

FOREIGN TRADE

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COVER SUBJECT—Molasses, which was removed from the ration list last Sunday, being unloaded from the Canadian National cargo liner *Canadian Cruiser* in Montreal. Imports of this product during the first eight months of the current calendar year totalled 10,776,283 gallons, valued at \$3,554,620. Corresponding figures for last year were 6,349,324 gallons, valued at \$2,282,614. Barbados, in the British West Indies, is the principal source of supply, though Cuba also shipped large quantities of molasses to Canada. The *Canadian Cruiser*, which operates between Canada and British Guiana, via Bermuda, the Leeward and Windward Islands, Barbados and Trinidad, was built in Montreal by Canadian Vickers, Limited, and completed her maiden voyage to the Caribbean last January. Commencing the end of December, this vessel will maintain a fortnightly service with the *Canadian Challenger* between Canada, Bermuda, the Bahamas and Jamaica.

Photo by Canadian National Steamships

London Times Publishes "Survey of Canada and World Trade"

Thirty-two-page supplement spreads story of Canadian International Trade Fair throughout the world—Fifty-three articles by authorities provide comprehensive outline of Canadian economy and industry.

ATTENTION is being directed to the Canadian International Trade Fair by the *London Times*, which has prepared for distribution throughout the world a special thirty-two-page supplement, several advance copies of which have just been received in Ottawa. Although this "Survey of Canada and World Trade" was printed in London, the fifty-three articles on the national economy and other Canadian activities were contributed by writers in this country familiar with their respective subjects. As a result, readers of *The Times* in many lands will be provided with a comprehensive outline of the natural resources and services that have raised Canada to a leading position among trading nations of the world.

The articles are well illustrated, and provide a clear conception of the Canadian scene. A map of the Dominion, on the same scale as an insert of England, indicates the vast extent of this country and the areas from which are drawn its agricultural and mineral wealth. Attractive advertisements supplement the text, and emphasize the industrial development of Canada. The purpose of this, the first Canadian International Trade Fair, is set forth in an article by the Hon. James A. MacKinnon, Minister of Trade and Commerce, under whose direction it will be held in Toronto from May 31 to June 12, 1948.

Tribute Paid by Governor-General

Field Marshal Lord Alexander of Tunis, Governor-General of Canada, provided the following message for reproduction in this supplement: "Since coming to Canada over eighteen months ago, I have had several opportunities of visiting many parts of the country, and of seeing something of the immense resources to be found in the diverse regions which extend from the Atlantic to the Pacific and reach out to the Arctic. It has been a constant source of wonderment to me to see with what success so vast a territory has been developed by the enterprise, initiative and ingenuity of the Canadian people, whose skills and aptitudes are now being directed into new and ever-widening fields of endeavour.

"Wherever I have gone—in the Maritimes, in the central areas of the country, on the prairies, on the Pacific seaboard, in the vast and lonely places of the Northwest—I have seen signs of the determined spirit of a people who are still pioneering, in a land where the early explorers blazed the trails which led to regions rich and fertile beyond their imagination. The fisheries, farms and forests, the mines and the waterfalls, which have always provided a solid basis for the Canadian economy, have been reinforced in recent years by an expansion of industry and manufacturing—an expansion which has given the country an important place among the world's trading nations.

"It is not fitting that a great British journal should devote a special edition to this Canadian achievement, and I welcome its publication as an authoritative record of what Canadians are accomplishing in fulfilling the promise inherent in their country's endowments."

Prime Minister Extends Welcome

The Right Hon. W. L. Mackenzie King, Prime Minister, contributed the following message: "Recent years have witnessed a truly remarkable development in the volume and variety of Canada's production. With our relatively small population and great, though specialized, resources it was inevitable that many of our industries should be directed towards meeting the needs of other countries. As our export industries expanded, there was a corresponding growth in the volume and diversity of imported materials. These imports were required to sustain our growing production, as well as to meet the consumer demands of a nation enjoying a steadily improving standard of living.

"The very nature of Canada's economy has given Canadians a particular interest in an expanding and prosperous world trade. It has given our people a strong desire to further world trade by all the means at their command. To the readers, in many lands, of this special issue of *The Times*, it affords me much pleasure to extend warm greetings on behalf of the Government and people of Canada.

"Canada each year is host to millions of visitors who come at all seasons to enjoy their holidays with us. The first Canadian International Trade Fair in June, 1948, affords us a new opportunity to extend the warmest of welcomes to the businessmen who will come to the fair from all parts of the world. The plans that are being made should ensure our visitors a satisfactory stay in Canada for business purposes. I should like to think that many will also have time to enjoy a distinctive Canadian holiday amidst the varied scenery of our seaside and mountains, our lakes and streams."

Fifty-three Contributors

Others contributing to this special number of *The Times* include the following, as indicated in the "contents" of this Survey of Canada and World Trade:

Right Hon. L. S. St. Laurent, Secretary of State for External Affairs, on "Canada and World Affairs".

H. Carl Goldenberg, on "From War to Peace—Reconversion of Industry".

Leonard W. Brockington—"A Letter from a Citizen of Canada to the Editor of *The Times*".

Alexander Inglis, Resident Correspondent in Ottawa of *The Times*, on the "Growth of a Nation and its Trade".

Right Hon. James G. Gardiner, Minister of Agriculture, on "Food from Canadian Farms—Variety of Agricultural Products".

Hon. Humphrey Mitchell, Minister of Labour, on "Manpower and Employment—New Problems to be Faced".

H. F. Angus, on "Selective Immigration—A New Policy being Formed".

Hon. H. Francis G. Bridges, whose death occurred after his article had been set in type, on "Fisheries by Sea and Lake—Canada's Oldest Industry".

Victor Meek, Controller, Dominion Water and Power Bureau, Surveys and Engineering Branch, Department of Mines and Resources, on "Water Power and Industry—Dominant Hydro-Electric Factor in Canadian Economy".

Right Hon. C. D. Howe, Minister of Reconstruction and Supply, on "Engineering and Building—Many Projects in Reserve".

H. G. Hilton, President, Steel Company of Canada, Limited, on "Iron and Steel Production".

H. R. MacMillan, President, H. R. MacMillan Export Company, Limited, on "Wealth from the Forests—Export Problems of the Lumber Industry".

R. M. Fowler, President, Canadian Pulp and Paper Association, on "Pulp and Paper Making—World's Largest Output of Newsprint".

D. A. Macdonald, Associate Dominion Forester, on "Reforestation Plans—Planting and Regeneration in the Provinces".

Dr. H. L. Keenleyside, Deputy Minister of Mines and Resources, on "Vast and Varied Mineral Resources—How Canada's Underground Wealth is Distributed".

Dr. Charles Camsell, former Deputy Minister of Mines and Resources, on the "Mining Industry's Growth—Output Increased by 170 per cent Between the Wars".

W. M. Ritchie, Chief of the Fur Inspection and Grading Services, Department of Agriculture, on "Fur Farming and the Fur Trade—An Asset Capable of Development".

W. C. Perron, Traffic Officer, National Harbours Board, on "National Harbours".

J. L. Stewart, General Manager, Canadian Automobile Chamber of Commerce, on "Automobiles in Canada—Rapid Growth of a Great Industry".

"Textile Industries—Promising Outlook for the Future", from a Correspondent.

"Hudson's Bay Company—Widespread Undertakings of a Historic Enterprise", from a Correspondent.

Hon. James A. MacKinnon, Minister of Trade and Commerce, on "The Fair of 1948 at Toronto—An Unusual Setting".

"Show Window for the World—Details of the Exhibition", from a Correspondent.

Angus McGugan, Secretary-Manager, Canadian Shipbuilding and Ship Repairing Association, on "Progress in the Shipyards—Effect of War Experience on Design".

A. L. W. MacCallum, General Manager, Shipping Federation of Canada and former Chairman, Canadian Shipping Board, on "Shipping Services—Future of Merchant Fleet".

"Aluminium Production in Canada—Largest Exporter in the World", from a Correspondent.

Blair Fraser, Ottawa Editor of *Maclean's Magazine*, on "New Industries—Openings for Enterprise".

W. M. Neal, Chairman and President, Canadian Pacific Railway Company, on "Transportation in the Dominion—Canadian Pacific Railway, a Link in the Chain of Empire".

W. H. van Allen, Department of Transport, on "Department of Transport—Co-ordination by Land, Air and Water".

R. C. Vaughan, Chairman and President, Canadian National Railways, on "Railroads of Canada—Canadian National Railways".

R. C. Berkinshaw, President, Canadian Manufacturers' Association, on "The Manufacturing Industries—Expansion in Many Fields".

J. A. Wilson, former Director of Air Services, Department of Transport, on "Aviation in Canada—Reconversion to Uses of Peace".

Gordon Mann, General Manager, American Can Company, on "Food Canning".

George B. Oland, President, Dominion Brewers Association, on "Brewing Traditions—An Ancient Industry Brought Up to Date".

"Modern Distilleries—Industrial Alcohol and Canadian Whisky", from a Correspondent.

General the Hon. A. G. L. McNaughton, President, Atomic Energy Control Board and Canadian Delegate to the United Nations Atomic Energy Commission, on "Atomic Energy Projects—Progress of Canadian Research".

R. F. Thompson, Director of Vocational Training, Department of Labour, on "Technical Education Schemes—Fitting Local Conditions".

N. A. MacRae, Chief of Tobacco Division, Central Experimental Farm, on "Tobacco Production—Growers Ready to Compete in Export Markets".

"Man-made Rubber—A Government Enterprise", from a Correspondent.

Maud Ferguson, on "Women in Industry—Varying Conditions in Different Provinces".

George W. Huggett, President and Managing Director, Canadian Industries, Limited, on "Chemical Industry's Expansion—The Struggle for World Markets".

Kenneth R. Wilson, Ottawa Editor, *The Financial Post*, on "Canada and the International Trade Organization—Hopes from the Geneva Charter".

Senator Charles L. Bishop, on "The Press of Canada—A Trend Towards Mergers".

Donald W. Buchanan, Editor of "Canadian Art", on "Industrial Design—More Distinctive Canadian Work in Evidence".

Fulgence Charpentier, on "Printing and Publishing—World-wide Output in Two Languages".

C. J. Mackenzie, President, National Research Council of Canada, on "Industrial Research Work—Contribution of Science to Trade Development".

A. Davidson Dunton, Chairman of the Board of Governors, Canadian Broadcasting Corporation, on "Broadcasting in Canada—Public and Private Ownership Combined in Complex Networks".

Hon. Douglas C. Abbott, Minister of Finance, on "Revenue and Expenditure—Public Finance During and After the War".

G. D. Finlayson, Superintendent of Insurance, Department of Insurance, on "Insurance Business—A System of Supervision by the State".

"Banking and Commerce—The Bank of Canada as Keystone", from a Correspondent.

George A. McNamee, Manager, Royal Automobile Club of Canada, on "Half a Million Miles of Highways—Magnificent Scenery and National Parks".

Morris McDougall, former President, Parliamentary Press Gallery, on "Tourist Traffic—Welcome Growth Since War".

Trinidad Plans to Establish Marketing Board

Port-of-Spain, October 3, 1947.—(FTS)—Plans are being worked out for the establishment of a marketing board in Trinidad, which will combine all existing government marketing agencies. The new organization essentially will be a trade body engaged in commercial transactions involving perishable products. The ultimate objective is the establishment of co-operatives. In addition to marketing activities, the board will prepare and sell balanced feeds directly to livestock owners and handle the distribution of imported and local seeds. The marketing of locally caught fish also will be included in the activities of the organization.

DIRECTORY INFORMATION

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

Canadian Certified Seed Potatoes Recently Bought by Uruguay

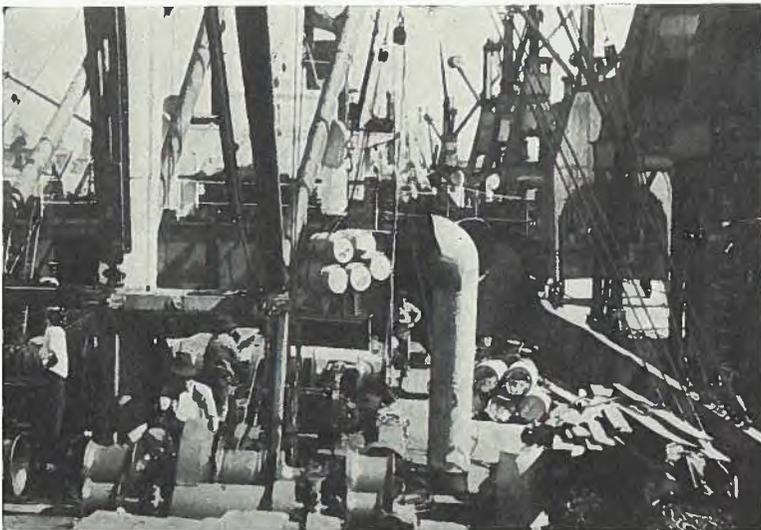
Record order for 120,000 crates placed by the Official Seed Distribution Service with Special Products Board—Government sending ship to load in Saint John—Table potatoes will be imported during November—Quality of stock must be considered.

By **W. B. McCullough**, Commercial Secretary (Agricultural Specialist),
Canadian Embassy

BUENOS AIRES, October 6, 1947.—The Official Seed Distribution Service of Uruguay recently placed an order with the Special Products Board for approximately 120,000 crates of Canadian certified seed potatoes. The Katahdin variety was specified, with not less than twenty per cent in the small size grade. This purchase is about 20,000 crates more than the quantity shipped last year, and represents a record shipment of Canadian seed potatoes to Uruguay. The Uruguayan Government plans to send its own ship, the S.S. *Tacoma*, to Saint John, where it is expected to load about November 10. Dr. Carlos J. Berta, chief of the potato division, will visit Canada to supervise the loading, and to inspect the condition of the cargo on the return voyage.

This order was negotiated on a government-to-government basis. At the present time, in so far as seed potatoes are concerned, the Official Seed Distribution Service is not prepared to purchase through brokers or other commercial channels; the official policy is to deal only through government agencies. Quotations submitted by individual exporters serve only to create misunderstanding as to price ranges, and may readily have the effect of establishing a minimum or the lowest price.

As annual requirements for the second crop are from forty thousand to one hundred thousand crates, Uruguay provides a substantial market. The second crop is planted in January and February, depending on moisture conditions, which is midsummer in Uruguay. The temperature is usually high, with little rainfall. The soil is hot and dry, and growers



Canadian seed potatoes being unloaded at a South American port.



Canada—Canadian seed potatoes awaiting shipment from Saint John, N.B., to various South American countries. Over a period of four weeks recently, 485,159 crates were loaded on ships destined for Uruguay and Argentina.

demand small-size tubers for planting. The Katahdin variety has given excellent results for this crop and continues to be in great demand. For the reasons mentioned above, small whole tubers are required, and should the Katahdin or another suitable variety become available from some other source in the small-size grade, the Canadian market in Uruguay would be determined by the quantity of the small-size grade which Canada could provide. It is, therefore, imperative that Canadian growers and exporters make a determined effort to supply this grade, if Canada is to maintain its present preponderant position in this market.

For the first crop planting in September, Uruguay was unable to obtain certified seed from Argentina, as the latter could not meet its own requirements. The Official Seed Distribution Service sought new sources of supply and finally purchased approximately 48,600 crates from South Africa. These were mainly the Up-to-Date variety, with no less than 68 per cent small size. This purchase, together with the Canadian order, represents Uruguay's full requirements of imported seed for the current crop year.

Uruguay in Market for Table Potatoes

Uruguay normally imports table potatoes during late October, November and early December. From information available, it is evident that domestic production this year will not meet the local demand, and small quantities will be imported during November. The Uruguayan Government has not assumed responsibility for the importation of table potatoes, and business is effected through regular commercial channels.

On September 25, the Uruguayan Government published a decree establishing ceiling prices for locally produced and imported table potatoes. The ceiling on the sale price from importer to dealer is set at 21 pesos per 100 kilos, or, at the current rate of exchange, \$5.03 (U.S.) per 100 pounds. From the importer or dealer to the retailer, the ceiling price is 21.80 pesos per 100 kilos, and from the retailer to the consumer 0.24 pesos per kilo. The decree also provides that the price for sale in the interior of the country on imported table potatoes will be increased in accordance with transportation charges. Canadian exporters would, therefore, have to land table potatoes at Montevideo at a price within this ceiling, including commissions and costs.

Uruguayan importers would prefer to have table potatoes shipped in crates, but in view of the ceiling price, the additional cost makes this method of packing prohibitive. Exporters should keep in mind the long voyage from Canadian ports to Montevideo, part of which is through tropical waters. When table potatoes are packed in sacks and transported in ordinary stowage, deterioration frequently takes place. For this reason, particular attention must be paid to the quality of the stock, freedom from late blight and other rots, which are bound to cause a breakdown in transit. It will be recalled that last year a shipment of table potatoes to Uruguay resulted in heavy loss. If Canadian exporters are to continue in the Uruguayan market for seed and table potatoes, they must be prepared to supply the grades and qualities required and to negotiate the transactions through the preferred channels.

Shipments of 500,000 Crates Made from Saint John

(Editor's Note—With the departure next week of the *S.S. Tacoma*, which is owned by the Government of Uruguay, though registered in Panama, shipments of Canadian certified seed potatoes for Argentina and Uruguay will amount to 485,159 crates over a period of four weeks. Other ships loading at Saint John were the *S.S. Slesvig*, 69,586 crates for Mar del Plata, Argentina, sailing October 14; *S.S. Normandeit*, 61,167 crates for Mar del Plata, Argentina, sailing October 21; *S.S. Mormachawk*, 113,466 crates for Mar del Plata, Argentina, sailing October 27; *S.S. Eastport*, 60,863 crates for Argentina, sailing October 17; *S.S. Bretagne*, 60,007 crates for Argentina, sailing October 25. In addition to the above, the *S.S. Mormacowl* is scheduled to load potatoes next week for Argentina.)

Portugal Affords Good Market For Many Canadian Products

Purchasing power relatively low but market for imported goods improved—Lisbon and Oporto chief commercial centres—Import regulations in force—Careful packing essential—High tariff rates prevail—Purchases from Canada fairly extensive.

By Trade Commissioner Service, Foreign Trade Service

(Editor's Note—This is the last of two articles prepared for *Foreign Trade* as an economic review of Portugal. The first appeared in the November 1st issue.)

THE standard of living of the Portuguese working-classes is very modest, with a resultant important bearing upon the country's market possibilities, particularly for imported manufactured goods.

The social welfare functions of the State are channelled through corporative bodies, while minimum daily wages are fixed by the Government for skilled workers in various trades. Unemployment does not constitute a major or serious problem.

The average purchasing power in Portugal is low. The average wage paid a labourer is about 25 escudos (\$1) a day; the average pay of the white-collar worker is in the neighbourhood of about \$50 a month. Before the war there was no middle class in Portugal. There are many wealthy families who comprise, for the most part, the purchasers of imported goods, and then the multitude with an average income of perhaps \$600 a year. The highly lucrative wartime business brought to a great number in the lower bracket additional wealth, which has increased the number who might be considered as falling within the class having an income sufficient to permit of their purchasing imported goods. However, even with this addition, the number in the upper bracket is relatively small.

Lisbon and Oporto Chief Commercial Centres

Lisbon and Oporto are the two most important commercial centres of Portugal. They are the only ocean ports of importance, and distribution of imported goods throughout Portugal is made from these two points. They are also the focii of industry, and most of the manufacturing plants are in or close to these two cities. The districts of Coimbra and Covilha are important industrial areas, being for the most part the location of the Portuguese textile industries. Canadian exporters, however, should concentrate on Lisbon and Oporto, particularly the former, since 65 per cent of the imports into the country are through Lisbon.

Every type of distributor may be found in Portugal. There are many first-class houses of long standing, but in the main these old establishments are already overloaded with foreign agencies. Newer and smaller concerns are often more effective in that they are more aggressive. At the same time care must be exercised in the choice of a suitable agent.

Commission Sales Increasing

During the war and until recently, trading was extremely profitable, with a noteworthy preference apparent for purchasing outright. To a considerable extent, owing to market changes, this tendency is now disappearing, and straight commission sales are increasing.

Inland transportation costs in Portugal are high and, where possible, shipments destined for the northern part of the country should be delivered by sea to Oporto, and those for the south to Lisbon. Portugal has an excellent network of highways which, because of the shortage of materials, fell somewhat into disrepair during the war. This situation is now being remedied and, with more motor vehicles available, distribution by trucks is becoming more common.

Letters of Credit should be Required

During the war it became the general practice to pay for imported goods against irrevocable letters of credit opened in the country of origin, and importers continue to transact business on that basis. Canadian firms are advised to adhere strictly to this method of payment until they have had an opportunity to become thoroughly acquainted with their Portuguese customers. Failure on the part of the exporters of certain countries to deliver goods has occasioned losses to many Portuguese importers. As a result, there is a tendency, when any substantial amount is involved, for the Portuguese importer to insist that the exporter post a bank guarantee to reimburse the importer for out-of-pocket costs incurred in opening a letter of credit should the exporter fail to deliver the goods.

Besides customs duties, which are payable on importation, imported goods may be subject to other types of taxation, and this may effect the exporter's ability to compete with Portuguese producers. Regulating bodies have been set up to look after the interests of Portuguese industries, and in many instances imported goods must meet with the prior approval of these bodies before they may be brought into the country. In other cases these bodies are empowered to stipulate the maximum prices at which imported or Portuguese products may be sold. Decisions of these bodies are rather unpredictable and occasion a considerable amount of uncertainty among importers. This is a further reason for the exporter to protect himself and to insist on a letter of credit before the actual export of goods takes place, since, should there be a change in regulations between the time of shipment and the arrival of goods in Portugal, the importer may take advantage of every opportunity that presents itself to avoid acceptance of the goods and, of course, payment.

Careful Packing Essential

Care should be exercised in the packing of goods for export to Portugal, in order to ensure the best possible protection against both pilferage and damage resulting from weather conditions. Dock facilities are inadequate to handle efficiently goods imported into Portugal. As a result, a considerable proportion of ocean cargo is unloaded into lighters. At best this means additional handling, which is not always as careful as might be wished. When congestion occurs, goods may have to remain in lighters for several days or even longer before they can be unloaded into warehouses and, should bad weather intervene, damage by rain or seawater may be expected. Some shore installations are also inadequate, and considerable damage may result from bad warehousing. In this connection, exporters should exercise every care to ensure the arrival of documents before, or at least as soon as, the goods arrive. It is not common practice among shipping companies to advise consignees of the arrival of goods and, if there is any delay in the receipt of documents, it becomes increasingly difficult for importers to collect insurance in the case of damage or loss.

Where Canadian goods are transhipped at any port outside Canada, the exporter must provide a certificate of origin visaed by the Portuguese

consular authorities in Canada, otherwise, on arrival in Portugal, the goods will be dutiable at the maximum rate instead of the minimum, to which they are ordinarily entitled. This applies equally to goods shipped in bond to any foreign shipping port, as for example, New York.

High Duty Rates Prevail

Article 21 of the Treaty of Commerce and Navigation between the United Kingdom and Portugal, signed August 12, 1914, providing for exchange of most-favoured-nation treatment in tariff matters, was accepted by the Canadian Trade Agreements Act of June 11, 1928. The Portuguese tariff has maximum and minimum scales, the treaty arrangement securing the minimum for Canada.

Most Portuguese manufacturing industries are protected by a high tariff, and many have developed to the extent of rendering the market in normal times largely independent of similar foreign supplies such as cement, sulphate of copper, calcium carbide, porcelain, earthenware, stoneware, glassware and wrought iron.

Market Opportunities Summarized

Following is a summary of the market possibilities for products of interest to Canadian exporters:

Agricultural and Vegetable Products.—Portugal being primarily an agricultural country, most of the products falling under this heading are produced locally and in sufficient quantity to satisfy the greater part of the demand. A good market may be developed for Canadian seed when and if accepted as satisfactory by Portuguese authorities. Portugal is also a large importer of leaf tobacco.

Animal and Animal Products.—Re-stocking of Portuguese beef and dairy herds is most important to the economy of the country. However, transportation costs, market prices and customs duties are strong factors influencing purchases from the countries supplying original breeds, such as Holland and the United Kingdom.

Furs.—Portugal offers a relatively small but good quality market for furs, which has grown somewhat as a result of the increase in reserves of foreign currency and also through sales to visitors from countries where exchange restrictions do not permit of direct importation.

Fibres and Textiles.—Portugal has an excellent textile industry, and most of the fibres required are produced within the Portuguese Empire. Silk and artificial silk, however, are imported from abroad.

Wood and Wood Products.—Being one of the most heavily forested areas in Europe and having colonies in tropical Africa, Portugal is amply supplied with wood for all purposes. Imports are confined to wood-pulp and certain classes of paper, particularly newsprint, and special staves for wine barrels.

Iron and its Products.—Portugal has to import practically all its requirements of iron and steel and, although there are no steel furnaces, a fairly good demand is being built up for ferro-alloys for use in iron casting.

Machinery.—There is a relatively small market for all types of agricultural implements, and interest is now developing in tractors of all types and sizes, especially garden tractors.

There is a market for all types and classes of office and business machinery. There is also an excellent market for all medium and small types of industrial machinery. The Portuguese industry serves a small country which has not yet become highly industrialized, and production is mostly confined to small staple lines.

Non-Ferrous Metals.—All non-ferrous metals in all stages of manufacture are in constant demand. Portugal has an extensive and well-developed goldsmith industry which affords an excellent market for gold.

Electrical Apparatus.—Until very recently Portugal was a poor market for household electrical goods, owing to the extremely high cost of electricity. However, cheap power has been developed, opening up a good market for electrical appliances. However, this demand does not extend to appliances such as toasters, grills, etc., with which the market is already flooded. There is a good demand for radios, but they must of necessity include short-wave reception. Industrial electrical apparatus, such as motors, is in strong demand.

Non-Metallic Minerals.—Portugal offers a steady market for crude asbestos for the manufacture of tiles and insulation of fibre-cement tubing. There is good demand also for first-quality refined paraffin wax for use by the wine industry for impregnating casks.

Chemicals and By-Products.—There is a good market for practically all basic chemicals for industrial and pharmaceutical uses. Chemical fertilizers, particularly of the nitrogen type, are in considerable demand. Natural and artificial pigments for industry find a ready sale, and a small but regular market exists for pigments. Varnishes, particularly special types, zinc oxide and all bases for paints are in good demand.

As regards pharmaceutical products, the greatest market is for chemicals and raw materials for the manufacture of drugs and medicines. Although there is a market for proprietary articles, the greater portion of the requirements is met from substantial Portuguese production.

Miscellaneous.—Toys, sporting goods, games and dolls are produced in Portugal but not in sufficient quantity and variety to satisfy local demand. As a result, there is a good market for children's toys, particularly of the novelty and mechanical type. Competition in the market is keen.

Football, volleyball, basketball and tennis are the most widely played games, with abundant demand for the necessary accessories. While in Portugal itself there are comparatively few winter sports (they are confined largely to restricted skiing in the mountainous areas), there is paradoxically a small but steady market for winter sports requirements, such as skis, skates and hockey sticks. These are purchased by the wealthier class who visit the northern European winter resorts.

Shooting is one of the major sports, and trap-shooting is the year-round sport; as a result, there is a good and highly discriminating market for sporting guns and ammunition.

Canada Exports Many Commodities to Portugal

The following tables show quantities and values of the principal Canadian exports to and imports from Portugal in 1946:

Principal Canadian Exports to Portugal in 1946

	Quantity	\$ Canadian
Total exports .....	.....	2,662,394
Rolled oats and oatmeal	Cwt. 15,133	80,624
Flour of wheat	Bbl. 19,166	173,803
Cereal food prepared .....	.....	125,010
Macaroni and spaghetti n.o.p.	Lb. 7,818,415	622,918
Rubber, crude	Lb. 71,498	13,228
Rubber belting	Lb. 11,456	13,033
Motor-vehicle casings	No. 10,234	216,769
Inner tubes	No. 11,417	35,369
Fox skins, black silver, undressed ..	No. 690	28,982
Cotton fabrics	Yd. 183,925	132,716
Spoolwood	M. Ft. 491	47,623

Principal Canadian Exports to Portugal in 1946—Concluded

	Quantity	\$ Canadian
Newsprint	Cwt. 8,717	27,355
Air compressors and parts .....	.....	17,788
Machinery and parts .....	.....	30,634
Parts of stoves and heating appliances .....	.....	25,877
Manufactures of iron, n.o.p. ....	.....	62,904
Aluminum bars, ingots, blooms	Cwt. 1,788	22,535
Aluminum rods, sheets, circles	Cwt. 2,012	55,122
Aluminum wire and cable .....	.....	20,216
Brass scrap, dross and ashes	Cwt. 2,460	22,666
Brass bars, rods, strips, sheets	Cwt. 5,820	66,117
Lead in pigs, and refined	Cwt. 3,240	26,830
Asbestos, milled fibres	Ton 790	57,545
Medicinal preparations .....	.....	47,044
Pigments, n.o.p.	Lb. 7,046	69,248
Drugs, dyes and chemicals .....	.....	13,678
Goggles, spectacles and parts .....	.....	14,659
Fountain pens, including parts .....	.....	10,968
Films, motion picture	Ft. 2,092,007	18,739
Aircraft and parts .....	.....	332,553

Principal Canadian Imports from Portugal in 1946

	Quantity	\$ Canadian
Total imports .....	.....	2,188,043
Cork manufactures .....	.....	804,894
Cream of tartar in crystals	Lb. 99,280	39,337
Packages, bottles and carboys .....	.....	13,347
Jewellery, n.o.p. ....	.....	11,520
Cotton clothing, n.o.p.	Lb. 4,584	28,897
Dresses, women's, cotton, and children's	Lb. 2,296	26,325
Handkerchiefs, cotton	Lb. 3,154	43,682

German Industrial Plants Made Available As Reparations to the Western Allies

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

37—Fabrik Bobingen G.M.B.H. at Bobingen. This plant was a part of the German chemical industry. Machinery includes: drilling and milling machines, one vacuum stirring arrangement, stills and condensers, Leibig condensers of iron, aluminum reservoirs. War damage is slight. (Bid date, November 12.)

433—Continental Metall-A.G. at Oberusel. This plant was a part of the German aircraft industry. Machinery includes: lathes, universal machines (milling), vertical drilling machines. War damage is heavy. (Bid date, November 12.)

436—Continentale Metall-A.G., at Gross-Auheim B. Hanau. The plant was a part of the German aircraft industry. Machinery includes: universal milling, turret lathes, drilling machines, vertical milling machine, grinding machines. War damage is heavy. (Bid date, November 12.)

439—Hans Klemm Flugzeugbau at Boblingen/Wurttemberg. This plant was a part of the airplane construction industry. Machinery includes: hydraulic presses, turret lathes, universal milling machines, spot-welding machine, horizontal milling machines. War damage is heavy. (Bid date, November 12.)

441—Messerschmitt, A.G. (Plant II), at Augsburg. This plant was connected with the German aircraft industry. Machinery includes: turret and engine lathes, milling machines, boring machines and post drills. War damage is slight. (Bid date, November 12.)

440—Elma G.m.b.H., Waiblingen. This plant was a part of the German aircraft industry. Machinery includes: turret lathes, milling machines, bench drills, horizontal drilling machines. War damage is very slight. (Bid date, November 24.)

434—Continente Metall.-A.G., Frankfurt/M.-Heddernheim. This plant was a part of the German aircraft industry. Machinery includes: vertical drilling machine, hydraulic presses, turret lathes. War damage is heavy. (Bid date, November 24.)

215—Finanz-Und Verwaltungs—GES, "Weser" M.B.H., at Bremen. This plant was engaged in the production of hospital and medical appliances. The whole plant is offered for reparations. Machinery includes: flanging machines, riveting machines, eccentric presses, horizontal milling machines, circular sawing machines for metal. There is no war damage. (Bid date, December 8.)

435—Continente Metall.-A.G. at Graevenwiesbach-Hasselborn. This plant was a part of the German aircraft industry. The whole plant is offered for disposal. Machinery includes: turret lathes, grinding machines, threading machines, universal milling machines, engine lathes. War damage is heavy. (Bid date, December 8.)

1189—Gebr. Becker, Wuppertal-Wichlinghausen.—This plant was a part of the pneumatic appliance industry. The whole plant is offered for disposal. Machinery includes: engine lathes, milling machines, grinding machines, drilling machines, blower testing machines, turret lathes. There is no war damage. (Bid date, December 8.)

Australian Asbestos Production Underwent Rapid Expansion

One thousand workers will be transported by air to expand workings of blue asbestos mines at Wittenoom's Gorge—Total output, which expanded during the war years, has been still further accelerated—With increased production in crocidolite, imports are expected to decline.

By F. W. Fraser, Commercial Secretary for Canada

MELBOURNE, August 4, 1947.—The recent announcement that the transport by air would be undertaken this year of 1,000 persons to Wittenoom's Gorge (720 air miles from Perth, Western Australia) to expand the workings of the blue asbestos mines there, draws attention to Australia's growing production of this mineral. While total output is still not large compared with other producing countries, the fact remains that production underwent a rapid expansion during the war and has been accelerated since.

Asbestos occurs in every state in the Commonwealth. While no precise information as to the extent of reserves is available, it is reported from official sources that those in the Hammersley Range, Western Australia, the scene of present activity, are "very large". It is in this area that the "blue asbestos" or crocidolite is found. Chrysotile or "white" asbestos is found chiefly in New South Wales, Tasmania and Western Australia, and while its production in New South Wales and Tasmania is increasing, it has been far outstripped by the increased output of crocidolite in Western Australia.

According to official reports, crocidolite constituted approximately 66 per cent of the total production in 1945, whereas it represented 51.2 per cent during the period 1936-44 and only 2.1 per cent from 1918 to 1935. Total Australian production of all types, which had dropped to the low figure of 78 tons in 1939, increased steadily to 764 tons in 1944 and to 1700 (approximately) in 1945.

Consumption Dropped Considerably in 1946

Australia's consumption of crude asbestos, which averaged 4,000 long tons per annum between the years 1930 to 1939, rose steadily during the war and reached approximately 14,800 long tons during the calendar year 1944. A further increase occurred in 1945 to approximately 18,000 long tons, but consumption dropped considerably during the following year, according to unrevised figures recently released.

About 95 per cent of Australia's consumption of crude asbestos goes into the manufacture of asbestos-cement products, building material, pipes, etc., the balance going into millboards, boiler lagging, packings, insulation material, brake linings, plastic asphalt, rope yarn, gaskets and asbestos clothing. There are ten factories in Australia producing asbestos-cement products, three in New South Wales, two in each of the States of Victoria and Queensland; and one each in South Australia, Western Australia and Tasmania.

Some Decline in Imports Expected as Production Expands

It is considered that Australia's consumption will not change materially from the 1945 level, during the next few years, but with expanding production of crocidolite, there would be some decline in imports. Crocidolite is now being used in the manufacture of asbestos-cement products, and if they stand the test of time, it is felt that eventually this variety may provide up to 20 or 25 per cent of the quantity used for this purpose. On the other hand, it is stated that Australian production of chrysotile is not likely to exceed 5 per cent of requirements, so that the bulk of the country's needs will still have to be imported.

Imports of Asbestos Increased During the War

Australia's imports of crude asbestos and asbestos manufactures have increased markedly with the expansion of industry generally, particularly during the war period. In 1939, imports of crude asbestos amounted to 9,217 long tons valued at £A178,494, rising to 16,809 long tons in 1945 valued at £A569,267. Asbestos manufactures during the same period rose in value from £A93,233 to £A226,520.

Australian Imports of Crude Asbestos

Country	1939	1942-43	1945-46
United Kingdom	£ 954	£	£ 3,448
British East Africa	83	.....	16,367
Canada	95,941	33,167	96,923
Southern Rhodesia	55,207	489,793	207,906
Sudan	2,366	.....	.....
Union of South Africa	23,550	39,824	30,015
Other British countries .....	.....	1,101	82
United States	233	420	605
Other foreign countries	160	.....	.....
Total	£178,494	£564,305	£355,346

Australian Imports of Asbestos Manufactures

	1938-39	1942-43	1945-46
Packings for Engines, Boilers, Etc.			
Asbestos Cloth, Unproofed			
United Kingdom	£ 8,702	£32,516	£27,703
Belgium	140	.....	.....
United States .....	.....	13	.....
Total	£ 8,842	£32,529	£27,703

Australian Imports of Asbestos Manufactures—Concluded

	1938-39	1942-43	1945-46
Asbestos Cloth, Proofed with Rubber			
United Kingdom	£ 999	£ 3,835	£ 2,079
United States	132	....	32
Total	£ 1,131	£ 3,835	£ 2,111
Asbestos Cord			
United Kingdom	£ 4,307	£ 8,481	£ 3,836
United States .....	....	23	59
Foreign countries	39	....	....
Total	£ 4,346	£ 8,504	£ 3,895
Asbestos Millboards			
United Kingdom	£ 4,289	£11,032	£12,385
Foreign countries	188	....	....
United States .....	....	13	....
Total	£ 4,477	£11,045	£12,385
Asbestos Packing and Material N.E.I.			
United Kingdom	£36,751	£84,398	£76,636
Canada	558	60	....
Other British countries	1	....	181
Belgium	4	....	....
France	799	....	....
United States	21,133	10,947	15,069
Other foreign countries	313	....	....
Rhodesia (Southern) .....	....	....	7,429
Total	£59,559	£95,405	£99,315
Asbestos Pipe and Boiler Covering and Asbestos Mattresses for Boilers			
United Kingdom	£ 1,246	£ 782	£ 5,617
Canada	102	....	....
Total	£ 1,348	£ 782	£ 5,617
Asbestos Yarn			
United Kingdom	£10,080	£19,232	£ 8,778
United States .....	....	236	190
Total	£10,080	£19,468	£ 8,968

Exports of Crude Asbestos and Goods are Small

Australia's exports of crude asbestos and asbestos goods are small, amounting in 1945 to a total value of £A34,000, of which £A7,843 consisted of crude asbestos (202 long tons), and the balance of asbestos manufactures. While consumption of crocidolite is increasing and likely to expand further, it appears that local production will outstrip domestic demand for certain grades of this variety eventually, and that an export market will have to be sought for the surplus, which may reach 2,000 to 3,000 tons per annum.

Interest in Trinidad Coconut Industry Revived

Port-of-Spain, October 3, 1947.—(FTS)—As a result of the world shortage of edible oils, better prices and the establishment of local soap, oil and margarine factories, there has been a sharp revival of interest in the Trinidad coconut industry. Improved varieties are being introduced and better methods of cultivation practised. Recently, at an intercolonial conference of the British West Indies in Barbados, it was agreed to continue the wartime agreement restricting the sale of copra to the B.W.I. and at uniformly higher prices.

Canadian Imports from United States Reach Annual Record

Goods received during first nine months of 1947 valued at \$1,468.2 millions, compared with \$1,447.2 millions in twelve months of 1944, when the former peak was reached —Total domestic imports valued at \$1,896.2 millions.

CANADIAN imports from the United States for the first nine months of the current calendar year exceed in value the imports for any twelve-month period in the commercial history of these two countries. The northward flow of goods for the nine months ended last September had a value of \$1,468.2 millions, compared with a total of \$1,447.2 millions for the 1944 calendar year, when imports from the United States reached an all-time record that has now been shattered. The figure declined during 1945, as the war was drawn to a close, but rose again in 1946 to a peacetime peak for the twelve months of \$1,405.3 millions. Purchases from the United States during the period under review represent 77.4 per cent of the total domestic imports from all countries, which had a value of \$1,896.2 millions. This percentage figure was exceeded in 1942, 1943 and 1944, when heavy expenditures were being made for war materials. Purchases in Canada by the British Government in those years also contributed to the increase in imports from the United States, as it was the principal source of supply for equipment used in the manufacture of goods required by the United Kingdom. Furthermore, the expansion of industry in Canada produced a substantial increase in the national income, and this in turn created a larger demand for consumer goods obtainable from across the border. The higher percentage figures for 1942, 1943 and 1944 were due in part to the fact that large shipments from other countries were made via the United States.

Some indication of the trend of Canadian trade with the United States, compared with that between Canada and other countries, is provided by the following table. It will be noted that, sixty years ago, only 44.6 per cent of Canada's imports originated in the United States, and that 40.7 per cent came from the United Kingdom. The highest percentage was reached in 1944, when 82.3 per cent of Canada's foreign purchases were made in the United States.

Source of Canadian Imports

	United Kingdom	United States	Other British	Other Foreign
	(Percentage)			
1886	40.7	44.6	2.5	12.2
1891	37.7	46.7	2.1	13.5
1896	31.2	50.8	2.2	15.8
1901	24.1	60.3	2.2	13.4
1906	24.4	59.6	5.1	10.9
1911	24.3	60.8	4.4	10.5
1916	15.2	73.0	5.5	6.3
1921	17.3	69.0	4.2	9.5
1926	16.3	66.3	5.0	12.4
1929	15.0	68.8	4.8	11.4
1930	16.1	64.8	6.5	12.6
1931	17.4	62.7	6.8	13.1
1932	20.7	58.2	7.6	13.5
1933	24.4	54.2	8.7	12.7
1934	22.1	57.2	8.5	12.2
1935	21.2	56.8	10.4	11.6
1936	19.4	58.1	10.4	12.1

Source of Canadian Imports—*Concluded*

	United Kingdom	United States	Other British	Other Foreign
	(Percentage)			
1937	18.2	60.7	11.0	10.1
1938	17.6	62.7	9.9	9.8
1939	15.2	66.1	10.0	8.7
1940	14.9	68.8	9.8	6.5
1941	15.1	69.4	9.7	5.8
1942	9.8	79.3	6.9	4.0
1943	7.7	82.1	6.0	4.2
1944	6.3	82.3	6.2	5.2
1945	7.8	76.7	8.4	7.1
1946	7.6	75.3	7.4	9.7
*1947	7.0	77.4	6.2	9.4

*Percentage figures for nine months.

Note.—Canadian goods returned, consisting mostly of war materials brought back from the United Kingdom, have been excluded from the percentage figures for 1945 and 1946.

Markets Developing in Foreign Countries

On the other hand, the percentage of Canadian exports to foreign countries, other than the United States, has increased during the last sixty years. Of the exports from Canada for the first nine months of this year, 21.3 per cent went to foreign countries, other than the United States, compared with 4.5 per cent in 1886; 15.1 per cent went to countries in the British Commonwealth and Empire, other than Great Britain, compared with 4.2 per cent in 1886; 27.1 per cent went to the United Kingdom, compared with 47.2 per cent in 1886; and 36.5 per cent went to the United States, compared with 44.1 per cent in 1886.

Decrease in Imports via United States

Canadian imports from overseas countries through the United States sustained a steady decline in the ten years preceding the outbreak of hostilities in 1939, every effort being made to encourage the use of Canadian ports. Concessions were provided in trade treaties and agreements negotiated with foreign countries, whereby the full benefits of special rates of duty could be obtained only if goods were imported through a Canadian port. Between 1920 and 1939, imports via the United States decreased from 9.5 per cent to 2.7 per cent of the total imports from overseas countries. The situation changed during the war, however, such imports rising from 4.6 per cent in 1940 to 21.8 per cent in 1944.

Many Countries Buying More from Canada

Canadian domestic imports from the following countries during the first nine months of this year show a substantial increase over imports for the corresponding period of 1946: Newfoundland, Barbados, Trinidad, the Gold Coast and British East Africa, India, Ceylon and British Malaya, New Zealand, the United States of America, Argentina, Cuba, Guatemala, Panama, San Domingo, Venezuela, Belgium, Czechoslovakia, Denmark, France, Italy, the Netherlands, Norway, the Netherlands West Indies, the Philippine Islands and Turkey.

Decreases in Canadian domestic imports from the following countries are recorded for the first nine months of this year, compared with the corresponding period of 1946: United Kingdom, if the values of Canadian goods returned in 1946 and 1947 are included; Jamaica, British Honduras, British Guiana, British South Africa, Nigeria, Australia, Fiji, Brazil, Colombia, Honduras, Mexico, El Salvador, Soviet Union, Spain, and Afghanistan.

Monthly Summary of Foreign Trade

Total Trade (Excluding gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	108.3	121.2	294.4	305.8	372.4	363.5	331.7	384.3
February.....	101.1	107.4	287.8	283.9	367.6	352.7	271.7	358.9
March.....	131.1	139.3	321.8	352.7	440.7	439.5	319.9	420.8
April.....	94.6	100.4	312.1	379.8	424.2	451.9	341.0	419.0
May.....	142.8	135.0	383.2	407.7	529.9	462.6	363.0	511.5
June.....	134.9	125.8	351.2	397.9	498.5	473.6	326.4	507.4
July.....	133.1	123.1	338.5	457.4	430.2	424.7	352.9	406.4
August.....	136.1	126.9	309.7	444.2	416.5	428.8	409.2	429.4
September.....	137.4	129.5	333.9	384.6	427.1	347.2	328.0	429.7
October.....	161.0	153.2	353.2	425.8	478.5	367.3	393.0	.....
November.....	166.4	150.1	335.2	453.7	459.1	383.7	433.3	.....
December.....	134.8	114.1	408.8	442.8	397.4	357.6	396.2	.....
Total.....	1,581.6	1,526.1	4,029.7	4,736.4	5,242.0	4,853.2	4,266.4	3,927.5

Balance of Trade with all Countries (Excluding gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	+ 19.0	+ 21.8	+ 10.2	+ 51.2	+ 119.6	+ 104.2	+ 51.0	+ 36.7
February.....	+ 15.3	+ 13.5	+ 48.6	+ 55.1	+ 90.9	+ 128.0	+ 37.7	+ 4.7
March.....	+ 13.0	+ 9.2	+ 32.1	+ 60.5	+ 139.2	+ 174.5	+ 40.0	+ 3.0
April.....	+ 4.0	+ 2.6	+ 27.9	+ 78.4	+ 149.2	+ 184.3	+ 19.5	+ 32.2
May.....	+ 10.6	+ .8	+ 88.2	+ 98.9	+ 211.8	+ 174.9	+ 34.6	+ 30.9
June.....	+ 13.8	+ 7.9	+ 58.2	+ 104.4	+ 193.5	+ 180.7	+ 11.1	+ 45.3
July.....	+ 17.9	+ 11.4	+ 59.8	+ 155.6	+ 133.3	+ 147.4	+ 29.6	+ 12.8
August.....	+ 20.3	+ 12.9	+ 45.9	+ 146.0	+ 101.9	+ 172.5	+ 82.8	+ 20.3
September.....	+ 18.3	+ 16.7	+ 81.2	+ 110.1	+ 107.6	+ 102.7	+ 15.8	+ 13.4
October.....	+ 23.8	+ 25.3	+ 72.8	+ 100.0	+ 158.4	+ 98.5	+ 20.2	.....
November.....	+ 26.2	+ 23.5	+ 82.8	+ 133.1	+ 175.9	+ 98.8	+ 37.0	.....
December.....	+ 30.3	+ 25.6	+ 133.7	+ 173.1	+ 142.9	+ 115.2	+ 32.4	.....
Total.....	+ 212.5	+ 171.2	+ 741.2	+ 1,266.3	+ 1,724.2	+ 1,681.6	+ 411.9	+ 135.0

Balance of Trade with the United Kingdom (Excluding gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	+ 17.7	+ 24.8	+ 32.4	+ 34.1	+ 88.2	+ 74.5	+ 31.2	+ 36.3
February.....	+ 14.6	+ 18.7	+ 46.7	+ 42.7	+ 72.0	+ 61.4	+ 24.9	+ 34.5
March.....	+ 15.6	+ 16.4	+ 50.9	+ 53.0	+ 100.7	+ 101.5	+ 36.2	+ 33.9
April.....	+ 9.1	+ 9.6	+ 43.3	+ 77.0	+ 93.0	+ 98.9	+ 19.8	+ 30.4
May.....	+ 17.7	+ 16.2	+ 81.0	+ 83.9	+ 127.3	+ 101.1	+ 36.2	+ 75.6
June.....	+ 18.3	+ 16.6	+ 57.1	+ 96.1	+ 118.6	+ 81.3	+ 7.3	+ 58.2
July.....	+ 19.4	+ 16.3	+ 47.5	+ 111.0	+ 99.3	+ 72.2	+ 18.6	+ 52.0
August.....	+ 20.0	+ 16.5	+ 44.2	+ 101.4	+ 85.7	+ 56.8	+ 57.5	+ 51.1
September.....	+ 20.3	+ 19.0	+ 38.4	+ 68.0	+ 87.7	+ 49.2	+ 42.4	+ 39.4
October.....	+ 27.5	+ 24.6	+ 42.9	+ 60.3	+ 94.9	+ 44.8	+ 32.1	.....
November.....	+ 28.4	+ 24.8	+ 58.3	+ 93.7	+ 91.3	+ 37.7	+ 43.3	.....
December.....	+ 22.1	+ 18.6	+ 44.0	+ 81.0	+ 68.7	+ 51.6	+ 47.8	.....
Total.....	+ 230.8	+ 222.1	+ 586.8	+ 902.3	+ 1,127.5	+ 830.9	+ 397.4	+ 411.5

Balance of Trade with the United States (Excluding gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	5.9	11.3	48.5	12.8	18.3	15.0	33.2	55.8
February.....	7.5	13.8	40.9	12.0	22.7	1.9	27.1	67.1
March.....	10.3	19.5	49.2	30.9	19.4	1.7	32.4	80.2
April.....	8.4	12.8	47.9	41.9	9.0	10.1	41.9	91.6
May.....	11.0	19.5	46.7	33.8	6.8	15.0	39.9	102.7
June.....	10.5	16.5	56.9	28.7	9.0	3.8	38.5	90.5
July.....	6.6	12.4	39.6	27.3	23.3	1.5	35.9	84.9
August.....	4.5	9.4	33.8	32.3	50.4	18.2	45.6	71.6
September.....	5.9	8.9	22.5	17.6	23.0	2.3	44.7	73.8
October.....	8.0	9.7	30.3	20.4	5.2	9.9	39.4	.....
November.....	7.7	8.6	22.5	20.4	6.4	0.1	58.1	.....
December.....	0.7	3.7	30.7	21.2	25.9	0.1	60.1	.....
Total.....	87.0	146.0	408.1	257.0	112.7	25.0	496.7	718.3

Canadian Imports, by Areas

GEOGRAPHIC AREAS	September			January-September		
	1938	1946	1947	1938	1946	1947
(Millions of Dollars)						
BRITISH COUNTRIES						
*United Kingdom and Europe.....	10.0	12.0	15.6	89.7	159.4	133.1
America.....	2.1	4.6	4.0	17.2	31.2	30.8
Africa.....	0.1	1.2	2.2	3.1	17.1	15.1
Asia.....	1.6	5.1	3.4	16.7	27.3	50.0
Oceania.....	2.1	2.9	0.6	11.4	24.9	22.3
Total British Countries.....	14.9	25.7	25.7	138.2	259.8	251.2
FOREIGN COUNTRIES						
United States and Possessions.....	34.7	115.8	163.1	319.6	970.5	1,469.4
Latin America.....	2.2	10.6	14.2	12.0	92.5	112.1
Europe.....	3.7	2.7	4.1	28.7	27.7	43.9
Other Foreign.....	0.9	1.2	0.9	7.4	10.4	19.5
Total Foreign Countries.....	41.5	130.4	182.4	367.8	1,101.0	1,645.0
TOTAL IMPORTS FOR CONSUMPTION.....	56.4	156.1	208.1	506.0	1,360.8	1,896.2
*Includes Canadian Goods Returned, mainly military equipment.....		0.5			59.8	0.8

Canadian Imports, by Countries

Country	September			January-September		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
BRITISH COUNTRIES						
Europe:						
*United Kingdom (see footnote).....	10,015	11,983	15,557	89,644	159,286	133,001
Erie.....	1	21	5	17	30	70
Gibraltar.....						
Malta.....				1	41	12
Total Europe.....	10,016	12,004	15,562	89,662	159,357	133,083
* Includes Canadian Goods returned, mainly military equipment.....	64	545	42	439	59,770	758

Canadian Imports, by Countries—Continued

Country	September			January-September		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
America:						
Newfoundland.....	200	841	1,811	1,693	6,154	6,820
Bermuda.....	3	36	11	60	73	40
Barbados.....	99	880	280	1,207	4,304	6,470
Jamaica.....	539	1,100	822	5,225	8,952	4,965
Trinidad and Tobago.....	113	259	151	2,120	2,478	4,606
Bahamas.....	99	40	51	2,082	497	434
Leeward and Windward Islands.....						
British Honduras.....	6	44	1	54	928	507
British Guiana.....	1,056	1,390	869	4,804	7,770	6,779
Falkland Islands.....						
Total America.....	2,115	4,590	4,008	17,245	31,156	30,769
Africa:						
Northern Rhodesia.....	45	492	493	658	6,586	2,257
Union of South Africa.....						
Other British South Africa.....						
Southern Rhodesia.....		7	5	2	62	146
Gambia.....						
Gold Coast.....	22		529	596	3,151	5,694
Nigeria.....		7	211	362	4,766	2,108
Sierra Leone.....	1		2	11		16
Other British West Africa.....						
British Sudan.....	2			21	32	16
British East Africa.....	46	645	914	1,433	2,499	4,861
Total Africa.....	116	1,151	2,155	3,083	17,096	15,118
Asia:						
India.....	642	4,768	2,055	5,882	21,919	28,805
Burma.....	11		1	257	1	3
Ceylon.....	317	304	969	2,692	2,739	7,782
Aden.....				7		
British Malaya.....	558	3	344	7,085	2,234	12,713
Other British East Indies.....	4			104		1
Hong Kong.....	48	12	52	582	39	685
Palestine.....	1	11	1	126	374	22
Total Asia.....	1,581	5,098	3,422	16,735	27,306	50,011
Oceania:						
Australia.....	656	1,499	551	5,767	14,642	11,229
New Zealand.....	187	1,361	49	3,765	7,543	9,359
Fiji.....	229			1,884	2,258	1,671
Other Oceania.....				16	420	
Total Oceania.....	1,072	2,860	600	11,432	24,863	22,259
TOTAL BRITISH COUNTRIES.....	14,900	25,702	25,749	138,159	259,778	251,241
FOREIGN COUNTRIES						
United States and Possessions:						
United States.....	34,705	115,766	163,026	319,403	969,733	1,468,198
Alaska.....	10	63	80	62	281	497
American Virgin Islands.....		10	1		18	8
Guam.....						
Hawaii.....	6		1	112	307	557
Puerto Rico.....		3	13	2	129	152
Total United States and Possessions.....	34,721	115,842	163,121	319,579	970,468	1,469,412
Latin America:						
Argentina.....	293	2,247	866	1,520	6,254	12,043
Bolivia.....				8	32	8
Brazil.....	56	1,512	1,679	575	11,624	9,327
Chile.....		12	7	73	259	294
Colombia.....	1,256	985	667	4,933	8,253	6,889

Canadian Imports, by Countries—Continued

Country	September			January-September		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
Latin America—Con.						
Costa Rica.....	14	58	27	60	382	503
Cuba.....	34	849	2,815	330	10,772	15,332
Ecuador.....	3	1	36	22	83	133
Guatemala.....	10	101	651	76	2,695	7,479
Haiti.....	4	4	35	61	741	166
Honduras.....	17	1,153	443	23	12,358	5,993
Mexico.....	111	368	1,299	538	12,271	10,457
Nicaragua.....			1		13	71
Panama.....	3		16	15	12	2,026
Paraguay.....	2	32		55	245	183
Peru.....	303	5		2,471	553	304
Salvador.....	3		20	12	2,402	1,237
San Domingo.....		725	1,240		4,842	6,296
Uruguay.....	11	63	22	96	451	270
Venezuela.....	67	2,470	4,335	1,151	18,287	33,105
Total Latin America.....	2,187	10,585	14,175	12,019	92,529	112,116
Europe:						
Albania.....				2		
Austria.....			3	83		55
Belgium.....	555	549	786	4,229	2,811	8,158
Bulgaria.....						
Czechoslovakia.....	256	113	247	2,214	304	2,804
Denmark.....	6	6	46	118	47	1,059
Estonia.....	1			17		
Finland.....	6		1	53	8	22
France.....	709	444	863	4,317	2,777	6,415
Germany.....	919		59	6,990	11	483
Greece.....	1	6	4	18	45	74
Hungary.....	4		1	119		36
Iceland.....	1		24	1	1	26
Italy.....	161	125	209	1,721	1,338	2,769
Latvia.....				10		
Lithuania.....						
Netherlands.....	446	351	562	2,573	1,454	2,511
Norway.....	53	13	121	481	754	4,769
Poland.....	18			175		2
Portugal.....	30	98	35	187	1,664	903
Azores and Madeira.....	18	5	56	125	121	563
Roumania.....				21		1
Soviet Union.....	7	13		246	1,505	56
Spain.....	68	181	65	602	3,640	2,179
Sweden.....	195	315	215	1,692	2,833	2,112
Switzerland.....	278	502	851	2,621	8,346	8,910
Yugoslavia.....	3			20	2	22
Total Europe.....	3,735	2,721	4,148	28,635	27,664	43,929
Other Foreign Countries:						
Abyssinia.....				2	1	9
Afghanistan.....					1,572	
Belgian Congo.....		94	18	1	572	587
China.....	158	111	62	1,845	1,949	2,038
Greenland.....	253	264		508	271	
Egypt.....	35	8	2	402	176	198
French Africa.....	4		2	53	316	250
French East Indies.....			1	158		1
French Guiana.....						
French Oceania.....	1		1	1	22	3
French West Indies.....				1	3	19
Madagascar.....				33	94	15
St. Pierre and Miquelon.....			1	9	5	10
Iraq.....	4			78	1,156	823
Tripoli.....						
Other Italian Africa.....					4	
Japan.....	333	1	7	3,461	3	110
Korea.....				1		
Liberia.....				21	60	18
Morocco.....	1			52	18	35
Netherlands East Indies.....	26	10	18	434	29	133
Netherlands Guiana.....						127

Canadian Imports, by Countries—Concluded

Country	September			January-September		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
Other Foreign Countries—Con.						
Netherlands West Indies.....		352	550		2,197	5,131
Iran.....	6		15	43	257	283
Philippine Islands.....	40	387	233	332	418	6,991
Portuguese Africa.....					510	332
Portuguese Asia.....				1		
Siam.....		1	6	10	3	27
Canary Islands.....	1		2	11		2
Spanish Africa.....						
Syria.....		1	3	9	30	20
Turkey.....	3	15	16	92	705	2,371
Total Other Foreign.....	865	1,244	937	7,358	10,371	19,533
TOTAL FOREIGN COUNTRIES...	41,512	130,394	182,383	367,794	1,101,032	1,644,991
TOTAL IMPORTS.....	56,412	156,096	208,132	505,953	1,360,810	1,896,232

Trinidad Government Continuing Efforts to Revive Cocoa Industry

Port-of-Spain, October 3, 1947.—(FTS)—The government is continuing its efforts to revive the Trinidad cocoa industry. As a result of virus disease and low prices, production has declined from the earlier years when as high as 20,000 tons were exported to as low as 4,000 tons in recent years. New high-yielding varieties are being planted under the stimulus of a subsidy.

Northern Ireland Will Import Canadian Pedigree Flax Seed

Belfast, October 16, 1947.—(FTS)—Arrangements have been made by the Ministry of Agriculture of Northern Ireland for the importation of substantial quantities of Canadian pedigree flax seed, which will be made available for distribution through the usual channels.

An increase of almost 25 per cent in the price of the 1948 flax crop in Northern Ireland has been announced by the Ministry of Agriculture on behalf of the British Board of Trade. For dam-retted fibre, the prices will be:—

Grade	Hand-Scutched per stone		Turbine-Scutched per stone	
	s.	d.	s.	d.
1	42	0	43	6
2	40	6	42	0
3	39	0	40	6
4	37	6	39	0
5	36	0	37	6
6	34	6	36	0

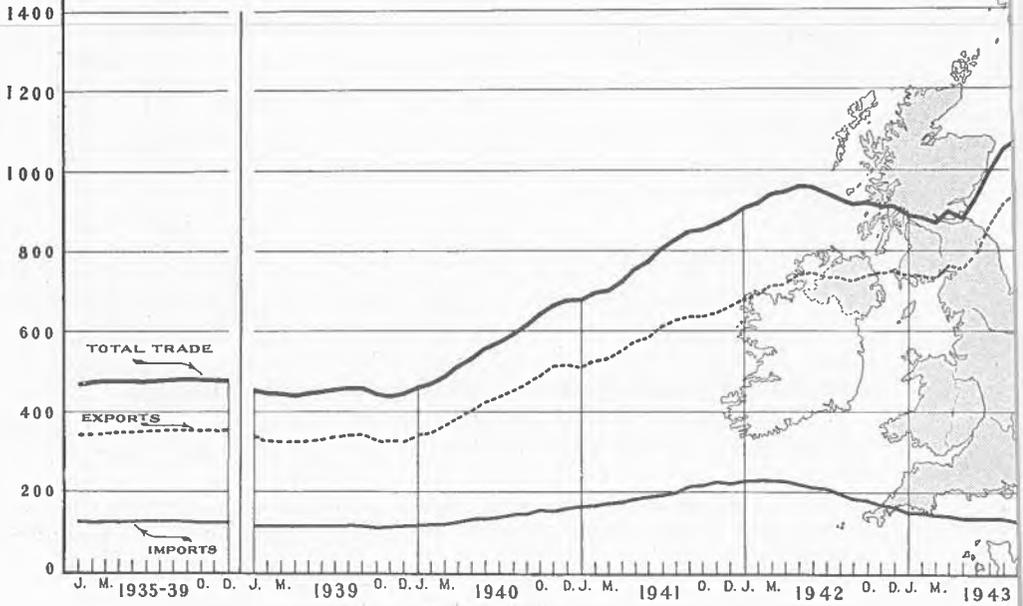
The prices for dew-retted fibre will be 1s. per stone less than those given for dam-retted fibre. Flax which fails to qualify for the lowest recognized grade will be purchased at its relative value. The price of tow will remain unchanged at £80 per ton for Grade 1, £70 for Grade 2, and £55 for Grade 3.

The new flax prices represent an average of 38s. 3d. per stone, an increase of 7s. 9d. per stone or almost 25 per cent compared with the average price for the 1947 crop.

The dollar earning capacity of the linen industry is one of the most important factors in the expansion of the export trade. It is hoped that farmers will take advantage of the higher price offered, and that there will be a very considerable increase in the acreage to be sown in flax next year, thus enabling linen exports to be increased.

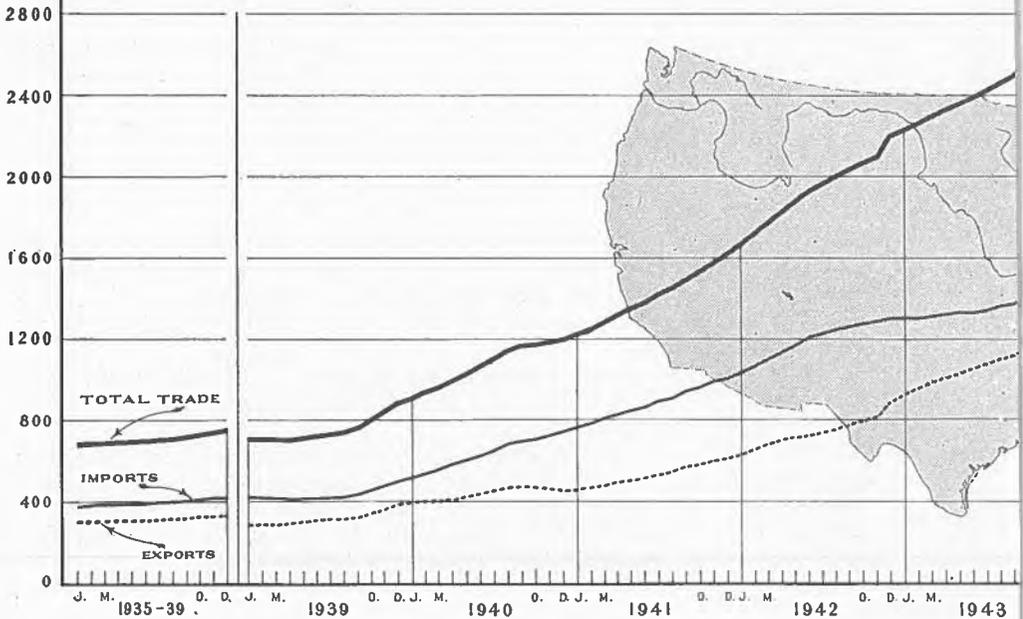
MILLION DOLLARS

CANADIAN TRADE WITH UNITED KINGDOM, 1939-47 WITH RUNNING TWELVE-MONTH



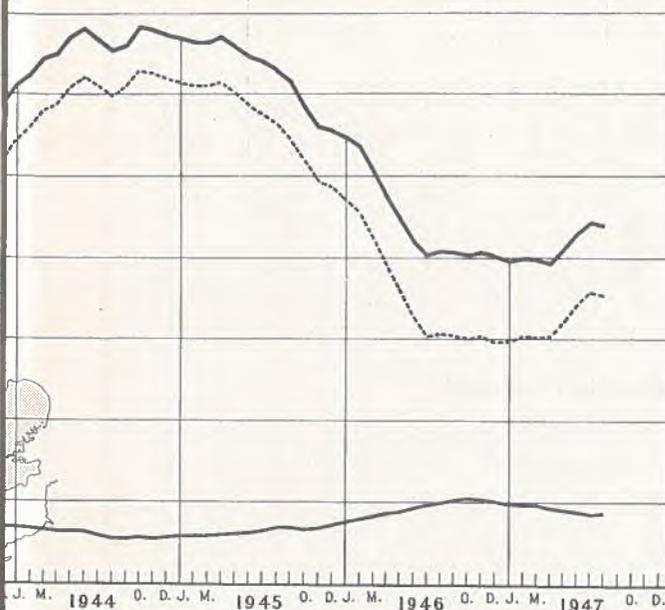
MILLION DOLLARS

CANADIAN TRADE WITH UNITED STATES, 1939-47 WITH RUNNING TWELVE-MONTH



AVERAGE FOR THE BASE PERIOD, 1935-39

TOTALS



RELATIVE PROPORTIONS OF TRADE WITH UNITED KINGDOM TO TOTAL CANADIAN TRADE AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR

TOTAL



IMPORTS

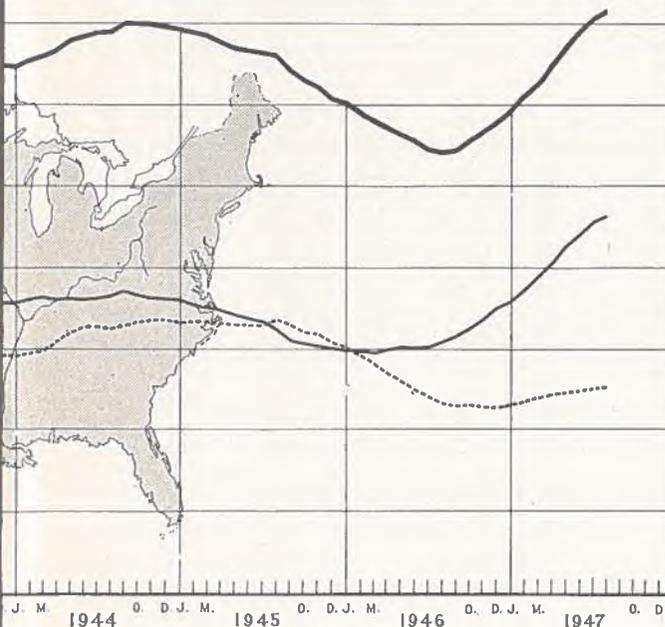


EXPORTS



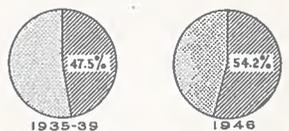
AVERAGE FOR THE BASE PERIOD, 1935-39

TOTALS



RELATIVE PROPORTIONS OF TRADE WITH UNITED STATES TO TOTAL CANADIAN TRADE AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR

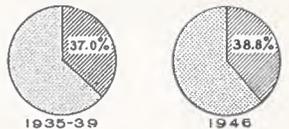
TOTAL



IMPORTS



EXPORTS



Canadian Exports by Groups

Main Groups	September			January-September		
	1938	1946	1947	1938	1946	1947
	(Millions of Dollars)					
Agricultural, Vegetable Products.....	17.0	33.8	43.9	118.3	391.8	499.6
Animals and Animal Products.....	10.6	30.1	26.4	84.3	271.9	234.7
Fibres, Textiles and Products.....	1.1	3.3	3.7	10.0	42.9	36.7
Wood, Wood Products and Paper.....	19.0	54.2	78.1	153.7	433.0	632.1
Iron and Products.....	3.9	10.8	20.1	48.2	181.2	202.8
Non-Ferrous Metals and Products.....	15.7	18.9	25.3	132.0	182.1	222.8
Non-Metallic Minerals, Products.....	2.1	5.1	6.8	17.6	40.6	53.7
Chemicals and Allied Products.....	1.2	5.3	6.9	14.6	50.8	62.8
Miscellaneous Commodities.....	1.6	8.4	7.5	15.8	69.5	59.7
TOTAL DOMESTIC EXPORTS.....	72.2	169.8	218.6	594.5	1,663.9	2,004.9

Canadian Exports, by Commodities

Commodity	September			January-September		
	1938	1946	1947	1938	1946	1947
	(Thousands of Dollars)					
Agricultural, Vegetable Products—						
Fruits.....	1,098	2,420	1,586	5,314	5,602	9,391
Vegetables.....	844	609	431	3,029	9,586	13,089
Wheat.....	8,410	9,110	17,044	52,029	167,508	198,006
Grains, other.....	1,303	2,481	1,145	8,515	19,108	23,182
Flour of wheat.....	1,231	10,831	15,528	13,140	97,179	154,547
Farinaceous products, other.....	1,260	1,316	1,260	8,416	13,733	12,920
Sugar and products.....	165	530	602	1,603	2,477	6,331
Alcoholic beverages.....	823	2,918	2,188	7,210	26,753	20,660
Vegetable fats and oils.....	14	216	164	103	3,698	4,957
Rubber and products.....	1,486	1,339	2,124	10,862	15,981	24,562
Seeds.....	110	265	413	1,238	8,969	9,756
Tobacco.....	48	116	180	4,915	4,944	12,009
Vegetable products, other.....	221	1,621	1,227	1,939	16,244	10,152
Total.....	17,014	33,772	43,891	118,315	391,782	499,560
Animals and Animal Products—						
Cattle.....	727	1,501	1,736	6,465	13,442	10,850
Other animals, living.....	94	1,118	993	1,050	4,392	2,029
Fish and fishery products.....	2,982	8,037	5,681	18,743	63,720	56,307
Furs and products.....	518	2,637	1,977	11,070	28,676	21,078
Leather and products.....	548	1,244	1,381	3,888	12,085	15,392
Bacon and hams.....	2,020	4,132	4,061	23,781	51,603	48,095
Meats, other.....	405	3,078	2,341	3,416	45,336	32,959
Cheese.....	2,050	5,204	3,303	7,203	15,707	6,765
Milk products, other.....	590	1,731	1,812	3,179	9,709	11,187
Eggs, shell and processed.....	51	923	2,353	197	20,728	23,008
Animal products, other.....	625	459	748	5,342	6,521	7,036
Total.....	10,611	30,064	26,385	84,333	271,919	234,706
Fibres, Textiles and Products—						
Cotton products.....	153	709	799	1,906	7,815	7,751
Flax, hemp and jute products.....	2	96	54	75	2,225	902
Wool and products.....	169	939	985	977	16,685	6,556
Artificial silk and products.....	176	763	947	1,806	5,798	8,971
Textile products, other.....	555	771	895	5,221	10,423	12,533
Total.....	1,054	3,278	3,680	9,985	42,947	36,713

Canadian Exports, by Commodities—Continued

Commodity	September			January-September		
	1938	1946	1947	1938	1946	1947
(Thousands of Dollars)						
Wood, Wood Products and Paper—						
Planks and boards.....	3,015	13,706	19,863	25,774	79,305	144,182
Pulpwood.....	2,313	2,608	3,603	11,173	20,985	22,633
Unmanufactured wood, other.....	1,907	6,056	7,451	13,433	36,882	54,252
Wood pulp.....	2,305	9,313	15,617	20,400	82,750	128,794
Manufactured wood, other.....	219	605	679	2,245	5,711	5,888
Newsprint paper.....	8,524	19,559	28,214	73,892	187,428	249,597
Paper, other.....	615	1,846	2,356	6,056	15,437	22,481
Books and printed matter.....	88	512	278	694	4,536	4,224
Total.....	18,985	54,205	78,061	153,672	433,035	632,050
Iron and Products—						
Iron ore.....	1	811	1,197	1	2,912	4,479
Ferro alloys.....	97	272	2,183	792	6,821	16,148
Pigs, ingots, blooms, billets.....	180		252	2,346	3,147	3,794
Rolling mill products.....	355	331	1,269	4,143	5,563	7,031
Locomotives and parts.....	1	37	266	237	20,769	13,983
Farm machinery and implements.....	440	1,392	2,874	6,826	22,876	31,131
Hardware and cutlery.....	170	315	397	1,637	3,155	4,329
Machinery (except farm).....	682	1,035	2,967	7,533	9,802	27,915
Automobiles, freight.....	431	2,023	1,782	5,838	35,559	31,134
Automobiles, passenger.....	833	2,006	2,246	12,123	10,285	25,163
Automobile parts.....	149	684	1,115	2,156	16,391	14,171
Railway cars and parts.....	3	479	680	16	25,365	1,699
Iron products, other.....	586	1,457	2,820	4,521	18,520	21,839
Total.....	3,927	10,842	20,047	48,168	181,165	202,816
Non-Ferrous Metals and Products—						
Aluminium and products.....	1,945	4,437	5,358	16,559	38,306	47,283
Brass and products.....	71	190	314	747	2,694	2,514
Copper and products.....	4,790	2,819	4,509	38,296	28,042	39,638
Lead and products.....	800	1,850	3,905	6,533	13,227	23,028
Nickel.....	4,977	4,214	4,536	38,943	41,636	45,366
Precious metals, except gold.....	1,864	2,248	1,579	17,983	14,662	18,317
Zinc and products.....	636	1,241	2,410	7,465	19,752	22,546
Electrical apparatus, n.o.p.....	318	888	1,305	3,194	16,947	14,446
Non-ferrous products, other.....	258	982	1,392	2,271	6,863	9,641
Total.....	15,658	18,869	25,308	131,991	182,129	222,779
Non-Metallic Minerals, Products—						
Asbestos and products.....	1,158	2,332	2,853	9,057	17,715	23,649
Coal.....	138	572	783	1,106	4,005	3,541
Petroleum and products.....	19	285	634	503	2,840	4,504
Abrasives, artificial, crude.....	249	964	992	3,050	8,332	10,001
Non-metallic products, other.....	516	969	1,539	3,932	7,744	12,003
Total.....	2,080	5,122	6,800	17,646	40,636	53,698
Chemicals and Allied Products—						
Acids.....	94	203	320	911	1,595	2,607
Medicinal preparations.....	114	414	351	1,101	4,077	3,074
Fertilizers.....	225	2,703	2,992	5,712	24,333	25,497
Paints and varnishes.....	74	365	561	672	2,971	5,392
Calcium compounds.....	41	108	186	360	2,448	1,537
Soda and sodium compounds.....	366	361	454	3,039	3,245	4,088
Chemical products, other.....	322	1,107	2,002	2,832	12,118	20,648
Total.....	1,235	5,261	6,864	14,628	50,787	62,843
Miscellaneous Commodities—						
Toys and sporting goods.....	72	154	180	371	1,109	1,400
Films.....	214	225	105	2,972	1,977	2,311
Ships and vessels.....		1,759	3,015	188	11,582	11,850
Aircraft and parts.....	51	899	335	2,716	5,286	4,862
Electrical energy.....	342	633	308	3,119	5,568	4,177
Miscellaneous consumer goods.....	180	715	894	1,475	6,100	9,004
Miscellaneous, other.....	434	502	1,106	3,094	5,762	9,874
Donations and gifts.....		2,437	479		25,107	8,267
Non-commercial articles.....	349	1,043	1,093	1,875	7,051	7,973
Total.....	1,643	8,366	7,516	15,810	69,543	59,718

Jamaica Only Permits Imports Of Small Group of Essentials

Import licences are being issued for essential foodstuffs, raw materials for local industry, drugs and medical supplies, and hardware and building supplies—Import quotas for 1948 will affect imports from Canada, as luxury and semi-luxury lines likely to be severely restricted.

By R. V. N. Gordon, Assistant Canadian Trade Commissioner

KINGSTON, October 16, 1947.—Suspension of import licences on all but a small group of narrowly defined necessities, in accordance with instructions received from the Secretary of State for the Colonies, and the Montego Bay Conference last September, at which federation of the British colonies in the Caribbean was discussed, feature activities in Jamaica during recent months.

At present, until quotas have been set, import licences are being issued under an interim policy for: essential foodstuffs; raw materials for local industry; drugs and medical supplies; and hardware and building supplies. The quotas of goods which will be permitted entry into Jamaica for the next year are expected to be announced shortly, and there is no doubt imports from Canada will be affected considerably. Although it is not expected staple foodstuffs, such as salt fish and flour, will be cut, luxury and semi-luxury lines which Canada recently has been shipping to this island in substantial quantities are likely to be severely restricted. General business conditions have continued fairly active, due to high inventories in many commodities, but a considerable feeling of apprehension over import restrictions has spread through the local mercantile community, which is faced with a sharp retraction of its activities after a short-lived post-war boom. Large quantities of textiles, boots and shoes, canned goods, were imported during the first half of the year, and these imports have provided an adequate buffer stock to tide over merchants until the new import regulations are announced.

Dollar Position Shows Large Debit Balance

The Jamaica dollar position in the first six months of 1947 showed a large debit balance, due to a lightening of import restrictions and freer supplies of goods in Canada and the United States. During recent years, the balance of payments has been equated without difficulty and the margin of hard-currency imports over exports has been taken up by earnings of Jamaican labourers in the United States and in 1946 by the dollars derived from the tourist trade. First indications in 1947, however, indicate that this situation will be reversed as imports are sharply up from the United States and Canada, while the number of Jamaican labourers in United States have decreased and the flow of dollars from that source will be down. The expected increase in the tourist trade will not be sufficient to balance this deficit. It is anticipated the tourist trade this year will be worth £500,000, most of which will be in dollars. Imports from the United States for the first six months of 1947 amounted to £3,035,000 as against exports of £180,000, leaving an unfavourable trade balance of £2,855,000. In 1946 the unfavourable balance for the year was £200,000 less than this figure. Statistics for trade with Canada in 1947 are not yet available, but the unfavourable balance of imports over exports for all countries for the first six months of 1947 was £4,650,000 of which Canada's share would be considerable.

Heavy Rains in August and September End Summer Drought

The serious drought which held the island in its grip throughout the summer was finally broken by heavy rains during last August and September. With the breaking of the drought the agricultural production outlook for the latter half of this year has improved. According to the latest estimate, this year's sugar crop will be approximately 10,000 tons less than last year's 177,885 tons. The lower figure is due to unfavourable weather conditions.

Up to and including the first week of August, 1947, 3,358,000 stems of bananas have been exported as against 3,418,000 in 1946. Earlier it was estimated that the banana production this year might reach eight to nine million stems, but owing to the severe drought in the summer months it appears the output this year will be no more than six million stems. The price remains at 7s. 2d. per count bunch to the grower.

Coconut Production Continues to Increase

The island's coconut production continues to increase, but is still below the domestic requirements for vegetable oil. As a result, a considerable amount of sunflower seed oil has had to be purchased from Argentina at high prices. The price of nuts remains at 12s. per bag of 100 nuts weighing 150 pounds with copra selling to the factories at £38 10s. per ton. To increase the production of vegetable oil, legislation is at present being considered to require all growers with plantations of 200 trees or more to supply a higher percentage of their nuts to the copra factories.

The most recent estimate for the 1947-48 citrus crop is approximately 450,000 boxes. Of this quantity, 60 per cent, amounting to 210,000 boxes, will be exported under contract to the United Kingdom at a price not yet fixed, and 65,000 bags to New Zealand at 20s. for sweet oranges and 18s. for seedless grapefruit. The balance of the crop, less the domestic consumption, will be exported in the form of juices and oils. It is expected that a small quantity of the concentrates may be marketed in Canada. An effort is being made to increase the quantity and variety of citrus products, and it is hoped to export increased quantities of candied peel and citrus pumace during the coming season.

Coffee Crop Expected to be Better than in Previous Year

Present reports indicate this year's coffee crop now estimated at 1,250 tons will be better than last year's. The Jamaica Government has entered into a five year contract to purchase the entire exportable surplus of coffee from 1948 to 1952 for account of the British Ministry of Food. It is hoped that during these years the exportable crop will reach 1,750 tons. The price to be paid under this contract has not yet been disclosed, but it is expected it will be a favourable one.

The present contract with Commodity Prices Stabilization Corporation Limited of Canada, which purchased Jamaica's entire 1946-47 cocoa crop, expired September 30. It is anticipated the 1947-48 crop will be allocated to Canada, but there is no indication yet as to the price which will be paid. The crop is estimated at 2,200 to 2,400 tons, the same as last year.

Pimento crop will be 1,800 to 2,000 tons, according to present estimates, which is slightly higher than last year. The entire production for export has been sold to Britain at a price of 72s. 6d. per cwt. c. and f. United Kingdom ports.

Recent Import Restrictions Gives New Hope to Local Industries

The recent import restrictions instituted by the dollar crisis have given a new lease on life to a number of local industries such as shoe and shirt factories, which it appeared would have to close their doors owing to the competition of imported goods. Further prospects of a free market for these industries in the British Caribbean area which would be a corollary of confederation, has also given impetus to investment in local industrial enterprises, as it now appears that these businesses have a reasonably good chance of surviving in the post-war era.

Among other enterprises which have become established recently are a cement factory and a wall board factory, manufacturing board from locally mined gypsum.

Sugar Production to be Increased

According to the plans of the West Indies Sugar Company, the largest sugar company on the island, equipment will soon be installed to increase the production of refined sugar from 8,000 to 16,000 tons annually. The additional output is for domestic consumption, but from the long-term point of view, an export trade in refined sugar is quite possible.

Substantially increased acreage has been placed under cane cultivation by various sugar estates throughout the island, and an increase in the output of raw sugar and rum is anticipated.

The government is considering applications from Cuban and Jamaican interests to erect textile factories. Adequate protection against foreign competition likely will be guaranteed the manufacturers to ensure satisfactory and profitable operation throughout the Caribbean area.

New Tourist Hotels Will Open This Season

A number of new tourist hotels will be opened for business for the first time during the 1947-48 season in the Montego Bay-Port Antonio area on the beautiful north shore of the island. Other resorts are under construction or proposed, including a large property purchased by the actor, Errol Flynn. A new air service, the Cayman Islands Airways Limited, has been instituted, providing a flying boat service from Kingston, Jamaica, to the Cayman Islands, where a resort will be developed. Canadian wartime Canso "A's" are being used on this service.

In order to stimulate tourist purchases, an influential group of merchants have advocated duty-free entry of goods purchased by tourists, and the matter is now under consideration by the government.

Unemployment Remains at Chronic High Level

Unemployment remains at its chronic high level, and no constructive measures to combat it have been enacted by the authorities. The chief proposal advocated is the immigration to the under-populated colonies. Schemes for land settlement of Jamaicans in British Guiana and British Honduras have been put forward in the press. However, there is no indication that they will go further than the discussion stage.

The cost of living has continued to increase rapidly with the working-class cost-of-living index reaching 198·65 in August, as against 170·28 at the same time last year, an increase of 28·37 points. Increases for the middle and upper classes were proportionately greater, according to the amount of imported goods consumed.

Commodity Comments

By Export Division, Foreign Trade Service

Canned Meat

Canned meat is being permitted export to Newfoundland, the British West Indies, and St. Pierre and Miquelon, against established allocations. In addition, packers have been granted special export quotas, based on production, against which they may ship to other destinations, the U.S. excepted. These special quotas are for the period October 1 to March 31, 1948.

Pickled Pork Products

Such pickled pork products as pigs' ears, tails, snouts, and feet, but excluding mess cuts or fat backs, have been placed on an unrestricted export basis to all destinations other than the U.S.

Beans, Dried

Due to a deterioration of the dried bean crop conditions, the W.P.T.B. has withdrawn the recent relaxation whereby export permits were freely granted. Now applications for export permits for markets other than those under Food Program, e.g. Newfoundland and the British West Indies, will be carefully and individually screened. If the supply position becomes more acute, exports may be expected to be reduced to a minimum.

Peas, Dried

Due to heavy frosts in the harvesting season seriously reducing production, export permits are no longer being freely granted.

Live Stock

Purebred live stock is in good supply and enquiries from all markets are welcome. Demand is lively, and enquiries have come from Argentina, Portugal, United Kingdom, Colombia, Poland, Italy and Malayan Union.

Canned and Dried Apples

As the U.K. is not purchasing apples from the 1947 crop, the disposal of processed apple production this year is a matter of deep concern. Nova Scotia will have ample supplies of canned and dried apples.

Leather Footwear Production

For the seven months ending July 31, footwear production totalled 21,843,708 pairs, compared with 25,554,162 pairs in the corresponding period of 1946. Of the 2,398,248 pairs made in July, 437,212 pairs carried soles with materials other than leather. Factories report difficulty in obtaining supplies of upper leather, and the decontrol of prices has brought a 35 per cent increase in the cost of leather used for footwear.

Typewriters

Typewriters are now in good supply.

Fountain Pens

Fountain pens, both ball point and standard, are in free supply, and exports are going forward without export permits.

Trade and Tariff Regulations

Antigua Increases Duty on Wines

A resolution of the Antigua Legislative Council of September 3, 1947, increased the duties on sparkling wine from 2s. 6d. per gallon plus 20 per cent ad valorem to 17s. 6d. per gallon British preferential tariff and from 5s. per gallon plus 20 per cent ad valorem to 20s. per gallon general tariff. On other wine, the increase is from 1s. per gallon plus 20 per cent ad valorem to 9s. 8d. per gallon British preferential tariff, and from 1s. 4d per gallon plus 20 per cent ad valorem to 10s. per gallon general tariff.

New Australian Import Licensing Regulations Further Outlined

Sydney, September 19, 1947.—(FTS)—Further details have been received regarding the reduction in the importation of motor vehicles and newsprint from dollar countries (September 13 issue of *Foreign Trade*). With respect to motor vehicles, a final decision has not yet been reached on the manner in which the reduction of 20 per cent is to apply. The Prime Minister stated that the whole of the cut would be absorbed by passenger car chassis with no reduction in commercial vehicles. He also indicated that special attention would be given to cars in the higher-priced bracket. It is expected that the total number of chassis approved for import in 1947 will be reduced by 20 per cent. The number of commercial vehicles included in the 1947 approval will be deducted and the balance will represent the number of passenger chassis which will be permitted entry in 1948, allowance being made for any reduction greater than 20 per cent in "luxury" type cars.

The newsprint import program for 1947 covered 210,000 long tons. However, contracts were confirmed for only 168,000 tons of this and 108,000 tons have arrived in Australia. The balance of 60,000 tons is to be reduced by 25 per cent, leaving 45,000 tons to be imported in the remaining months of 1947. The import program for 1948 tentatively approved some time ago covered 175,000 tons, of which 12,000 tons were for the building up of inventories. This 12,000 tons has now been deleted from the program and the remaining 163,000 tons is to be reduced by 25 per cent to 122,250 tons which will represent the quantity which may be imported from Canada and Newfoundland in 1948.

In the licensing regulations of Australia the terms "no licence" and "administrative control" are used. "No licence" is self-explanatory, but it should be pointed out that under "administrative control" applications for import licences are considered on their merits and a licence granted or refused after careful consideration of such factors as essentiality, domestic supply, availability within the sterling area and the like. Administrative control is a flexible type of import licensing enabling licences to be issued one month and refused in the next, but it precludes the possibility of planning in advance for imports.

Document Legalization Procedure on Shipments to Brazil

Consular invoices covering shipments to Brazil must be legalized on a date prior to the arrival of the goods concerned in that country, according to information received from the Brazilian Consul General in Montreal. This procedure is necessary to avoid the imposition of a heavy fine.

The consular invoice and commercial invoice must be submitted to the consul at the same time, but the bill of lading may be presented separately. The Brazilian regulations provide that the consular invoice and bill of lading should agree in those particulars common to both documents.

Trade and Tariff Regulations—Continued

Bahamas Relaxes Temporary Suspension of Import Licences

The Bahamas Government announced on October 11, 1947, that the temporary suspension of the grant of import licences in all trades is being relaxed and normal importation to meet current consumption and stocks for the tourist season is being permitted. Individual applications, however, will receive scrutiny with a view to deleting non-essential and luxury items.

Bills of Lading Sufficient Proof of Shipment to British West Indies

Port of Spain, October 20, 1947.—(FTS)—Exporters shipping to Trinidad are advised that the Controller of Imports and Exports will accept either a railway bill of lading or ocean bill of lading as proof that goods have been shipped before the expiry date of a licence. The same procedure is followed in Barbados, Grenada, St. Lucia and St. Vincent. In British Guiana the validity of import licences is being extended to cover shipments which arrive within three months of the expiry date of a licence, except in the case of foodstuffs on quota allocation.

Iceland Revises Import Restrictions

Glasgow, October 16, 1947.—(FTS)—Owing to the shortage of foreign exchange, the Icelandic authorities are reducing imports to absolutely essential goods. Further, an import permit in itself is no longer a legal entitlement to foreign exchange. Formerly, an import licence issued by the Icelandic Trade Board provided for the allotment of foreign exchange. Under the new procedure the control of all foreign exchange has been placed under a Trade Committee of the Finance Board. As a result of this change, an Icelandic importer now must first obtain a joint currency and import licence and even after securing this licence he must ascertain from the bank if currency is available before ordering the goods.

It is advisable, therefore, that Canadian exporters trading with Iceland obtain assurances from Icelandic importers before making shipment that they have received the necessary exchange allocation to pay for the goods as well as an import licence.

Jamaica Announces New Import Control Policy

Kingston, October 30, 1947.—(FTS)—A Jamaica Notice of October 28, 1947 announces a more permanent policy of import control to take the place of the interim measure contained in a notice of September 24 (see October 11 issue of *Foreign Trade*). During the next three months, very strict action will be taken to restrict the issue of new import licences from countries other than the United Kingdom, the Colonies and war-shattered countries (France, French Morocco, Tunisia, Algeria, Netherlands, Austria, Poland, Czechoslovakia, Yugoslavia, Denmark, Hungary, Italy and Greece). In subsequent paragraphs the United Kingdom, the Colonies and the war-shattered countries will be referred to as the scheduled countries. New import licences for supplies from other countries will, during this period, be restricted to the minimum of really essential goods, of which foodstuffs is the important major group.

Measures will be taken for the elimination for the time being of import licences for luxury and semi-luxury articles.

After the initial period of three months, the aim will be to reduce expenditure on imports from countries other than the scheduled countries by one-third of the expenditure in 1946. There will be a reversion to the wartime quota system corrected by reference to the distribution of supplies to individual traders during the calendar year 1946. In allotting the quotas a margin will be left for newer agencies if such apply for import licences.

Trade and Tariff Regulations—Continued

Following the general principles enunciated above, the import of the following articles will be prohibited, except from British Caribbean territories:

Food, Drink and Tobacco: Aerated and table waters; beer, ale and porter; biscuits (sweetened and unsweetened); cakes; cider and perry; cigarettes and cigars; confectionery; fish, canned, except herrings, salmon, sardines and mackerel; fruit, dried or otherwise preserved; fruit, canned or bottled; fruit and peel, crystallized or candied; fruit, fresh; fruit juices; game, ground or feathered; honey; jams and jellies, excluding powders; nuts, except peanuts, other than those in tins; oils and fats, except butter, margarine, olive oil for medicinal purposes and oils and fats required as ancillary substances for the local manufacture of soap, margarine and allied products; pickles and sauces; spices, except pepper; sugar and syrup, except glucose; vegetables, canned or preserved.

Articles wholly or mainly manufactured: Asphalt, crude and dried; china, pottery and glassware, except those of plain domestic character; electric ice-cream freezers, vacuum cleaners, washing machines, hair driers and curlers, refrigerators, immersion heaters, toasters, waffle irons, water coolers and irons (for a preliminary period of six months); fireworks; floor and furniture coverings; metal furniture, except beds and springs and office furniture; jewellery; pocket books, wallets, fancy goods of leather material or material resembling leather; linen manufactures; towelling, plain bleached printed or dyed, damask, table linen, handkerchiefs, towels, sheets, pillow cases, bedspreads and serviettes; cinematograph apparatus; carpets, mats and rugs and rubber mats.

In the case of the following articles, the quotas based on importations in 1946 will be reduced as mentioned below:—spirits (whisky, gin and brandy), by 33½ per cent of 1946 imports (no importation of spirits will be permitted except from the scheduled countries); tea from countries other than the scheduled countries, by 33½ per cent of 1946 imports (no reduction will be imposed on imports of tea from the scheduled countries); pipe tobacco, by 50 per cent of 1946 imports (no imports will be permitted from countries other than the scheduled countries); wines, by 33½ per cent of 1946 imports, except wine for sacramental purposes, on which there will be no restriction (no imports, except for sacramental purposes, will be permitted from countries other than the scheduled countries); magazines, 50 per cent (no restrictions from the scheduled countries).

In case of the following articles special treatment is required:

Flour—In addition to the 10 per cent cut imposed with effect from 1st October, there will be a further cut of 10 per cent from 1st November.

Motor Vehicles—No new licences will be issued for the import of cars from countries other than the scheduled countries for a period of 6 months. No new licences will be issued for the import of trucks from countries other than the scheduled countries for a period of 3 months.

Cocoa and Cocoa Preparations—The import from countries other than the scheduled countries will be prohibited.

Coffee and Coffee Substitutes including Extracts and Essences—Import prohibited except from the scheduled countries.

Malayan Union Prohibits Certain Imports

A notification in the *Straits Times* of October 21 announces that the importation of certain products into the Malayan Union is prohibited from all sources. The list of prohibited imports is the same as that announced by Singapore on October 2.

Trade and Tariff Regulations—Continued

Committee in Norway Will Pass on Import Permits

Oslo, October 14, 1947.—(FTS)—The Norwegian Government decided, in the latter part of September, to reduce further the granting of import permits, and to review those already issued. Furthermore, a committee has been established to pass on all such permits and decide if exchange will be allowed. It is understood that the committee, under the Bank of Norway, which issues the exchange permits, is progressing very slowly with its work of deciding whether or not these permits will be provided. Until all these matters are dealt with, except in unusual cases, applications for import licence and exchange permits are being held up. In view of this it would seem advisable for exporters to receive assurance from their Norwegian customers that they hold both import licence and exchange permit, which are correctly valid, before any merchandise is shipped.

Insofar as imports from Canada are concerned, it appears to be the policy that only the most essential items will be admitted. To date these have largely consisted of wheat, rye, wheat flour, ships, agricultural and industrial machinery, special textiles, nickel and copper matte and certain essential commodities imported by the government, such as power chain saws, alfalfa seed, ships' stores and equipment.

Shipments to Peru Under 300 Soles Are Exempt from Import Licence

Lima, October 30, 1947.—(FTS)—Shipments to Peru, valued at under 300 soles (about \$46.00), are exempt from import licences. (Editor's Note: Further to item in November 1, 1947, issue of *Foreign Trade*.)

Singapore Announces Import Licensing Policy

An announcement of October 2, 1947, by the Acting Registrar of Imports and Exports, Singapore, on policy regarding imports from hard-currency sources, contains a list of goods the import of which is prohibited from all sources. The list includes: advertising matter other than made of paper; aerated and natural mineral matters; brass and copper ornaments; wooden cabinetware and furniture; pictures; goldsmiths' and silversmiths' wares; jewellery; and silk and artificial silk handkerchiefs, ribbons and trimmings.

The announcement also contains a list of goods imports of which will be allowed freely against firm offers to all firms which are in the particular trade concerned. This list includes: typewriters; accounting, calculating and adding machines; weighing machines; air conditioning units; electric refrigerators; wall boarding (except fibre and insulating board); plywood; bolts and nuts; hinges; wire netting; carbon paper; printers' ink; engineers' tools; lanterns; sweetened condensed milk; tractors and spare parts; and a few others.

A third list specifies commodities which may be imported as in the foregoing paragraph when originating in Canada or any country outside the dollar area, but which are to some extent restricted (usually on the basis of prewar trade) when imported from the United States. It covers, among other goods, torch batteries, books and periodicals, passenger cars over \$2,050 c.i.f., internal combustion engines,* machinery and parts, electric motors, newsprint, paints and enamels, pharmaceuticals, tires and tubes, and barbed and galvanized wire.

The import from Canada of any commodity not listed is allowed against proof of relevant prewar imports from that source.

The announcement, it is stated, is intended only as a guide to current policy and should not be considered in any way exhaustive or rigid.

Trade and Tariff Regulations—Concluded

Southern Rhodesia Requires Proof of Shipment

A notice in *Foreign Trade* of October 11 (page 680) announcing the reimposition of import licensing restrictions by Southern Rhodesia as from September 19, 1947, stated that the licensing requirement would not apply to goods for which an order was placed and accepted on or before September 19, 1947, provided the goods are shipped within sixty days of that date.

Licensing authorities will require, as proof that goods have been shipped within sixty days of September 19, ocean bills of lading dated prior to November 19.

Trinidad Cancels Outstanding Import Licences

Port-of-Spain, November 1, 1947.—(FTS)—According to a notice published October 30, regarding Trinidad import control, all licences including general and quota licences issued to date hereof for importation of any goods whatsoever from all sources, are hereby cancelled. Exceptions will be made in the case of licences where letters of credit have been established or in the case of goods already shipped or delivered to shipping warehouses.

A lengthy list of prohibited goods includes: Beer, whisky, gin, canned fruits and vegetables, fresh fruit, electrical appliances (except stoves), automobiles (except from United Kingdom), and essential trucks, jewellery, and cosmetics.

Further information will be published when received.

German Businessmen and Officials May Travel Abroad

German businessmen and officials of the combined zone may now travel to foreign countries on business which will directly benefit the economy of the combined zone. For the first time since the war German businessmen will be able to visit customers to negotiate contracts outside of Germany, examine new products and study new industrial processes, obtain price information directly at the source, and find new export outlets and customers. Travel outside of Germany will remove another barrier that has existed between the German businessmen and those of other countries, and should provide an immediate stimulus to exports from the combined zone.

Travel from Germany may be financed in one of three ways. Businessmen who have been invited to travel to a foreign country for business purposes at the expense of a private firm in that country may accept such invitations. Approval to leave Germany must be secured in the regular manner and in such instances Joint-Export-Import Agency (United States-United Kingdom) will not provide money for expenses or transportation.

The 10 per cent export bonus for exporters recently announced by J.E.I.A. may be used to finance foreign travel. Any German business firm or exporters having a foreign exchange credit under this plan may utilize a portion of such funds to send company engineers or salesmen abroad to transact export business.

To enable businessmen who have no foreign exchange credits in the J.E.I.A. export bonus fund to make essential trips to foreign countries, provision has been made for payment of travel expenses from J.E.I.A. funds. The number of trips which can be financed with J.E.I.A. funds will be restricted, and approval for such trips will be given only when the journey is considered to be of importance to the economic objectives of military government.

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

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| <p>Belleville—Chamber of 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.
 Gananoque—Chamber of Commerce.
 Granby—Board of Trade.
 Guelph—Board of Trade.
 Halifax—Board of Trade.
 Hamilton—Chamber of Commerce.
 Ingersoll—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.</p> | <p>Paris—Board of Trade.
 Pembroke—Chamber of Commerce.
 Quebec City—Board of Trade.
 Regina—Board of Trade.
 Renfrew—Board of Trade.
 Saint John—Board of Trade.
 St. Catharines—Chamber of Commerce.
 Sarnia—Chamber of Commerce.
 Stratford—Board of Trade.
 Toronto—Can. Manufacturers' Association.
 Vancouver—H. W. Brighton, Foreign Trade Service, Room 318, Marine Building.
 Victoria—Dept. of Trade and Industry.
 Welland—Board of Trade.
 Windsor—Chamber of Commerce.
 Winnipeg—Can. Manufacturers' Association.
 Woodstock—Board of Trade.</p> |
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M. T. Stewart, Canadian Trade Commissioner in New York, began his Canadian tour in Halifax on September 8. Until recently, Mr. Stewart was trade commissioner in Bogota, Colombia, and is in a position to advise Canadians on trade with that area.

W. G. Stark, former Commercial Secretary, Canadian Embassy, Lima, Peru, will commence his Canadian tour in Edmonton on November 14. During the course of the next few months he will discuss trade of Peru and Ecuador with businessmen across the country.

M. T. Stewart

(Canadian Trade Commissioner, New York)

Victoria—November 10. Ottawa—November 17-21. Montreal—November 24-29.

W. G. Stark

(Former Commercial Secretary, Canadian Embassy, Lima)

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| <p>Edmonton—November 14.
 Vancouver—November 17-26.
 Victoria—November 27-29.
 Calgary—December 1.
 Regina—December 2.
 Winnipeg—December 3-5.
 Guelph—December 9.
 Galt and Preston—December 10.
 Kitchener and Waterloo—December 11-12
 Stratford—December 13.
 Sarnia—December 15.
 Windsor, Walkerville and Chatham—
 December 16.
 London—December 17.</p> | <p>Ingersoll, Woodstock, Paris—December 18.
 Brantford—December 19-20.
 Hamilton—January 5-7.
 St. Catharines—January 8.
 Welland—January 9.
 Toronto—January 10-28.
 Belleville and Batawa—January 29.
 Kingston—January 30.
 Gananoque—January 31.
 Montreal—February 2-21.
 Pembroke—February 23.
 Renfrew—February 24.
 Ottawa—February 25-28.</p> |
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Transportation



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.

†Calls at Saint John about five days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa East—			
Lourenço Marques...	Oct. 31–Nov. 9	<i>Cottrell</i>	Elder Dempster
Lourenço Marques...	November 9–19	<i>Angusdale</i>	Elder Dempster
Lourenço Marques...	November 10–20	<i>Langleecrag</i>	Elder Dempster
Beira.....	November 9–19	<i>Angusdale</i>	Elder Dempster
Beira.....	November 10–20	<i>Langleecrag</i>	Elder Dempster
Africa-South—			
Cape Town.....	Oct. 31–Nov. 9	<i>Cottrell</i>	Elder Dempster
Port Elizabeth.....			
East London.....			
Durban.....			
Australia—			
Brisbane.....	November 25	<i>Jessmore</i>	Montreal Australia New Zealand Line
Newcastle.....			
Geelong.....			
Melbourne.....			
Sydney.....			
Belgium—			
Antwerp.....	November 10	<i>Triport</i>	Montreal Shipping
Antwerp.....	November 10	<i>Prins Frederik Hendrik</i>	Shipping Limited
Antwerp.....	November 10–15	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	November 10–18	<i>Brant County</i>	Canada Steamships
Antwerp.....	November 15	<i>Hedel</i>	Shipping Limited
Antwerp.....	November 15–23	<i>Kent County</i>	Canada Steamships
Antwerp.....	November 17	<i>Prins Willem II</i>	Shipping Limited
Antwerp.....	November 19	<i>Marchcape</i>	March Shipping
Antwerp.....	November 20	<i>Mont Alla</i>	Montreal Shipping
Antwerp.....	November 27	<i>A Ship</i>	Montreal Shipping
Antwerp.....	November 28	<i>Grey County</i>	Canada Steamships
Antwerp.....	November 28	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 30	<i>Mont Sandra</i>	Montreal Shipping
Ceylon—			
Colombo.....	November 20	<i>City of Agra</i>	McLean Kennedy
Colombo.....	November 22	<i>Islandside</i>	March Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
China—			
Shanghai	November 20-22	<i>A Ship</i>	McLean Kennedy
Shanghai	November 25	<i>Gulfside</i>	March Shipping
Colombia—			
Barranquilla.....	November 18-22	† <i>Feggen</i>	Saguenay Terminals
Denmark—			
Copenhagen.....	November 20-27	<i>Braheholm</i>	Swedish American
Egypt—			
Alexandria.....	November 22	<i>Islandside</i>	March Shipping
Eire—			
Dublin	November 19-24	<i>Lord Glentoran</i>	McLean Kennedy
Cork	November 21	<i>A Ship</i>	Shipping Limited
Finland—			
Helsinki	November 20-27	<i>Braheholm</i>	Swedish American
France—			
Le Havre.....	November 10	<i>Triport</i>	Montreal Shipping
Le Havre.....	November 10-18	<i>Brant County</i>	Canada Steamships
Le Havre.....	November 15-23	<i>Kent County</i>	Canada Steamships
Le Havre.....	November 19	<i>Marchcape</i>	March Shipping
Le Havre.....	November 20	<i>Mont Alta</i>	Montreal Shipping
Le Havre.....	November 27	<i>A Ship</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.....	November 10	<i>Triport</i>	Montreal Shipping
Hamburg.....	November 10-15	<i>Beckenham</i>	Cunard Donaldson
Hamburg.....	November 19	<i>Marchcape</i>	March Shipping
Hamburg.....	November 20	<i>Mont Alta</i>	Montreal Shipping
Hamburg.....	November 27	<i>A Ship</i>	Montreal Shipping
Hamburg.....	November 30	<i>Mont Sandra</i>	Montreal Shipping
Hong Kong—	November 25	<i>Gulfside</i>	March Shipping
India and Pakistan—			
Bombay.....	November 22	<i>Islandside</i>	March Shipping
Calcutta.....			
Madras.....			
Karachi.....	November 20	<i>City of Agra</i>	McLean Kennedy
Bombay.....			
Calcutta.....			
Madras.....			
Italy—			
Genoa.....	November 12-18	<i>Blue Master</i>	Montreal Shipping
West Coast Ports...	{ November 12-18	<i>Blue Master</i>	Montreal Shipping
	{ November 19	<i>Mont Gaspe</i>	Montreal Shipping
	{ November 22	<i>A Ship</i>	Montreal Shipping
	{ November 23	<i>A Ship</i>	Montreal Shipping
	{ November 25	<i>A Ship</i>	Montreal Shipping
Mediterranean—			
Central and Western Areas.....	{ November 19	<i>Mont Gaspe</i>	Montreal Shipping
	{ November 22	<i>A Ship</i>	Montreal Shipping
	{ November 23	<i>A Ship</i>	Montreal Shipping
	{ November 25	<i>A Ship</i>	Montreal Shipping
Netherlands—			
Amsterdam.....	{ November 10-18	<i>Brant County</i>	Canada Steamship
Rotterdam.....			
Rotterdam.....			
Rotterdam.....	November 10-15	<i>Beckenham</i>	Cunard Donaldson
Rotterdam.....	November 15-23	<i>Kent County</i>	Canada Steamship
Rotterdam.....	November 10	<i>Triport</i>	Montreal 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

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—Con.			
Rotterdam.....	November 20	<i>Mont Alta</i>	Montreal Shipping
Rotterdam.....	November 27	<i>A Ship</i>	Montreal Shipping
Rotterdam.....	November 28	<i>Grey County</i>	Canada Steamships
Rotterdam.....	November 28	<i>Prins Maurits</i>	Shipping Limited
Rotterdam.....	November 30	<i>Mont Sandra</i>	Montreal Shipping
Netherlands West Indies—			
Curacao.....	November 18-22	† <i>Feggen</i>	Saguenay Terminals
Newfoundland—			
St. John's.....	November 8-11	<i>Island Connector</i>	Clarke Steamships
St. John's.....	November 11	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	November 18-21	<i>Gulf Port</i>	Clarke Steamships
St. John's.....	November 22	<i>Blue Peter II</i>	Montreal Shipping
New Zealand—			
Lyttelton.....	November 15	<i>Port Halifax</i>	Montreal Australia New Zealand Line
Dunedin.....			
Auckland.....			
Wellington.....			
Northern Ireland—			
Belfast.....	November 20-24	<i>Lord Glentoran</i>	McLean Kennedy
Norway—			
Oslo.....	November 17	<i>Ornefjell</i>	Brock Shipping
Stavanger.....	November 20-27	<i>Braeholm</i>	Swedish American
Bergen.....			
Poland—			
Gdansk.....	November 20-27	<i>Braeholm</i>	Swedish American
Singapore.....	November 25	<i>Gulfside</i>	March Shipping
Sweden—			
Gothenburg.....	November 20-27	<i>Braeholm</i>	Swedish American
Malmo.....			
Norrkoping.....			
Stockholm.....			
United Kingdom—			
Avonmouth.....	November 5-12	<i>Salacia</i>	Cunard Donaldson
Avonmouth.....	November 6-10	<i>Boston City</i>	Furness Withy
Bristol.....	November 6-10	<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.....	November 10-15	<i>Cairnesk</i>	Furness Withy
Liverpool.....	November 13-18	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	November 13-19	<i>Asia</i>	Cunard Donaldson
Liverpool.....	November 20-24	<i>Lord Glentoran</i>	McLean Kennedy
Liverpool.....	November 23-26	<i>Empress of Canada</i>	Canadian Pacific
London.....	November 9-14	<i>Beaverlake</i>	Canadian Pacific
London.....	November 17-24	<i>Fort Miami</i>	Cunard Donaldson
London.....	November 19-24	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	November 10-15	<i>Manchester Port</i>	Furness Withy
Manchester.....	November 15-20	<i>Hickory Mount</i>	Furness Withy
Manchester.....	November 26	<i>Manchester City</i>	Furness Withy
Manchester.....	November 28	<i>Manchester Shipper</i>	Furness Withy
Newcastle.....	November 10-15	<i>Cairnesk</i>	Furness Withy
Swansea.....	November 5-12	<i>Salacia</i>	Cunard Donaldson
Venezuela—			
La Guaira.....	November 18-22	† <i>Feggen</i>	Saguenay Terminals

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
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 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 18-22	† <i>Feggen</i>	Saguenay Terminals
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 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
Trinidad.....	November 18-22	† <i>Feggen</i>	Saguenay Terminals

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
Egypt—			
Port Said.....	December 15-17	<i>Calchas</i>	Cunard Donaldson
Suez.....			
Malayan Union—			
Penang.....	December 15-17	<i>Calchas</i>	Cunard Donaldson
Port Swettenham..}			
Netherlands East Indies—			
Batavia.....	December 15-17	<i>Calchas</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Newfoundland—			
Saint John's.....	November 8-10	<i>Mayfall</i>	Shaw Steamships
Saint John's.....	November 13-15	<i>Patricia Sweeney</i>	Newfoundland Canada SS
Saint John's.....	Nov. 28-Dec. 2	<i>Nova Scotia</i>	Furness Withy

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
St. Pierre et Miquelon—	November 8-10	<i>Mayfall</i>	Shaw Steamships
Singapore	December 15-17	<i>Calchas</i>	Cunard Donaldson
United Kingdom—			
Liverpool.....	Nov. 28-Dec. 2	<i>Nova Scotia</i>	Furness Withy
Liverpool.....	December 21	<i>*Empress of Canada</i>	Canadian Pacific
London.....	November 12-14	<i>Fort Spokane</i>	Cunard Donaldson
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 28	<i>Canadian Challenger</i>	Canadian National
Bahamas.....	December 12	<i>Canadian Observer</i>	Canadian National
Bahamas.....	December 26	<i>Canadian Challenger</i>	Canadian National
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
Jamaica.....	November 28	<i>Canadian Challenger</i>	Canadian National
Jamaica.....	December 12	<i>Canadian Observer</i>	Canadian National
Jamaica.....	December 26	<i>Canadian Challenger</i>	Canadian National
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>	Canadian National
Trinidad.....	December 14-23	<i>A Ship</i>	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques...	December 1-10	<i>Lochdee</i>	Elder Dempster
Lourenço Marques...	December 15-25	<i>Chandler</i>	Elder Dempster

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town.....	December 1-10 December 15-25	<i>Lochdee</i> <i>Chandler</i>	Elder Dempster Elder Dempster
Port Elizabeth.....			
East London.....			
Durban.....			
Ceylon—			
Colombo.....	December 10-14	<i>Johilla</i> <i>City of Leeds</i>	McLean Kennedy
Colombo.....	December 20		McLean Kennedy
China—			
Shanghai.....	December 5	<i>City of Khartoum</i>	McLean Kennedy
Dominican Republic			
Ciudad Trujillo.....	November 12-15	<i>Apollo</i>	Saguenay Terminals
Eire—			
Cork.....	December 10	<i>A Ship</i>	Shipping Limited
Dublin.....			
Haiti—			
Port au Prince.....	November 12-15	<i>Apollo</i>	Saguenay Terminals
Hong Kong.....	December 5	<i>City of Khartoum</i>	McLean Kennedy
India and Pakistan—			
Bombay.....	December 10-14 December 20	<i>Johilla</i> <i>City of Leeds</i>	McLean Kennedy McLean Kennedy
Calcutta.....			
Madras.....			
Karachi.....			
Philippines—			
Manila.....	December 5	<i>City of Khartoum</i>	McLean Kennedy
United Kingdom—			
Liverpool.....	Nov. 28-Dec. 4	<i>Beaverburn</i> <i>Empress of Canada</i> <i>Beaverford</i>	Canadian Pacific Canadian Pacific Canadian Pacific
Liverpool.....	December 20		
Liverpool.....	December 23		
London.....	November 23-29	<i>Beavercove</i> <i>Beaverdell</i> <i>Beaverlake</i>	Canadian Pacific Canadian Pacific Canadian Pacific
London.....	December 14		
London.....	December 27		
Manchester.....	December 1-6	<i>Manchester Commerce</i>	Furness Withy
Venezuela—			
La Guaira.....	November 12-15	<i>Apollo</i>	Saguenay Terminals
Maracaibo.....			

Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques.....	December 8	<i>Utrecht</i>	Dingwall Cotts
Lourenço Marques.....			
Africa-South—			
Cape Town.....	December 8	<i>Utrecht</i>	Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Argentina—			
Buenos Aires.....	November	<i>Mindanger</i>	General Steamships

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Australia—			
Sydney.....	November 18	<i>Boogabilla</i>	Empire Shipping
Melbourne.....	December 20	<i>Narrandera</i>	General Steamships
Adelaide.....			
Melbourne.....	November 20	<i>Waitemata</i>	Canadian Australasian
Sydney.....			
Hobart.....	December 3	<i>Waikawa</i>	Canadian Australasian
Melbourne.....			
Sydney.....			
Belgium—			
Antwerp.....	November 14	<i>Argentina</i>	Gardner Johnson
Antwerp.....	November 16	<i>Stephen Beasley</i>	Empire Shipping
Antwerp.....	December 5	<i>Panama</i>	Gardner Johnson
Burma—			
Rangoon.....	November 5	<i>Silverguava</i>	Dingwall Cotts
Rangoon.....	November 17	<i>Manz Sailor</i>	Dingwall Cotts
Ceylon—			
Colombo.....	December 12	<i>Höegh Silverlight</i>	Dingwall Cotts
Chile—			
Valparaiso.....	November	<i>Hindanger</i>	General Steamships
China—			
Shanghai.....	November 24	<i>Vilja</i>	Empire Shipping
Taku Bar.....	December	<i>Vingnes</i>	General Steamships
Shanghai.....	Nov. 20–Dec. 6	<i>Lake Winnipeg</i>	Anglo Canadian
	November 21	<i>Island Mail</i>	American Mail Line
	November 21–22	<i>American Mail</i>	American Mail Line
	December 5	<i>China Mail</i>	American Mail Line
	December 19	<i>Washington Mail</i>	American Mail Line
France—			
Le Havre.....	November 16	<i>Stephen Beasley</i>	Empire Shipping
Greece—			
Piraeus.....	November	<i>Aristotelis</i>	General Steamships
Hong Kong.....	November 9–24	<i>Lake Sumas</i>	Anglo Canadian
	November 21	<i>Island Mail</i>	American Mail Line
	November 21–22	<i>Castleville</i>	Balfour Guthrie
	November 21–22	<i>American Mail</i>	American Mail Line
	December 5	<i>China Mail</i>	American Mail Line
	December 19	<i>Washington Mail</i>	American Mail Line
India and Pakistan—			
Bombay.....	November 27	<i>Höegh Trader</i>	Dingwall Cotts
Karachi.....	December 12	<i>Höegh Silverlight</i>	Dingwall Cotts
Calcutta.....	November	<i>Silverguava</i>	Dingwall Cotts
Madras.....	November 17	<i>Manz Sailor</i>	Dingwall Cotts
Madras.....	December 12	<i>Höegh Silverlight</i>	Dingwall Cotts
Italy—			
Genoa.....	November	<i>Aristotelis</i>	General Steamships
Japan—			
Yokohama.....	November 21	<i>Island Mail</i>	American Mail Line
Yokohama.....	December 5	<i>China Mail</i>	American Mail Line
Yokohama.....	December 19	<i>Washington Mail</i>	American Mail Line
Malayan Union—			
Penang.....	November 21–22	<i>Castleville</i>	Balfour Guthrie
Port Swettenham..			
Morocco—			
Casablanca.....	November	<i>Aristotelis</i>	General Steamships
Netherlands—			
Rotterdam.....	November 16	<i>Stephen Beasley</i>	Empire Shipping

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Netherlands East Indies—			
Batavia	November 17	<i>Silverguava</i>	Dingwall Cotts
Soerabaya	November 21-22	<i>Manx Sailor</i>	Dingwall Cotts
	November 27	<i>Castleville</i>	Balfour Guthrie
	December 12	<i>Høegh Trader</i>	Dingwall Cotts
		<i>Høegh Silverlight</i>	Dingwall Cotts
New Zealand—			
Auckland	November 26	<i>Waitemata</i>	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
Palestine—			
Haifa	Nov. 18-Dec. 3	<i>Lake Shawinigan</i>	Anglo Canadian
Jaffa			
Philippines—			
Manila	November 11	<i>Oregon Mail</i>	American Mail Line
	November 17	<i>Manx Sailor</i>	Dingwall Cotts
Iloilo	November 21-22	<i>Castleville</i>	American Mail Line
Cebu	December 12	<i>Høegh Silverlight</i>	Dingwall Cotts
	December 5	<i>China Mail</i>	American Mail Line
Manila	November	<i>Silverguava</i>	Dingwall Cotts
Manila	November 21	<i>Island Mail</i>	American Mail Line
Manila	November 21-22	<i>American Mail</i>	American Mail Line
Manila	November 24	<i>Vilja</i>	Empire Shipping
Manila	November 27	<i>Høegh Trader</i>	Dingwall Cotts
Manila	November 29	<i>Høegh Silverlight</i>	Dingwall Cotts
Manila	December	<i>Vingnes</i>	General Steamships
Manila	December 19	<i>Washington Mail</i>	American Mail Line
Singapore			
	November	<i>Silverguava</i>	Dingwall Cotts
	November 17	<i>Manx Sailor</i>	Dingwall Cotts
	November 21-22	<i>Castleville</i>	American Mail Line
	November 27	<i>Høegh Trader</i>	Dingwall Cotts
	December 12	<i>Høegh Silverlight</i>	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 9-24	<i>Lake Sumas</i>	Anglo Canadian
	Nov. 20-Dec. 6	<i>Lake Winnipeg</i>	Anglo Canadian
Turkey—			
Istanbul	November	<i>Aristotelis</i>	General Steamships
United Kingdom—			
Liverpool	Late November	<i>Pacific Exporter</i>	Furness Withy
Liverpool	Oct. 31-Nov. 15	<i>Lake Kamloops</i>	Anglo Canadian
London	Oct. 29-Nov. 13	<i>Lake Scamous</i>	Canada Shipping
Manchester	Oct. 31-Nov. 15	<i>Lake Chilco</i>	Anglo Canadian
	November 7-22	<i>Lake Cowichan</i>	Anglo Canadian
	Nov. 27-Dec. 12	<i>Lake Nipigon</i>	Canada Shipping

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

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

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

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

Belgian Congo

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

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

Belgium

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

Brazil

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

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

Chile

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

Territory includes Bolivia.

China

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

Colombia

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

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—R. G. C. SMITH, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Shari Kasr el Nil. Address for letters: Post Office Box 1770.

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

France

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

Territory includes Switzerland, Algeria, French Morocco and Tunisia.

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Territory includes Turkey.

Guatemala

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

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

Hong Kong

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

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

India

Bombay—RICHARD GREW, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

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

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

Italy

Rome—J. P. MANION, Commercial Secretary, Canadian Legation, via Saverio Mercadante 15-17. Address for letters: Casella Postale 475.

Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

Foreign Trade Service Abroad—Concluded

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.

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 Centre.

Territory includes Bermuda.

Cable address, Cantracom.

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. 27	Nominal Quotations Nov. 3
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2485	.2485
Australia.....	Pound	....	3.2240	3.2240
Belgium and Belgian Congo.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.2038	.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