	<i>A Ship</i>	Alcoa Steamships
Trinidad	November 8-14	* <i>Lady Nelson</i>	Canadian National
Trinidad	December 1-9	<i>A Ship</i>	Alcoa Steamships
Trinidad	December 14-23	<i>A Ship</i>	Alcoa Steamships

DIRECTORY INFORMATION

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

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
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.....	November 2-6	<i>Shakespeare Park</i>	Saguenay Terminals
Haiti— Port au Prince.....	November 2-6	<i>Shakespeare Park</i>	Saguenay Terminals
Hong Kong.....	December 5	<i>City of Lille</i>	McLean Kennedy
India and Pakistan— Bombay.....	December 15 December 20	<i>Johilla</i> <i>City of Leeds</i>	McLean Kennedy McLean Kennedy
Calcutta.....			
Madras.....			
Karachi.....			
Philippines— Manila.....	December 5	<i>City of Lille</i>	McLean Kennedy
United Kingdom— Liverpool.....	December 18	<i>Empress of Canada</i> <i>Beaverford</i> <i>Beaverburn</i>	Canadian Pacific Canadian Pacific Canadian Pacific
Liverpool.....	December 23		
Liverpool.....	January 1		
London.....	December 14	<i>Beaverdell</i> <i>Beaverlake</i>	Canadian Pacific Canadian Pacific
London.....	December 27		
Venezuela— La Guaira.....	November 2-6	<i>Shakespeare Park</i>	Saguenay Terminals

Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenço Marques... Lourenço Marques...	November 2 December 8	<i>Manoeran</i> <i>Utrecht</i>	Dingwall Cotts Dingwall Cotts
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	November 2 December 8		
Argentina— Buenos Aires.....	November	<i>Mindanger</i>	General Steamships
Australia— Sydney..... Melbourne..... Adelaide.....	November 18 December 20	<i>Boogabilla</i> <i>Narrandera</i>	Empire Shipping General Steamships
Melbourne..... Sydney.....	November 3 November 20		
Hobart..... Melbourne..... Sydney.....	December 3	<i>Waikawa</i>	Canadian Australasian
Belgium— Antwerp..... Antwerp..... Antwerp.....	November 14 November 16 December 5	<i>Argentina</i> <i>Stephen Beasley</i> <i>Panama</i>	Gardner Johnson Empire Shipping Gardner Johnson

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Burma— Rangoon.....	November	<i>Silverguava</i>	Dingwall Cotts
Chile— Valparaiso..... Punta Arenas.....	November November 1	<i>Hindanger</i> <i>Don Anselmo</i>	General Steamships General Steamships
China— Shanghai..... Taku Bar.....	November 24 December	<i>Vilja</i> <i>Vingnes</i>	Empire Shipping General Steamships
Shanghai.....	November 11–26 November 11 November 21 November 21–22 December 5 December 15	<i>Lake Sumas</i> <i>Oregon Mail</i> <i>Island Mail</i> <i>American Mail</i> <i>China Mail</i> <i>Washington Mail</i>	Anglo Canadian American Mail Line American Mail Line American Mail Line American Mail Line American Mail Line
Costa Rica— Puntarenas.....	November 1	<i>Don Anselmo</i>	Empire Shipping
Colombia— Buenaventura.....	November 1	<i>Don Anselmo</i>	Empire Shipping
France— Le Havre.....	November 16	<i>Stephen Beasley</i>	Empire Shipping
Greece— Piraeus.....	November	<i>Aristotelis</i>	General Steamships
Guatemala— San Jose de Guatemala.....	November 1	<i>Don Anselmo</i>	Empire Shipping
Honduras— Amapala.....	November 1	<i>Don Anselmo</i>	General Steamships
Hong Kong.....	November 11 Nov. 15–Dec. 1 November 21 November 21–22 November 21–22 December 5 December 15	<i>Oregon Mail</i> <i>Lake Winnipeg</i> <i>Island Mail</i> <i>Castleville</i> <i>American Mail</i> <i>China Mail</i> <i>Washington Mail</i>	American Mail Line Canada Shipping American Mail Line Balfour Guthrie American Mail Line American Mail Line American Mail Line
India and Pakistan— Bombay..... Karachi.....	November 5 Mid-November November 29	<i>Manz Sailor</i> <i>Høegh Trader</i> <i>Høegh Silverlight</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts
Calcutta..... Madras.....	November	<i>Silverguava</i>	Dingwall Cotts
Italy— Genoa.....	November	<i>Aristotelis</i>	General Steamships
Japan— Yokohama.....	November 11 November 21 December 5 December 15	<i>Oregon Mail</i> <i>Island Mail</i> <i>China Mail</i> <i>Washington Mail</i>	American Mail Line American Mail Line American Mail Line American Mail Line
Malayan Union— Penang..... Port Swettenham..	November 21–22	<i>Castleville</i>	Balfour Guthrie
Morocco— Casablanca.....	November	<i>Aristotelis</i>	General Steamships
Netherlands— Rotterdam.....	November 16	<i>Stephen Beasley</i>	Empire Shipping

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Netherlands			
East Indies—			
Batavia	Mid-November November 5 November 21-22 November November 29	<i>Høegh Trader</i> <i>Manx Sailor</i> <i>Castleville</i> <i>Silverguava</i> <i>Høegh Silverlight</i>	Dingwall Cotts Dingwall Cotts Balfour Guthrie Dingwall Cotts Dingwall Cotts
Soerabaya			
New Zealand—			
Auckland	November 3 November 20	<i>Reynolds</i> <i>Waitemata</i>	Canadian Australasian Canadian Australasian
Wellington			
Dunedin	November 26	<i>Waihemo</i>	Canadian Australasian
Lyttelton			
Wellington			
Wellington	Early November	<i>Waikemo</i>	Canadian Australasian
Dunedin			
Wellington	December 3	<i>Waikawa</i>	Canadian Australasian
Nicaragua—			
Corinto	November 1	<i>Don Anselmo</i>	General Steamships
Palestine—			
Haifa	Nov. 18-Dec. 3	<i>Lake Shawinigan</i>	Anglo Canadian
Jaffa			
Philippines—			
Manila	November 11 November 21 November 21-22 November 29 December 5	<i>Oregon Mail</i> <i>Island Mail</i> <i>Castleville</i> <i>Høegh Silverlight</i> <i>China Mail</i>	American Mail Line American Mail Line American Mail Line Dingwall Cotts American Mail Line
Iloilo			
Cebu			
Manila	November 5	<i>Manx Sailor</i>	Dingwall Cotts
Manila	Mid-November	<i>Høegh Trader</i>	Dingwall Cotts
Manila	November	<i>Silverguava</i>	Dingwall Cotts
Manila	November 21-22	<i>American Mail</i>	American Mail Line
Manila	November 24	<i>Vilja</i>	Empire Shipping
Manila	November 29	<i>Høegh Silverlight</i>	Dingwall Cotts
Manila	December	<i>Vingnes</i>	General Steamships
Manila	December 15	<i>Washington Mail</i>	American Mail Line
Salvador—			
La Libertad	November 1	<i>Don Anselmo</i>	General Steamships
La Union			
Singapore			
	November November November 5 November 21-22 November 29	<i>Høegh Trader</i> <i>Silverguava</i> <i>Manx Sailor</i> <i>Castleville</i> <i>Høegh Silverlight</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts American Mail Line Dingwall Cotts
South Seas—			
Papeete	November 20	<i>Waitemata</i>	Canadian Australasian
Sweden—			
Gothenburg	November 14	<i>Argentina</i>	Gardner Johnson
Stockholm	December 5	<i>Panama</i>	Gardner Johnson
Syria—			
Beyrouth	November	<i>Aristotelis</i>	General Steamships
Taiwan			
	November 11-26	<i>Lake Sumas</i>	Anglo Canadian
	Nov. 15-Dec. 21	<i>Lake Winnipeg</i>	Canada Shipping
Turkey—			
Istanbul	November	<i>Aristotelis</i>	General Steamships
United Kingdom—			
Liverpool	Oct. 31-Nov. 15 Oct. 25-Nov. 12 Oct. 31-Nov. 15 November 11-26 Late November Nov. 27-Dec. 12	<i>Lake Kamloops</i> <i>Lake Sicamous</i> <i>Lake Chilco</i> <i>Lake Cowichan</i> <i>Pacific Exporter</i> <i>Lake Nipigon</i>	Anglo Canadian Anglo Canadian Anglo Canadian North Pacific Shipping Furness Pacific Canada Shipping
London			
Manchester			

Foreign Trade Service Abroad

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

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

Argentina

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

Territory includes Uruguay and Paraguay.

Australia

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

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

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

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

Belgian Congo

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

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

Belgium

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

Brazil

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

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

Chile

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

Territory includes Bolivia.

China

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

Colombia

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

Territory includes Republic of Panama and the Canal Zone.

Cuba

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

Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—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 Government Trade Commissioner, 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, Sleighting, London.

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

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

Cable address, Sleighting, London.

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

Territory includes the Midlands, North of England and Wales.

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

Territory covers Scotland and Iceland.

Cable address, Cantracom.

United States

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

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

Territory includes Bermuda.

Cable address, Cantracom.

Chicago—Acting Canadian Government Trade Commissioner, Suite 1607, 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. 20	Nominal Quotations Oct. 27
Argentina.....	Peso	Off.	2977	-2977
		Free	-2483	-2485
Australia.....	Pound	....	3-2240	3-2240
Belgium and Belgian Empire.....	Franc	....	-0228	-0228
Bolivia.....	Boliviano	....	-0238	-0238
British West Indies (except Jamaica).....	Dollar	....	-8396	-8396
Brazil.....	Cruzeiro	....	-0544	-0544
Chile.....	Peso	Off.	-0517	-0517
		Export	-0322	-0322
Colombia.....	Peso	....	-5714	-5714
Cuba.....	Peso	....	1-0000	1-0000
Czechoslovakia.....	Koruna	....	-0200	-0200
Denmark.....	Krone	....	-2083	-2083
Ecuador.....	Sucre	....	-0740	-0740
Egypt.....	Pound	....	4-1330	4-1330
Eire.....	Pound	....	4-0300	4-0300
Fiji.....	Pound	....	3-6306	3-6306
Finland.....	Markka	....	-0073	-0073
France and French North Africa.....	Franc	....	-0084	-0084
French Empire—African.....	Franc	....	-0142	-0142
French Pacific Possessions.....	Franc	....	-0201	-0201
Haiti.....	Gourde	....	-2000	-2000
Hong Kong.....	Dollar	....	-2518	-2518
Iceland.....	Krona	....	-1541	-1541
India.....	Rupee	....	-3022	-3022
Iraq.....	Dinar	....	4-0300	4-0300
Italy.....	Lira	....	-0028	-0028
Jamaica.....	Pound	....	4-0300	4-0300
Malayan Union.....	Dollar	....	-4701	-4701
Mexico.....	Peso	....	-2059	-2059
Netherlands.....	Florin	....	-3769	-3769
Netherlands East Indies.....	Florin	....	-3769	-3769
Netherlands West Indies.....	Florin	....	-5302	-5302
New Zealand.....	Pound	....	3-2402	3-2402
Norway.....	Krone	....	-2015	-2015
Pakistan.....	Rupee	....	-3022	-3022
Palestine.....	Pound	....	4-0300	4-0300
Peru.....	Sol	....	-1538	-1538
Philippines.....	Peso	....	-5000	-5000
Portugal.....	Escudo	....	-0403	-0403
Siam.....	Baht	....	-1000	-1000
Spain.....	Peseta	....	-0916	-0916
Sweden.....	Krona	....	-2783	-2783
Switzerland.....	Franc	....	-2336	-2336
Turkey.....	Piastre	....	-0035	-0035
Union of South Africa.....	Pound	....	4-0300	4-0300
United Kingdom.....	Pound	....	4-0300	4-0300
United States.....	Dollar	....	1-0000	1-0000
Uruguay.....	Peso	Controlled	-6583	-6583
		Uncontrolled	-5629	-5629
Venezuela.....	Bolivar	....	-2985	-2985